

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

## MTCV September 1996 Itinerary

Sunday 8th      Eildon,  
Jack Youdan leading  
9.30 am KBCP,  
10.30 am Yarra Glen

Sunday 15th      Violet Town  
Ian Payne leading  
9.30 am KBCP  
10.30 am Whittlesea

Route: Whittlesea, Yea, Strathbogie, Violet Town.  
Counter Lunch at rebuilt lunch if enough interest.  
Home via Nagambie, Strath Creek, Flowerdale and  
KingLake West. Approximately 350 km.

Thursday 19th      Social Sip  
Swan Hotel, cnr Swan St  
& Bridge Road,  
Richmond, 7 pm till late

Sunday 22nd      Great Ocean Road  
Rykk Budd leading  
9.30 KBCP,  
10 am Laverton

Saturday 28th      Dirt Ride  
10 am Whittlesea

Sunday 29th      Lake Mountain  
Mark Dennis leading  
9.30 KBCP  
10.30 am Yarra Glen

Thursday 3rd  
October      General Meeting,  
8.15 pm start  
Camberwell Town Hall  
Theatrette, Inglesby Rd  
Camberwell

Sunday 6th      Cape Patterson  
Danny Vits leading  
9.30 KBCP,  
10.15 am Hallam

Shut up, keep typing, I don't pay you to think.

## WHO'S NEWS

**Tell Ben on 9457-4479**

The Club seems to be lacking something in the communication department at the moment. Not everyone is willing or able to attend Social Sips or every Sunday ride, so those information gathering avenues are lost.

The magazine is a good vehicle to let all the members know what is going on, so I have decided to re-invent the wheel and bring back WHO's NEWS, which was always one of the first pages I read in years gone by. So if you have got any news preferably of the non-salacious type, then please let Vicki or myself know on **9457-4479**. There is an answering machine if we are not available to take calls.

We used to introduce new members both at General Meetings and through the magazine pages. Maybe this should be reintroduced as well. Committee?

---

Browyn has bought a new red YZF600, only one of two red ones in Australia it is reported.

---

Gerry East has also bought a new YZF600 and has been on a couple of rides.

---

There are a number of budding racers in the Club. Marty Thompsom, former MTCV President, is campaigning a ZXR600 at various meetings. At the Aug 4th B and C Grade meeting held at Broadford he came 2nd in the 600 Supersport, 3rd in the up to 600 and 6th in the Formula 2 Class.

Club member Tony Schrader is building a Super-mono racer. It consists of an XR600 motor in an XBR500 steel frame with GSXR750 forks and TZR250 wheels. He is currently having the motor rebuilt, ready for an October race meeting.

Dave Ward turned his YZF750 into a superbike racer for the same Aug 4th meeting as Marty. In his racing debut he finished 8th out of 26 bikes and 7th out of 21 bikes and was quite pleased with his results.

Late breaking news is that he has sold his YZF complete with all racing and road gear, extra fairings, slicks and tank, to Dave Moore. Dave Ward completed his last Steve Broughy race school at Sandown last weekend and it was a done deal.

---

I am reliably informed that late night high speed runs down the Eastern Freeway can be very expensive: 170 km/h equals 8 months and \$500. Beware the off duty policeman travelling incognito.

---

There are flowers around a tree on the Yarra Glen road where a one day old YZF1000 and rider came to grief. Be vigilant.

---

Tom's YZF-FZR1000 features on the front page of **Streetbike**. Inside is a 5 page spread with some great photos of Tom performing a stoppie and a mono. Andi gets a mention

too. Apparently the cameraman was unable to capture a mono with both wheels off the ground, *and* Tom's head, otherwise it would have been there also. The first and last paragraphs mention the MTCV in an interesting light:

*Some people have a very odd idea of what constitutes touring. To most motorcyclists it means going for a leisurely cruise, possibly on a motorcycle that puts comfort before performance. Then there is the Motorcycle Touring Club of Victoria and its members. Like Tom Saville, MTCV's idea of touring is more or less flat out blasting. And Tom, who has been a member since the early days, has a touring motorcycle designed for just that purpose: it's a Yamaha FZR1000 engine in a modified YZF SP chasis, which is just right for the somewhat less than casual, laid back style of touring, for which the MTCV is known.*

*Toms's wife, Andi, a bike nut in her own right ...*

*As a fast road rider from way back, Tom has built himself a very special weapon. Between his bike, his experience and his manic pace, there are not a lot of riders than can keep up and, not surprisingly, more than a few have tumbled by the way-side trying to do so. When Tom's club, the MTCV, goes "touring" about half the rides listed on the calendar have a cross-hatch marked against them. Down the bottom of the page it says, in an understated manner: "# Signifies rides not suitable for inexperienced riders". Neither would Tom's homemade YZF1000.*

---

Rob Langer and his repainted CBR600 looking fantastic are featured a few pages further on in **Streetbike**. What comes across in the article is envy: they keep drooling over his RC45. Did you mention the cars Rob?

---

Is your ZX7 easy to start but runs like a dog on cold mornings? Rumour has it that the carburettors could be icing up.

---

**For Sale:** Genuine Yamaha XJ900 workshop manual with supplements for all 900 models. One fairing screen for all XJ750/900 frame mounted fairings, higher than standard. Excellent for high speed touring. \$80 lot or best offer. Contact: Robert (GSX750) Ph: 9877-1790 after hours.

---

Thankyou to Les Leahy, Rob Matricciani, Mandy and a special thankyou (from Dicky) to Lyn Duncan for their efforts at the Phillip Island Ride Day.

---

Ben Warden

## CLUB RIDE 16/6/97 TO WALHALLA

A very foggy morning in the city at 9:15 am proved more than a challenge for my war horse GSXR 750. It took about 15 minutes to get started and warmed up. Yes, I was late for the 9:30 am KBCP start. Luckily Steve was still looking for friends when my mate and I turned up.

The ride to Yarra Glenn was cold and mainly greasy especially through the Christmas Hills. The following frozen bikes and riders were assembled in the sun:

ANDREW	CBR 600	
PAUL	YZF 750	
GAVEN	GSXR1100	First ride
JOHN	CBR600	
STEVE & SUE	GPX 750	Leader
MARK	YZF600	
SCOTT	FZR600	First ride
STEVE	FZR1000	Second ride
RAY	ZX9	
JOHN & SUZI	R1100	
IAN & KERRIE	RF900	Rear rider
DERIK	FZR1000	Non member been on rides
JENNY	NTV650	
DENNISE	GPX250	
STEWART	GPX250	Second ride
ME	GSXR 750	Rear rider & Write up

A good turn out for winter!

The approximate route was:

Healesville - Launching Place - Powelltown - Noojee for morning tea.

Well yes, all was greasy with Gaven getting sideways nearly every corner. We headed for the coffee station and then stripped off excess clothes to absorb as much photons as possible. The sun was out and it was a beautiful day.

After a prolonged morning tea (due to the fact nobody wanted to leave the sun and Steve needed to find a road out of there) we decided to move out. About 3\4 of the bikes had left and then Gaven decides to inform me of his flat tire. " Onya mate" there was only 25 minutes to discover this fact before we moved on. Any way Andrew and Ian thought they knew how to fix a flat. After the second go they decided to read the instructions, it is amazing how reading the instructions helps.

All done Andrew, Ian, Gav and myself would catch the rest of the group via a short cut. And to tell you the truth it was the best part of the day because the roads were dry and the speeds were a more of an acceptable pace.

The only problem with our short cut was that all the corner markers were still waiting for us at their respective corners. So Ian had to round them up.

The ride proceeded:

to Neerim - Neerim South - Buln Buln East - Shady Creek - Trafalgar - Moe - and Walhalla.

To cut the story short we got lost near Old Sale road the roads were generally greasy and the pace was a little pedestrian.

When I arrived myself, Andrew, Gav and John decided to go to the pub for a meal and to get warm. We ordered and soon to follow was everybody else because the next mine tour was in 3/4 of an hour.

We had lunch and then decided it was too late to go on the mine tour, so we headed home. Except for Ian who was going on the mine tour so I was lucky enough to be bestowed the honourable position of rear rider. Fantastic I thought I am really racking up the club points now.

The ride back was at a crippled pedestrian pace which was partly due to some riders ,partly due to the slippery conditions and to the sun which did blind me and everybody else on the highway home.

To top it all off Steve turned off from the highway. This caused a revolt and confusion as about 8 riders did not know where to go and were stationary on their bikes waiting for some direction.

I told them to go the highway and I would catch up to Steve and inform him of the mutiny. The next intersection there was no corner marker so I made the executive decision to go back via the highway.

The ride would have been a good one if the roads were dry. But this is winter and I do think more careful choice of roads are required for these times.

David Moore GSXR750

## **Lake Albucutya**

### **June 27 1996**

The weekend for Lyn and I started on Thursday afternoon as we travelled westerly with the XT 225 and 600 on the trailer, the combie was flat out all the way. We stopped in Dimboola for tea and to fill the BBQ gas bottle. After tea the combie didn't want to go, loose connection on the starter. We got to the camp ground at about 9pm and after a bit of a stroll around we were both ready for bed. Friday morning the BBQ wouldn't start, investigations showed the gas didn't smell like gas, so we rode in to Rainbow to get it checked out. The guy at the servo said it was full of air. Back to camp for a coffee, but the BBQ still wouldn't light, blocked jets. It was about then I noticed the nut on the front sprocket was missing on the 600, so I pulled the jets out of the BBQ and rode back to Rainbow to see if I could get new jets and a nut. No to both, a hose clamp was used to hold the sprocket in place. Debbie and friends had arrived by the we got back, with a tent that made the back of the combie look quite inadequate. The others arrived throughout the evening with Les and Di the only ones who rode up there. The weekend was really great thanks to Tom for the ride into Big Desert on Saturday, sand riding is very demanding. On Sunday Debbie, Lyn and I rode along a dry creek bed to Lake Hindmarsh and return. Lyn and I decided to stay til Monday and rode around Lake Albucutya, thanks to Rob and Danny for leaving some supplies. Monday afternoon was a pretty uneventful drive home in the rain.

Mark Dennis.

### A RIDE IN RETROSPECT.

This is NOT about the August 4 club ride..... it's just that was the day the committee TOLD me I owe a writeup for Ben's last-led ride.

I think they are talking about the July 21 ride named "Welshpool".

Sure I went on the ride, sure I volunteered and did the rear rider trick but don't recall anything about doing any write up..... does anyone volunteer for two jobs on one day?

Maybe I just forgot the commitment but in any case I have now just about forgot the ride!

Best I can offer folks are the following points,

- \* Dry roads leaving Hallam but did not stay that way for long and therefore wet all day.
- \* Freezing fog around Arawata convinced Sam he should go home and learn to ride his new FZR another day.
- \* Gippsland cow S..t must be the slipperiest of it's type in OZ. We must have traversed it on 72 "stock crossings".
- \* Don't think we went to Welshpool but certainly Dumbalk, Boolarra, Mirboo North, et.al.
- \* Hard to remember pain but recall there was plenty from the cold in our fingers.
- \* We must have all returned safely 'cos we are all still here!
- \* The list below of punters on the ride is courtesy of he-who-never-forgets- Ben. (Just you wait until you are old(er) and can't remember how to spell Kawasaki).

Jack(think I've been corned) Youdan



## LEATHERS USED TO BE MADE TO LAST - THEY STILL ARE!!

*Tiger Angel leathers are made with a total commitment to quality, from the immaculate stitching to the careful selection of premium grade leather hides.*

*All suits and jackets now feature the unique BODY DEFENSE SYSTEM including inbuilt back and collar bone protection.*

*The Tiger Angel tailor order system offers a wide range of colour and lettering options for the creatively minded and our legendary custom made service caters for those who are more "interestingly" shaped. All products are guaranteed and because everything is made right here in Australia, you can utilise our crash repairs and alteration service and be assured of quality work.*



PROFESSIONAL SPORTS WEAR

# TIGER ANGEL

196 Dryburgh St.  
Nth Melbourne 3051  
(03) 326 5836 Fax: (03) 326 8503

## Port Welshpool alias Mirboo North

Sunday 14th July 1996

10 bikes, 10 people

Tengai 650	Ben Warden (leader)	GSXR750T	Mark Dennis
Triumph 900	Jack Youdan (rear)	RF900	Ian Payne
GSXR750WP	Lyn Duncan	CBR600	John Willis
Dominator	Andrew Kennedy	VFR750	Danny Kosinski
GPx750	Steve Leyland	ZXR750L	Sam Sirianni

This is an abbreviated write up as I believe Jack is doing one elsewhere.

The weather forecast was perfectly correct: cold, wet, windy, who'd go for a ride on day like this. So I was most surprised when 10 hardy souls turned out in full wets for what was advertised as an arduous ride. But even Port Welshpool was a bit far in the conditions considering that we were approaching the shortest day of the year with it getting dark from 4.30 pm onwards. So I decided to head for Mirboo North stringing together the best roads I could. And I was on the Tengai, the ZXR750 tank leaking out of the overflow tube, and the replacement secondhand one sourced from Sydney doing exactly the same. Ho-hum.

The route was down to Drouin for morning tea and a quick thaw, followed by Poowong, big sweepers towards Korumburra picking up the Arawatta Road. Here the fog really set in and Sam called it quits. Riding with a dark tinted visor in thick fog under a very black set of storm clouds on a relatively unfamiliar bike would have been nearly impossible, let alone pleasant.

Round to Leongatha (almost) taking a few tricky back roads to pick up the magnificent downhill Dumbalk sweepers. Then onwards following the river around undulating hills to Mirboo and Limonite before cutting across to Boolarra and back up the tight twisties to Mirboo North. Steve asked me if I could have put in any more corners. I don't think so. That was 120 km worth and lunch was a welcome respite.

The weather had improved: the roads were wet, though the only rain we encountered was high up around Arawatta in the fog. The Tengai was ideally suited to the conditions: light, flickable, long travel soft suspension, combined with good low end torque characteristics making it easy to ride. No wonder Danny gets mobile on his XT around the GOR. I don't think I held anyone up.

After a leisurely lunch and fuel for most, we headed north through Thorpdale (fast sweepers) to Trafalgar picking up the unpleasant Princes Highway to Yarragon before heading south to Lardner and around the last series of sweepers to Drouin for a final regroup before breakup at Narrewarren at 4.15 pm.

I enjoyed the ride because it was with experienced, hard-core fanatics - why else would they be there? We made good time and I did about 430 kms door to door. After filling up the Tengai at Hallam in the morning, I next filled on Tuesday going to work! Economical critter, even with 49K on the clock.

Thanks Jack for rear riding, and the other riders for sharing the day.

Ben Warden (Tengai)



## Snow Ride

28.7.96

From KBCP: Steve and Sue (leader) (GPx750), and Dave (GSR750). At Yarra Glen: Danny (VFR750), John and Suzy (victim) (K100RT), Paul (Duke 600), Tom (XT750), Andi (XT350) rear. At Marysville, John and Eric (YZF750s). Buxton: Andrew Kennedy (NX650).

Not a huge turnout. I reckon once again too many believed the forecast, but once again those people (the weather bureau) can't be trusted and got it wrong again. There were wet roads and some fog - quite thick in parts around Warrandyte and Christmas Hills area requiring a little more concentration for a time but by the time Dave, Sue and I had reached the Glen it was looking promising.

The ride pretty much straight forward: Yarra Glen to Healesville via the Old Yarra Glen to Healesville road, up the Black Spur - which was great once we got after the bus displaying a Driver Under Instruction sign. Right at Narby and smoko at Marysville where we met up with John and Eric who joined us only as far as the toll gate. When the attendant said \$3, I figured that must be for the group. "Sorry mate, that is per bike". By the way it was \$14 for tin tops for those that are interested.

Half way up, would you believe it, the best bit of road for the day was dry. Well, alot of it anyway. There wasn't lot of snow around so it was pretty easy to find a parking spot and we then embarked on a trek further up the mountain on foot to find what we came for and that we did, half way up.

The higher we went, the thicker it got. We went to the summit, then to the Marysville lookout. Not much of a view here due to the cloud cover and finally we trekked a little further this time to the Alps Lookout which was a very worthwhile walk rewarding us with views from this side of the mountain.

Back at the carpark, we discovered Paul had already headed for home and the rest of us went onto Buxton for lunch. Here, while waiting for our order to be filled, who should roll up but Paul with some terrible tales of misfortune. First a car did something unusual in front of him causing some unsuccessful evasive action and the Dukes fairing kissing the bitumen resulting in very minor damage. But while in Marysville assessing his damage he is confronted by AFK. Would you believe the blokes luck. Talk about a double bummer. He saw us pass at the roundabout and gave chase obviously looking for sanctuary but was unable to shake him, probably phased by his off. Both joined us for lunch.

The day finished with a spirited scoot down the Black Spur and breakup in Healesville. Thanks to those who braved the ordinary forecast and I hope your day was as enjoyable as mine and Sussys.

Steve and Sue (GPx750)

*15 Bikes/16 People:*

K100RT	Davorin Zivkovic (Leader)	Revere	Jenny Burns
FZ750	Andrew Smales	GSXR750	Lyn Duncan
XT600	Danny Kosinski	GSXR750	Mark Dennis
GPx750	Steve Leyland & Sue Wells	VFR750	Mark Turner
R1100GS	Jack Youdan (Rear after Colac)	GSXR1100	Gavin <i>1st ride</i>
Shadow 1100	Andrew Kennedy	ZXR750	Ben Warden
RZ350/175	Geoff Jones (Rear until Colac)	YZF750	Craig Morley
GSXR750	Dave Moore		

I caught the gang at Laverton where I filled up my new tank (courtesy of Kawasaki Public Relations) for the first time. Apart from leading a wet ride into Gippsland in the middle of July on the Tengai, I had not been on a ride on the ZXR with the Club since the Daylesford ride way back on 5th May - 3 months to the day. Not since 1986 when I toured Western Europe on a GT550 had I missed so many rides. It was good to be back! And plenty of familiar faces too.

Marking the entrance to the freeway at the Laverton roundabout just out of the servo I could see a bit of a commotion happening on the opposite side of the road. Andrew had dropped his FZ750, locking up the front wheel to avoid hitting the car in front. Minor cosmetic damage.

Dav lead us the 90 km down Geelong Road, out to Torquay, and around to Anglesea for morning tea, arriving at about 11 am. I had been travelling fairly sedately, mindful of Mr Plod along these stretches, but when Steve sailed past a long string of bikes and cars across double white lines leaving Torquay, it all came flooding back!

The few fast sweepers just before Anglesea - the first sweeping corners of the day - got the adrenalin pumping. I timed my attack well, getting a clean run, the *team* slotting in behind. Tipping into the first corner at speed I contemplated the quality of grip of the tyres after three months of curing, and my lack of practise. Like on rails! Grouse! Maybe coming in via the Boulevard had helped. The others dropped back.

Over morning tea a few of us admired Jack's new R1100GS with all the techno wizardry: mono-lever front end, 4 valve heads, fuel injected, para-lever rear end. He traded in his K.

Back to the toil! The roads were damp and looked slippery. Soft compound tyres are sensational in the wet and I didn't have a slip all day.

On the outskirts of Anglesea near the lighthouse I was forced to brake suddenly when an arm-holding-radar poked out of a stationary 4WD. So that's what those headlight flashes were for! Gav says he didn't notice - at worst he'll read about it.

A few of us regrouped at the side of the road to give Dav a chance to get ahead. Danny was riding fast, his bike ideally suited for the tight, twisty, wet/dry sections. Though his riding style seemed dangerous to some.

A while later around the cliff tops a bluestone size rock had fallen onto the road mid-line. We stopped while Craig removed it and the team regrouped again.

Then there was the tree across the road near Airey's Inlet. Cars were driving on our side of the road to avoid it. It was in a particularly twisty section, and it came upon you in a rush. Historically, a couple of us had had a spot of bother with cars driving on the wrong side of the road before (29th January 1995 springs to mind) and didn't need reminding.

At Skenes Creek, just before Apollo Bay, we regrouped again for the blast up through the ranges and on to Colac. Almost everyone was riding well, and within themselves. But have you noticed how wide some people are when you try and pass? "Lane-and-a-

Half" I'll call him. At the next regroup at Forrest, we swapped "Lane-and-a-Half" stories. The four or five who had witnessed his latest antics were amazed. It didn't bother me particularly - it was just another episode to add to the collection. But I fear for those not *in-the-know*, especially new riders.

Travelling north west from Forrest we broke cover from the trees and encountered strong head winds. The roads were straight and long. Fuel consumption plummeted. Colac for lunch, 1.30 pm, some 140 km indicated since Anglesea. Geoff swapped rear riding duties with Jack, who had kindly volunteered.

After refuelling at the servo, we were soon back on the road again in search of our destination, Lake Corangamite, the largest lake in Victoria. Soon we were upon it, though it looked more like a storm tossed ocean, white caps abounding. The roads narrowed and we wound our way north through Alvie, past Red Rock lookout and onto Cressy. Dav stopped to look at the map a couple of times, not having had time to pre-ride the route.

Cressy to Shelford is straight roads, and with a huge tail wind, a few high speed runs were attempted. Geoff gave his RZ its head, only for it to return the favour by nipping up, massively holing the piston. Another rebuild in order! We regrouped at Shelford for afternoon tea, and to plan a route home more suitable for Geoff.

We took a back road to Meredith and then around through the Brisbane Ranges taking the second Mt Wallace turn off. We had managed to catch up to a heavy, blustery rain storm. Jenny was riding like a demon. Dave Moore described the Mt Wallace road as a goat track - narrow and bumpy. We don't often travel down this section, and it certainly is steep, though the valley unfolding in front of you was very pretty, the sun rays streaming out from under the storm clouds now.

There had been so much rain (we had avoided the bulk of it) that a couple of dips had "rivers" running through them. I was on a mission at that stage, though when my feet were "blown" off the foot pegs by the dispersing water, my concentration was disturbed momentarily.

Geoff had been struggling along at a very respectable rate, on one cylinder, even managing to negotiate some steep hills around Durdidwarrah (Brisbane Ranges). But riding with the throttle to the stop has consequences: he ran out of petrol near Exford. Jack pillioned him home (Melton), only 10 or 11 km away to return with a trailer.

The ride broke up in South Melton at about 4.30 pm. Dav, Ben, Dave and Craig will be getting new rear tyres before next ride, and Danny is going to sort out his blinker problems. Home to home just over 500 km (Laverton to Melton 430 km). It was Dav's first lead and it was certainly memorable.

Ben Warden  
(ZXR750)

*31 bikes/33 people:*

VFR750	Rob Langer (Leader)	FZR1000	Derek Atkinson
TRX850	Daryl Otzen	FZR1000	Steve
XJ900	Leslie	FZR250	Lynn
FZR600	Harry Miller	NTV650	Jennifer Burns
Thunder Cat 600	Gerry East	CBR900R	Patrick Tayeh
XTZ660	Les Leahy (Rear Rider)	CBR1000	Rob 2nd ride
YZF750	John Clowes	CBR900R	John Carpenter
YZF750	Eric Makin	CB1100F	Chris
VFR750	Danny Kosinski & Tracy Wimpy	CBR600	Jacinta
CBR600	Andrew Kennedy	GSX750F	Rob Matriciani
GSXR750K	Dave Moore	GSXR1100	Gavin
GSXR750	Lyn Duncan	GSXR750T	Mark Dennis
ZXR750	Ben Warden	ZX900	Ray Toolson
GPx750	Steve Leyland & Sue Wells	GPz900	Bear
BMW Funduro	Danny Vits	GSXR705WR	Mark
Ducati 900SS	Ivan		

Bikes everywhere! I passed a group of 5 or 6 large capacity machines on the Christmas Hills Road, none of which I recognised. Could this be the group from the city I pondered? No. Soon after a 4WD pulled out in front of me, blocking half the lane before stopping, deciding maybe I had right of way. Meanwhile, the back end of the bike was swaying and hopping, my adrenalin pumping. Love those brakes, hate those cars. This road isn't what it used to be, with the increased traffic, driveways, restricted speed areas, reported bookings and recent motorcyclist fatality. Note flowers around one tree.

As I dismounted outside the familiar Yarra Glen Milk Bar I immediately noticed Eric's bike sporting Ohlin suspension components. He seemed pretty happy with the experience. Then Gerry arrived on her new (to me) YZF 600 Thunder Cat, ever ready with an interesting comment. Tony was at home building his super-mono racer.

Soon Rob, our leader for the day, arrived. He seemed to be wearing even less "clothes" than his spartan VFR. Apparently his car had been broken into overnight and all his normal riding apparel had been stolen - helmet, jacket, pants, gloves etc. Les Leahy loaned him a windproof overjacket greatly improving his comfort level.

A grand total of 31 bikes assembled, reminiscent of a summer Great Ocean Road ride. It is amazing what the first dry, warm, sunny day in 3 months will bring out. (It is now a week later as I write this. It is 7°C, 2 pm and a hail storm has just gone through. It is snowing in the Dandenongs, Blue Mountains and Southern Queensland.)

Rob gathered everyone around, gave us an idea of the proposed route, called for people with first aid experience to make themselves known, and told us how far before fuel stops. Next stop Broadford. Start your engines!

Back along the Christmas Hills Road, it wasn't long before Dave Moore and Gavin slotted in behind me, as per the previous week. The *traffic* was fairly heavy and just when I got a clean run, I found myself in an unexpected braking duel with Steve on his GPx. Rob was taking the Watson's Creek turnoff to Panton Hill. Unfortunately it is just over a bridge around a sweeping corner. Suffice to say that a lot of people overshot it. Ho-hum.

I charged off, unaware that I had passed Rob, mixed up with the corner markers. It became clear when I got to the other end and there was no-one there! Around through St. Andrews, up to Kinglake and Kinglake West, corner marking again. Then onto Flowerdale and around to Strath Creek. I noticed what could have been a glove - OK, I knew it was a glove but didn't stop to pick it up. The Strath Creek to Broadford Road was a bit dodgy with a few gravel strips in the corners. Dave dropped back after being showered a couple of times. Past *Craig Corner* and we were there (Broadford). The

service station was overwhelmed so a few of us headed for the eatery directly. The fuel economy of the ZXR has improved marginally, now that it is not leaking out of the overflow tube as well as being gobbled up by the carburettors!

Morning tea gave us a chance to peruse the array of machinery. Lots of tasty morsels: 900SS Ducati, 4 cylinder FZR250, BMW 650 Funduro, 10 Yamahas including Les XTZ 660, 9 Honda's - all late model apart from the immaculate "dinosaur" CB1100F. 5 GSXR's on one ride - unheard of. At least my green bike sticks out amongst all the red, white and blue. Some guy called Patrick was wandering around like a lost soul mumbling. "Anyone see a pair of gloves?" Gulp.

We headed north out of Broadford taking the first left turn at the top of the hill towards Glenaroua and Pyalong. Rob and I pre-rode the ride on the previous Thursday, except for this twiddly bit. It only took one bent signpost and I realised we were heading south towards Highcamp, at a rate of knots.

Eeek! Sheep on the road. Now Mark Dennis and I were engaged in a braking duel, as 4 sheep scattered unpredictably. Mark was obligated to do the responsible, president thingy and stopped to give warning to the oncoming riders. He gesticulated wildly to them, and they waved happily back, blissfully unaware of the hazard.

Cripes! Now I am mixed up with a couple of kangaroos bounding down the road, left and right. The top fairing has a million cracks from my last encounter with the furry beasts. I'll wait for them to get off the road, I told myself, which they seemed to have no intention of doing. Holy cow! There's another 8 kangaroos travelling in parallel through the paddocks on the other side of the fence. After a while the road kinked and they maintained their bee-line. Mark had caught up and he corner marked the next intersection on the Northern Highway, and I the next.

We now found ourselves on a steeply rising link road up to the main Pyalong to Lancefield Road. Rob and I had come down this little terror just out of interest but abandoned the idea of using it (before the slight detour) due to the number of bikes. The plan was to make a loop, but the risk of the leader catching up to the tail rider, or worse still intersecting the ride, was a distinct possibility with so many bikes. Maybe next time.

Just as we approached the main drag there is a tight left-hand corner, unsignposted, and a bit gravelly. It caught me unawares, but the tyres stayed planted. Dave and Gav were saved by my screaming brake light I suspect.

A rogue sheep found himself on the wrong side of the fence to the mob, and decided to play chicken with the oncoming bikes. Then a rabbit bolted out in front of me, tempting fate. By this stage my nerves were shot so I wasn't too concerned, besides, if the mixy didn't get the rabbit, then the calici virus sure would.

Did I forget to mention a certain FZR250 ducktail/seat assembly that had ejected towards me (and other bikes) just out of Broadford? It was like a minefield out there!

At Lancefield we headed north up the Tooborac/Heathcote Road, cutting back to Pyalong via Emu Flat. This is a grouse little road carving its way through volcanic bolder strewn, undulating hills, with only the occasional sheep! There are some wide, sweeping down hill curves. Faster Rob, faster! All too soon we reached Pyalong, and corner marked again.

The first few km's on the Pyalong to Seymour Road are the best. With Dave and Gav in tow, we pounced on a Bear riding a noisy GPz900 at the 45 km/h sharpish left hander. A bit of road knowledge helps here, as we scooted past. An uphill, off-camber right hander that goes and goes, and then a transport section to Seymour for lunch at the hamburger station. It was about 1.30 pm, and we had travelled 105 km since Broadford.

Lyn's getting harder to pass, as Eric discovered. He got the shock of his life when SHE took her helmet off. Ha!

John and Eric didn't like the idea of the dirt section through to Highlands so planned to wait for us at Yea. After a casual lunch, more tall bike stories and some people refuelling their bikes, we were away.

The sandy dirt section was hard packed and fast, as always. I barely slowed down at the transition. In summer it is a bit dusty but not today. After lubing the chain at the other end, we charged down the hill. There are a couple of decreasing radius corners which require careful negotiation. Dicky had rediscovered his race-face and was riding like a crazed banzai, grinning wickedly from ear to ear. Welcome back! Down through Ghin Ghin to corner mark on the highway.

The bike took a minute to restart - I suspect widish plug gaps, combined with a dose of leaded fuel. It was fine for the rest of the day. It took 16 km to catch up to the rear rider at the Molesworth corner. Eric and John had rejoined the ride at Yea.

This Molesworth to Alexandra loop has undergone serious road improvements over the past couple of years, and is a lot safer than it once was, though the first left hand off-camber corner over the crest of the hill is tricky as ever.

Back to the highway, down to Buxton, and around to Marysville. Rob mentioned stopping at Marysville and some of us had planned to refuel here. As I was on reserve, I didn't have an option. Meanwhile the ride continued over the Black Spur and broke up at Healesville. The traffic over the Spur was horrendous. I followed Mark for a while, appreciating the grunt of his machine. Eventually he hesitated, and I was gone, finally getting a traffic free run through the smooth esses.

It was about 4.30 pm and we had accumulated around 450 km (525 km home to home) of great riding experiences. Thanks Rob for fixing up the weather and I trust insurance will cover the lost riding gear.

Gerry, Dave, Gav, and myself made our way back home via Yarra Glen (the flooded areas were amazing) and Christmas Hills. I dropped round to see how Tony's racer was progressing. He was busily making brackets and fitting instruments and fairings. Thanks for the cuppa Gerry.

The bike has done 28,800 km now, and yes, I did fit a new rear tyre after last week. Let's hope the weather improves!

Ben Warden  
(ZXR750)

# NOVA HONDA

A.C.N. 006 881 765

## **"The Best in Service & Advice"**

SPARE PARTS	SMASH REPAIRS	TYRES
SERVICING ALL MAKES AND MODELS		INSURANCE
ACCESSORIES	FRAME STRAIGHTENING	FINANCE T.A.P.

*Get a better deal for M.T.C.V. members.*

4 / 70 MAROONDAH HWY RINGWOOD 3134.

PH (03) 98702222 FAX (03) 98796791

## Matlock Dirt Ride Sunday 24 August

Didn't seem a bad sort of a day.

At least it wasn't actually raining.

What the hell!

On with the gum boots and off to Yarra Glen.

When I arrived, Paul was already there with camping gear strapped to the TT350. I didn't know it was going to be a camping weekend!

No, not really. Paul just had a weekend away planned for Woods Point and was using the dirt ride as a way of getting there.

I'd arrived early to do a little shopping at the Yarra Glen hardware store. Top spot. Picked up a good aluminium body torch for camping and a pair of riggers gloves for next summer's riding.

Summer? You remember summer.

Before long we had...

Mark on the XT600

Garry on the TT600

Paul on the TT350

Rob Langer on the TTR250

Rob Matricciani on the Suzuki 250 (of unknown model)

Steve and Sue on the XL600

and me on the XTZ660.

Yours truly volunteered for rear rider as any mud on the tracks would definitely make me the slowest rider.

Healesville, up the back road towards Donna Buang, across to Launching Place and on through Warburton. Great, not much dirt so far.

Just before McMahons Creek we turned right on to... yep, you guessed it, Muddy Creek Rd.

Muddy by name and muddy by nature. Well it wasn't too bad really considering the amount of rain we've had this winter.

Noojee was first stop for petrol and a bit of something to eat. So far so good.

The next leg was up by Toorongo leading to 'The Triangle', on through Matlock (from whence our ride took its name) and over the edge and down to Woods Point. Some 82 kilometres in all.

Well, we were well into to 40k area on the odometer when I zipped around a corner to be confronted with a general state of confusion. Rom M's Suzuki had spat the chain and I'm not sure whether he went down but it sure left a rather interesting skid mark.

Bewdy!, I thought. I'd been busting for a leak for quite a while and now was my big chance. On returning from the bushes (a little decorum please, after all, Sue was present) a certain dark viscous substance was dripping from a fracture somewhere in the sidewall of the Suzuki's gearbox.

Steve suggested riding it on to Woods Point and leaving it there. "Bullshit" I ventured, "Have you any idea how long it would take to drive to Woods Point with a car and trailer?" To me, going back to Noojee was the ticket. So off we set. Rob M and myself that is, 'cos I had a bike capable of two up riding and also a tow rope.

It also seemed like a good way of getting home at a reasonable hour. Not like the others who had big k's in front of them yet.

Well at a steady 60 kph the Suzuki was doing nicely. The gearbox was holding more oil on the run that it was standing still, so at Noojee Rob and I had a chat and decided to buy a litre of gear box oil, top up, and press on.

An interesting sidelight. At Noojee Rob had put the gear box filler plug in a nook or cranny on top of the gear box. In his excitement to get going he forgot to replace it after topping up the oil. 50 k's down the road I stopped to don waterproofs and Rob to check the oil level.

There it was! The plug was still sitting there on the case where he'd left it. Just goes to show.

The rest of the trip home was uneventful, and I was back in the garage at a very respectable hour thank you very much.

So I'll now hand over to one of the others to complete the trip for you.

Les (Tenere).

Sunday 25<sup>th</sup> August 1996. Healesville-BBQ at Johns.

Dee	GSXR750	Lyn	GSXR750
Duane Wans	YZF750	Sam	ZXR750
Ben	ZXR	Steve	GPX750
Dave Moore	GSXR750	Mark Dennis	GSXR750T
Brian	CX650	Rob Langer r/rider	VFR750
Mark	VFR750	Gavin Wearing	GSXR11
Rykk	NC30	Denise	GPX250R
Dicky	TRX	Jenny	NTV650
Ian & Kerrie	RF900	John-leader	CBR600
Andrew Kennedy	Dominator	Geoff	RZ350

The city departure left at precisely 09:30 en route to Yarra Glen. I was told that one tardy rider turned the corner to the KBCP expecting to see the group getting ready to depart, however he found them fading into the distance ahead and had to hurry up to catch them!

I arrived at Yarra Glen in time to grab a bite for breakfast-still recovering from a flight from Darwin that got me home late the night before. No food in the cupboard so I was looking forward to an egg and bacon sandwich. Sam had already arrived on his ZXR750, his first ride for about 3 months due to holidays up north.

Dee arrived next on his GSXR750, Lyn on her GSXR750, Jenny NTV650, a few others and then the city bunch. John was quick of the mark to arrange the rear rider-Rob Langer VFR750, then an outline of the day and off we went.

The sky was quite gray as we headed toward Healesville on the Healesville-Yarra Glen Rd. I made quite an error of judgment at the T intersection and compounded this by locking my back brake! Any remaining jet lag was chased away by an enormous surge of adrenaline.

From Healesville we took Don Rd and ventured up the mountain side. We gathered together at a suitable turn off and for those who wished to join in, the ride back down the mountain was without the motor running.



Back to Healesville we went and we turned off at the Maroondah Hwy toward the Black Spur. The traffic here was quite heavy thanks to a cattle truck which had approximately 50 cars banked up behind it. I am told that Dave Moore upset an oncoming driver with some daring tactics and the driver decided to get back at him by putting the squeeze on Ben. A bit of a lean on the car he was overtaking and a deep breath out saw Ben through O.K. and ready to tackle Dave at the next available opportunity.

Next stop was Buxton for a break, fuel up and chat, holidays up north being a favorite topic among the different groups.

From Buxton we ventured back through the spur, to Healesville, Brain headed home from here, we turned off toward Toolangi. No traffic here to slow us down and the riding was so enjoyable. Geoff left for home at this point and John's house was the next stop for the BBQ and the usual chin wag. Whilst cooking the BBQ John informed us that whilst riding the spur he had gone for "The biggest slide of my life!" - ask John for any further details. Dee said "Too much gravel" and "Missed fanging with Tom", Mark Dennis "It was the best ride in 2months". Jenny, "F#@%\$# traffic!" Duane Wans was on his first ride with the club and said "I'll be back". Sam was asked for a comment on the ride but declined, stating that "My missus might read the magazine"-later he stated that it was a "Good ride". Rob Langer "Had a nice day- enjoyed the ride" Andrew Kennedy said "It was good, It didn't rain and hopefully will be as good for next Saturday at The Island". Gavin said he "Had fun". Steve, who was Sue-less commented "I made it here!". He was happy to recount his adventure of the day before with a downhill slide facing upwards, with Sue as pillion!

"Great roads and a great place to live" said Lyn, "Great views" stated Jenny. "We have decided to nominate John's house for the MTC New Years Eve party!"

Did I mention the tame kookaburra, the flying fox demonstration, or John's camel trek safari? Sorry no room left.

Thanks to John for leading the ride, and for providing the hospitality. Thanks to Rob Langer as rear rider, especially through the spur. Thanks to all participants, the general consensus was "Good ride, Good day".

Denise Fowkes GPX250R

Les, our first day's scribe was good enough to accompany Rob M. home with his damaged crankcase after throwing his chain. I'll just jot down some details: The places: Noojee, Toorong, Matlock, Woods point, A1 Mine Settlement, Gaffneys Creek, Mt Terrible.

The incidents: Rob M. threw a chain just out of Noojee causing damage to crankcase. Rob L. got a flat front making him slow down a little coming into Woods Point but still achieved cut-cat of the day award. Paul had a spare inner tube and it was fixed on the spot. Thanks Paul. Gary dumps it big time while playing in some work site gravel but no way could you wipe that smile off his face.

It is now dark and raining, wombat on road causing a few swerves. Mark's lights fail soon after, and he made me go in front ("Yeah, bullshit mate, it was the wombat wasn't it. You just switched them off didn't you.") Gary runs out of juice at Buxton. Lucky the servo was open.

The comments:

"Grouse views all day, great lookout at Woods Point."

"Top spot - Woods Point (town)."

"Terrific tracks up to Mt Terrible and back again."

"Bastard, I hate you, you tried to kill me didn't you." Oh the joys of an understanding pillion.

Thanks Mark. Back up rear and scribe, Steve XL600

Part: PART 2 - REGISTRATION AND IDENTIFICATION OF MOTOR  
VEHICLES AND TRAILERS Print  
Division: Division 4 - Registration Numbers and Number Plates

### Regulation 216 - Method of displaying number plates

- (1) If, under regulation 215, two number plates must be fixed to a motor vehicle (other than a motor cycle or special vehicle referred to in clause 10 of Schedule 1) —
  - (a) one of them must be securely fixed to the front of the motor vehicle so that the number on the plate is easily distinguishable at a distance of 20 metres from the front of the motor vehicle; and
  - (b) the other must be securely fixed to the rear of the vehicle so that the number on the plate is easily distinguishable at a distance of 20 metres from the rear of the vehicle.
- (2) If, under regulation 215, one or two number plates must be fixed to a motor cycle or special vehicle —
  - (a) one must be securely fixed to the rear of the vehicle so that the centre of the plate is not less than 30 centimetres above ground level; and
  - (b) if two plates are supplied — the other must be securely fixed to the front of the vehicle so that the centre of the plate is not less than 30 centimetres above ground level.
- (3) If, under regulation 215, a number plate must be fixed to a trailer, it must be fixed to the rear of the trailer so that the number on it is easily distinguishable at a distance of 20 metres from the rear of the trailer.
- (4) A number plate which is required to be fixed to a vehicle must, if the vehicle is required by the standards for registration to have a number plate fitting, be fixed to that fitting.

Well, what can I say?

On Saturday, 31st of August, the Gods did smile on the M.T.C.V., and in particular, Phillip Island Motor Raceway. Under mainly blue skies the day went off without a hitch, the breeze blowing off the ocean being the only thing to detract from a perfect day. Speaking to the groundsman, he told me that the weather in the 3-4 weeks leading to Saturday had been absolutely atrocious. Seeing blue skies certainly lifted a great load off my shoulders after so much organising, with a great feeling of satisfaction seeing everyone enjoying themselves.

With a full house having paid, riders started arriving in dribs and drabs from 8am onwards, with about 15 riders hitting the track at 9am for the first session. By about 10am all 40 riders had arrived, being split into the 2 groups of 20. Everyone had a ball and the day was incident free except for 2 riders being black flagged for noisy bikes, although both bikes rejoined almost immediately after making slight modification (in particular to their riding style as they went passed the noise meter).

At this point I would like to thank everyone that helped leading up to, and on the day, for it to be a success it definitely had to be a team effort. All the committee, and in particular, Mark for letting us abuse his Combi van to ferry Marshals around the track, Steve for helping scrutineer in the morning and doing anything else that had to be done throughout the day, Sue for supplying lovely cakes and biscuits, coffee and tea. Also, special thanks to Les Leahy for sacrificing his day to be track supervisor, Mandy who helped scrutineer and number/record the bikes, Lyn (who due to unforeseen circumstances could not ride on the day, and boy wasn't Dicky a lucky boy to be at the right place at the right time) who did an excellent job to recruit, pick up and drop off Marshals all day long, and Pat who also helped with scrutineering. Thanks to Vince and the boys at Nova Honda/Ducati, Maroondah hwy, Ringwood, for advertising the ride and providing a great many riders to help make the day a success.

Preferred dates have been passed on to Phillip Island for another day early next year, and with a little more experience under our belt (as well as a bit of luck) the day will be an even bigger success. Roll on 1997.

Robert Matricciani(Treasurer)  
GSX 750 F

<i>NAME</i>	<i>ADDRESS</i>	<i>A.H.</i>	<i>B.H./MOB.</i>	<i>BIKE M/SHIP</i>
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
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, Lyn		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
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	9940 1212	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
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
Sirninger, 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
Teder, Helen	4/287 Warrigal rd, Cheltenham. 3192.	95847707	9345 4689	GSX A
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
Vits, Danny	P.O.Box 20, Patterson Lakes. 3197.	9776 0236	016 378 307	BMW F 650 F
Ward, David		9563 7705		YZF 750 F
Wells, Sue				F
Welsford, Dianne	8 Highview drv, Mooroolbark. 3138.	9726 9066		CBR 600 F
Willis, John	19 Chaffer st, Healesville. 3777.	059 662 061	0419 538 100	CBR 600 F
Youdan, Jack	22 Fort st, Mount Waverley. 3149.	9802 3564	9311 6555	TROPHY 900F
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.