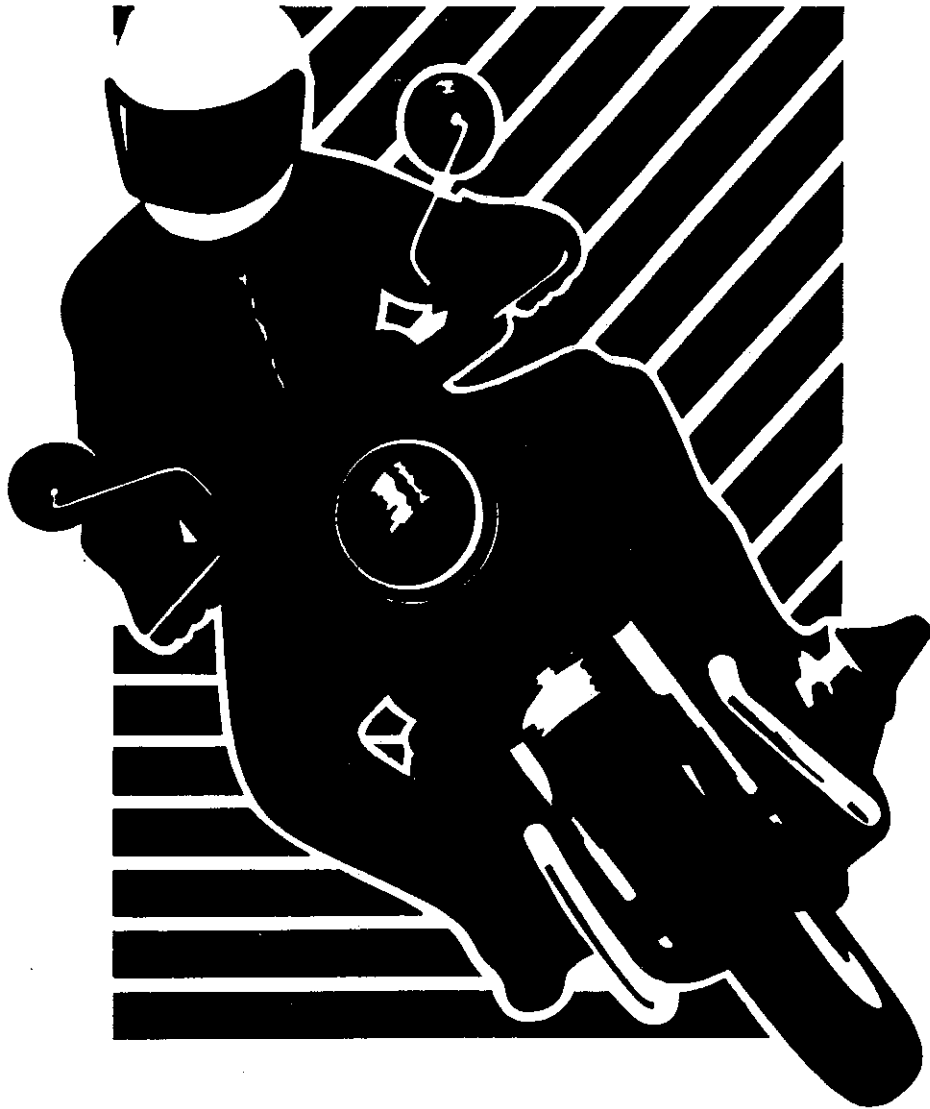


MARCH 97

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

**MTCV Itinerary
March 1997**

Sunday 2nd March 1997 Great Ocean Road Ben Warden

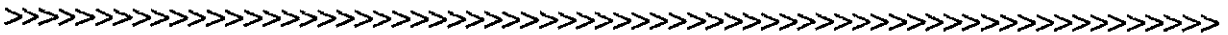
This was advertised as the Laverton Airshow, which was unfortunately on last weekend! Ben Warden saved the day and lead a ride along the Great Ocean Road.

9:30am KBCP 10:00am Laverton



Thursday 6th March General Meeting

8:15pm sharp at the Camberwell Town Hall Theatre, Ingelsby Rd., Camberwell



8th,9th & 10th March 1997 High Plains Drifter Dirt Ride Tom Saville

A well planned weekend away for those who like to get grubby. This is not a weekend for the inexperienced. Please contact Tom prior to attending if you are contemplating the event. He will give you pick up times and more detailed info.



Sunday 9th March 1997 Warragul Luke Richardson

Luke is in Tassie at the moment so I have no info on this ride

9:30am KBCP 10:15am Hallam



Sunday 16th March 1997 Wool Shed, Ballarat Ian Payne

Through Werribee, Banockburn, Meredith & Bunninyong to arrive in time for the 12:30pm show. Entry \$9.00. There is much to see and do with an estimated stay of 1 to 2 hours. Home via Daylesford, Woodend and Bulla. Approx. 340kms all up.

9:30am KBCP



Thursday 20th March 1997 Social Sip

Swan Hotel, Corner Swan & Church Streets, Richmond. Come down for a wrap up of all the latest goss and events. 7ish till late.



Sunday 23rd March 1997 Hopetoun Falls Rob Matricciani

Rob is also in Tassie at the moment so I have no info on this ride either

8:30am KBCP 9:00am Laverton



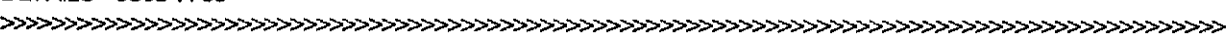
28th - 31st March Beechworth Luke Richardson

Spend Easter in busy, beautiful Beechworth. See inside this magazine for details and booking slip. Please note there is 6kms of dirt along the way.

9:30am KBCP 10:30am Yarra Glen



N.B. 12TH APRIL - WESTGATE MOTORCYCLE TRACK - 12:00PM - MOTOCROSS DAY - RING DAVE WARD FOR DETAILS - 9563 7705



SUPERBIKES WEEKEND 22ND-23RD MARCH - ANNOUNCED TOO LATE TO BE INCLUDED IN ITINERARY.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

DATE: 6 February 1997

LOCATION: Camberwell theatre

OPENED: 8:20 pm

PRESENT: Approximately 44 members and guests

CORRESPONDENCE: An invitation to the Jailhouse Rock motorcycle festival

A notice from Shannon's regarding their Grand Prix Auction. Due to take place on 10 March 1997. Interested parties who read this may still have time to find out further details. Ring Mark Dennis.

Flyer from Emgo Cargo Nets offering a discount on their many coloured cargo nets to club members. A cargo net can be had for \$6.00.

A flyer advertising constant lubrication system for motorcycle chains. Interested parties again see Mark Dennis.

A brochure advertising Canadian/American tours.

An advertisement for the Australian Kidney foundation 4,500 km trek. A copy of this appears in the February issue of Good Vibrations.

CAPTAIN'S REPORT: See magazine.

UPCOMING RIDES: See front page.

TREASURER'S REPORT: Due to lack of a statement exact amount was not available. Approximately \$4,000.

GENERAL BUSINESS:

April - July itinerary: Volunteers called for to lead rides as next itinerary is in the process of being formulated.

Newsletter: Volume of last two newsletters praised by some members.

High Plains Dirt ride: Ride leader - Tom Saville - advised will be a demanding ride not suitable for inexperienced riders. Up to 50 river crossings can be expected during the course of the ride.

Meeting start time: Members (and committee) reminded that the General Meeting is scheduled to start at 8:15 pm. Members requested to make an effort to ensure meeting starts on time next and subsequent months.

Rhys Williams: Sustained a fractured hip during the Tallangatta ride. Will be undergoing surgery the Saturday following the General Meeting. Is currently in Monash Medical Centre but may be moved. Is nevertheless in good spirits.

Quiz night: Being organised by the FJ Owners Club for 22 February 1997. Those interested see Danny Kocinski.

Confusion rally: Rave review from Danny K.

Tallangatta weekend: Thanks to Ben from floor for organised a great weekend.

Mark's XT600: Currently being wrecked following engine seizure. Interested parties contact Mark Dennis.

Ausroad survey: Committee in Queensland is currently compiling a report on road safety/construction etc. Looking for feedback from motorcyclists. Details published in February newsletter.

Phillip Island: We have the track on Monday 7 April. See newsletter for details.

Keith Code course: Jon Riddett attended while Jenny & Danny K spectated. Mixed review from Jon. Considered to be very expensive but Jon says he walked away a better rider.

Slicks: Club members reminded that bikes on club rides are required to be roadworthy. This rules out the use of slicks.

Jon Riddett also sounded the club out about their insurance requirements following a discussion he was party to concerning a major motorcycle insurance underwriter.

DOOR PRIZES: Peter P. - Cadbury Roses
Ben - magnetic key holder & mini flash light
Derek - six pack of Coke
? - new and improved Armorall

CLOSED: 9:04 pm

CAPTAINS REPORT JAN 1997

- Jan 5th** **Noojee Counter Meal/Trestle Bridge**
Rob Langer Leading
29 bikes 34 people
Weather: Fine/Hot 150kms
Incidents: Rob Langers bike fell over after stand
 sank in soft bitumen.
- Jan 12th** **Tarra Bulga National Park**
Jack Youdan Leading
22 bikes 26 people
Weather: Fine/Cool to warm 450kms
Incidents: None
- Jan 19th** **Maldon Train Ride**
Steve Leyland Leading
13 bikes 15 people
Weather: Fine/hot 300kms
Incidents: None
- Jan 26th** **Confusion Rally**
Jon Riddett Leading
4 bikes 7 people (1 Car)
Weather: Fine
Incidents: None
- Jan 26th** **Snowy Mountains weekend**
Ben Warden Leading
17 bikes
Weather: Fine with patchy rain 2310kms
Incidents: Rhys Williams dropped his
 ZX10 in a big way, breaking his hip and
 totalling the bike.
 Dave Ward & Tony Fabris had severe
 hair cuts.
 Dave Keenan CBR900 blew .05 and got
 held up for a while...just legal
 John Willis had a puncture, lost his chain
 and dropped the FZR in the gravel, cosmetic only.

CAPTAINS REPORT FEB 1997

- Feb 2nd** **Lake Arrakoon - swimming**
Steve Leyland Leading
19 bikes 21 people
Weather: Fine/Hot
Incidents: Steve Leyland had to do running repairs
to an oil leak
- Feb 9th** **Walhalla Cricket**
John Willis Leading
15 bikes 16 people
Weather: Damp roads/light rain
Incidents: Non member on GSXR750T fell and
broke wrist, cosmetic damage only(some licence
inconsistencies). No cricket due to weather
Mix up on itinerary re pick ups
- Feb 14th** **Night Ride Mt.Dandenong**
Jon Riddett leading
22 bikes 32 people
Weather: Warm but dark!
Incidents: Mix up with dinner booking
- Feb 16th** **Powers Lookout**
Danny Vits Leading
19 bikes 20 people
Weather: Fine/hot 570kms
Incidents: John Willis FZR1000 fell due to gravel,
cosmetic damage only..(again!)
- Feb 23rd** **Churchill Island**
Ben Warden Leading
10 bikes 10 people
Weather: Cloudy/Cool 480kms
Incidents: Gerry East YZF600 fell late morning,
avoiding 4WD on her side of the road. Broken
collarbone (again!) cosmetic bike damage (\$6000!!)

GENERAL NEWS

John Willis suffered a large flesh wound to the inside of his arm during the Powers Lookout ride in February. Due to the very hot weather, he had removed his leather jacket and was riding in his armour vest only. Good to look at, John, but not so good to fall off in. His early departure from the Social Sip and Churchill Island ride is perhaps an indication of the level of discomfort he is feeling at the moment. Get Well soon John..and go to the bloody Doctor, you Big Girl!!

A few first time riders turned up on the Walthalla ride where one lost control of his GSXR750T and broke his wrist. Turns out his learners permit had expired a week before! This prompts me to ask if we need to do an informal licence check on new riders?? Maybe this should be part of the captains job??

The Club has finally got a new First Aid Kit and a puncture repair kit that actually works. This has been long overdue. If you use something from them, please advise a Committee member so that the item can be replaced immediately. This will prevent them from becoming as depleted as the last kits

A big thank you to Sue Wells for the brilliant supper she put on at the last Meeting. It was such a hot night but she really hit the spot with fresh, cold fruit and dips and biscuits. Your efforts have been greatly appreciated, Well done Sue.

The new itinerary has been formulated with what we hope is something for everyone. A few early starts, some fang rides and some leisurely stuff too. A couple of top weekends have been planned also. Your input is so important in these matters so please let us know if you think something can be improved upon.

The Annual General meeting is speeding up in May so start thinking about your role in the Club. All committee positions will be up for grabs and now is the time to be discussing possible candidates. A proxy form and more info will be in next months magazine. Your attendance at the May meeting would be very much appreciated.

Just a gentle reminder that the meetings are scheduled for an 8:15pm start. Bums on seats prior to the official start time please.

March 2nd saw Bronwyn Manifold at the Broadford Race track swinging for the boys in their side cars. She says she had a great day with only a few bumps and bruises to speak of. I was also supposed to be there on the day but due to my friend with the bull bar I spent the day watching old Elvis Presley movies!!! Now that Bron's an old hand at it I'll be asking her for pointers at the next session.

Social Sip was once again well attended: myself, Dianne W, Lyn D, Denise F, Jon R, Tom S, Andi S, John W, Luke & Stav., Steve L, Sue W, Phil C, Derek A, Steve B, Mark D, Pat T, Robert M, Vince G, Ian P, Dav Z, Danny K, Andrew K, Ron J & wife.

New Members are:- Derek Atkinson FZR1000, Tim Walker K100RS, Mark Blashky Across 250

Booking slip for Phillip Island Ride Day Monday 7th April at back of magazine.

Michael Chan (ex-member) has acquired a '93 GSXR1100 to replace his '92 model that was nicked. He is also the proud father of a baby girl, Phoebe, born around July 96,

For any members lucky enough to be going to the Grand Prix at Albert Park there are secure bike parking facilities available...at the junctions of Fitzroy and Grey Sts and Albert Rd and Kings Way.

Motorcycles of the Past Show 1997 is on at the Box Hill Town Hall April 5th and 6th - 10:00am to 10:00pm Sat and 5:00pm Sunday. \$8 per adult \$3 per child \$15 per family.

CRICKET AT WALHALLA 9/2/97

John Willis	FZR1000 (Leader)	Lyn Duncan	GSXR750T
Ron & Lotto Palmer	VFR750	Jack Youdan	GS1000 (Rear)
Steve Leyland	GPX750	Mark	VFR750
Tom Saville	YZF1000	Paul Tallents	YZF750
Andi Siminger	TDR250	Jenny Burns	Revere
Sam	GSXR750T (1st ride)	Danny Vits	TRX850
Brett	ZX7 (1st ride)	Dianne Welsford	CBR600
Mick	VFR750 (1st ride)		

John had asked me earlier to check KBCP on my way through, I did this and found Ron and Lotto patiently waiting, and together we travelled the well worn route .. Boulevard, Warrandyte, Kangaroo Ground, Christmas Hills and Yarra Glen, to find a considerable gathering.

Before I start, allow me a word on the weather. Melbourne has just been through its hottest spell on record, but today, the Touring Club is going to play cricket at Walhalla, and yes, you guessed it, it's raining. Well all I can say is that I hope the rest of Melbourne appreciated it.

There was a bit of an oversight and two second pick ups were listed for this ride (See Note pp11..Ed), Hallam, in the newsletter and Yarra Glen on the itinerary. So Danny Vits, being unable to contact John W., rang me first thing that morning and asked if he should check out Hallam then link up with the rest of us at Launching place. "Yes Yes, Please, Please" was quickly uttered before I was able to gather my composure. At Hallam, Danny met up with Jenny, who was also on the same mission, but arranged with John. John and myself would like to extend much gratitude to both.

From The Glen, we travelled to Healsville and found ourselves on some never before used (in my recollection), narrow and twisty bitumen back roads..(a bit of home ground advantage me thinks to myself here) Onto the Don is good road and that grouse bit of gravel, where, in the absence of at least two dozen club members that came to mind, only Tommy was showing me some things, new riders on sports bikes sure are easy pickings (zzzzzzzz spin that back wheel)

At Launching Place we gain the before mentioned two, but lose Lyn. Not appreciating the ordinary weather conditions, she goes home.

We made a right turn at Yarra Junction and head for Powelltown, but while corner marking at the "T" junction between Powelltown and Noojee with Andi, bad news, Sam was unable to control his GSXR when he encountered some loose stones over bitumen. The resulting damage was only cosmetic and the bike was quite rideable but he somehow broke his wrist in the fall. An ambulance was called and his bike was left at a nearby farm. While waiting for the ambulance from Warragul, Mister Plod rocks up, so figuring Sam was now in good hands and sick of being hassled about my rego label holder, Ron, Lotto and myself rejoin the group at Noojee. Brett and Mick were going to stay with Sam but had also come back to Noojee. The question was asked, Brett replies, "I'm only on P Plates and I don't want the cop to check my licence. And I hope Sam's okay because he is only an L Plater". Do you think that's enough said?

Anyway, Diane joins us here and we continue, via the Hillsend Willow Grove road. In the past this road has caused some concern, and considering its sometimes ordinary condition some could argue rightly so, but this time the gravel was in good condition and less of it, about 3kms had recently been sealed leaving only 6kms. Hopefully providing us with more reason to venture out that way and enjoy the grouse roads that are before and after.

Left turn, about 5kms North of Moe, through Erica and onto Lake Tomson, the views are spectacular and the road in, although wet, was still grippy and good fun. Rawson for fuel, then once again we discover that a local council had been hard at work. Now there is no dirt at all from Rawson to Walhalla. Food was had here.

I think everyone had figured by now, not much cricket was going to be played due to the weather, so we head for home, well, for a moment anyway, when my electrics just went dead. Nothing, no lights, no start. I have to admit for a moment I was a bit worried but after Jack and I played around with it for a little while longer than I'd prefer, it all came back just as mysteriously. I figure if I don't turn it off again I should get home. This is a bit of a problem when corner marking, so by Trafalgar regroup, with stacks of juice, I leave the ride only to catch up with them again at Pakenham for break up.

Thanks John, for a grouse ride, but one day I'd like to do at Walhalla what we set out to do. No matter though its a top spot. Thanks also to Ron and Lotto and Jack for sharing the rear bit.

Steve
GPX750

P.S. It seems the problem with my electrics was simply water in the ignition and a quick spray of CRC has so far fixed the problem. (I'm touching wood - my head- as I write this.)

PRESIDENTIAL COMMENT

It is concerning me that some people in the club aren't getting along too well and using the Club magazine and General Meetings to air their differences. This doesn't look good to prospective members or visitors to the Club who see petty bickering amongst one another. It would be my suggestion to settle in a civil manner in private, or if you feel uncomfortable doing this you can use my place to get together and have a talk. Anytime, I'm never too busy for my friends, that means all Club members. For the past 41 years the Club has operated on an all welcome atmosphere to all bikes and riding skills, I would like to see this continue. We don't have a grading system in the Club and I hope we never will. It's my opinion that the people who think they are A Grade riders should make allowances for the less confident. Not bitch about the way they ride. Come on Guys, get it together. We are one club not a number of small clubs.

Mark Dennis 8.2.97

Man sues on road signs

INADEQUATE road signage is causing death and injury on Victorian roads, a leading transport lawyer said yesterday.

Mr Don O'Halloran, from law firm Maurice Blackburn and Co, said VicRoads was failing in its job to warn motorists of dangerous roads.

Mr O'Halloran said one of his clients was suing VicRoads for negligence over a failure to warn him of a "slippery when wet" area. He said his client, who did not

want to be named, suffered severe injuries when the car in which he was travelling hit a tree.

The accident occurred on the Warrandyte-Ringwood Rd on a rainy Saturday morning in August 1993.

Mr O'Halloran said the issue of inadequate road signage has largely been ignored by Government authorities.

- BRUCE BRAMMALL

????????CONFUSION RALLY-LICOLA 25TH,26TH JAN 97????????

Participants:- Jon Riddett (Leader) R110ORS
Steve & Sue GPX750
Robert Matricciani GSX750
Les Leahy XTZ660

Seen at Rally:- Suzi
Danny Kosinski and friend David
Trevor Harris
Helen (Pam & Andrew Dunns friend)
Andrew (mumbles)
...and many others but don't know their names

Steve and I arrived at Hallam just in time to join the rest of the party for the ride to Licola and the Confusion Rally. Jon wanted to get there a little earlier than planned so we could watch the Gymkhana which was due to start at 12:00pm. So we opted for the quickest route there using as many backroads as possible.

A quick morning tea was had at Moe. We then departed for Heyfield via some very interesting backroads. Heyfield was our last biggish town before Licola, so Jon suggested we get our supplies here rather than at Licola where there was just a General Store. A fuel stop was made at a servo outside Heyfield where it was wall to wall bikes. Big, little, touring, sports. They were all heading towards the Confusion Rally.

There were "?" signs everywhere leading to the actual rally site and once we reached Licola, we turned off to a very, very windy road. There were some gravel sections leading into the site, however, it was good gravel and didn't present a problem to anybody.

We arrived at the Rally just after noon and were met by Suzi and Danny K. (came by car) and a few other familiar faces such as Trevor Harris, who had the most brightly coloured Hawaiian shirt I had ever seen (easy to spot)

The others had set up camp a day earlier. There was no room where they were so we headed towards the back of the campsite where things were bound to be quieter. With camp set up, we headed back to where the action was, grabbed some grog, (big grog tent) and began to watch the gymkhana.

The gymkhana was great fun. Some of the events were Go-to Whoa, Slalom, Tandem Slalom, Slow race, Burn-outs, Side car burn outs and a Horizontal bungee. Steve and I entered in the Tandem Slalom. You had to weave in and out of a series of witches hats without hitting any and make it back to the starting point as quickly as possible. The area we had to play with was extremely tight and although we didn't hit any witches hats, we did not win the event. Good fun though!

Danny Kosinski had bought his little 50cc along. He planned to put it in the slow race, and conned Rob into entering. Danny also suggested his friend, David, who also bought a 50cc along enter as well. They were eventually asked to enter their own heat! I cannot recall who won, but I do remember a lot a laughing in the background.

With the days Gymkhana events over there was time to look around, talk to people, drink, eat, look at the bikes, (some were really weird) and spot familiar faces in the crowd. I spotted Helen (friend of the Dunns). Also spotted was Trevor Harris again in that loud Hawaiian shirt talking very loudly to various people.

As night fell the evenings activities were getting underway. There was to be a band "Wild Turkey" and the usual wet T-shirt competition. The band turned out to be very popular - a mix of country, Rock and Soul. They were very good indeed. The crowd was starting to get loud, when all of a sudden a man appeared completely STARKERS riding through the crowd on his Harley. The cheering got louder. Around and around he rode on his Big bike, he was a big guy but his other thing, however, was not. After this spectacle other "night riders" were seen minus their clothes, doing donuts and other crazy things upon their bikes.

Steve and I, Rob and Les decided to retire for the evening not wanting to fight the crowds to view the wet t-shirt competition. It was a little hard to sleep though due to the jeering and whistling. The wet t-shirt competition was underway.

The next day most were up early. Les made for an early getaway. Steve and I and Rob left around 11:00 am, leaving the others to leave later in the day. Jon Riddett stayed with Suzi to help pack up. Steve, Rob and myself made our way back home via Glenmaggie, Heyfield, Toongabbie, Glengarry, Yallourn North then parallel to the highway to Yarragon. Then up to Neerim South, Noojee, Powelltown, Yarra Glen and all the familiar roads all the way back to Robs place in Blackburn for coffee

Thanks to Jon for organising a fun weekend and to all those who came along. A mention must also be made to the organisers of the confusion rally, The Eastern Suburbs Motorcycle Club. They put on a well organised turn.

Sue
GPX750 (Pillion)

THE FALL OF AN EDITOR.

Typing this article with my left hand is going to take some effort but here I go...On the Churchill Island ride , Sunday 23rd Feb., I was riding along minding my own business, as you do, when a bloke(not what I called him at the time !!) came around the corner wanting to share my piece of road. He had this dirty great big bull bar on the front of his four wheel drive Toyota..I can hear you all groaning "Not a four wheel drive"... and I reckon he was trying to see what I would look like spread all over it. Needless to say, I took action to avoid this and ended up in the dirt. He continued on and would have kept going had it not been for the several riders coming along behind me. I believe this stopped him from leaving the scene.

Meanwhile, the tingling in my right arm and hand told me that the collar bone was under pressure. As many of you might remember I had a similar accident this time last year, only with the left collar bone. At least I wont be lop sided anymore! The ambulance arrived and whisked me off to the Wonthaggi hospital where I spent a pleasant, (though painful,) afternoon.

I would like to thank Di for sitting with me in the hospital for the whole day and to Ben and Craig, for rescuing both myself and my bike and returning us home. Thankyou Lyn for being my Taxi and Bronwyn for sending food. What a charity case!! To everybody who telephoned, sent cards, and dropped in I'd like to say how much better I feel for all the attention I've received. If the RACV do the right thing I'll be back with another YZF before too long.

Thanks
Gerry YZF600

Easter at Beechworth 28th, 29th, 30th & 31st March 97

I can now give you firm details for the Clubs' Easter weekend at Beechworth. Please use the booking slip at the back of the magazine to secure yourself a room. I have booked 5 single rooms at the Tanswells Commercial with bed and light breakfast at \$30 per person. Keiren, the proprietor, told me to warn you that there is a band playing on Friday night so expect that night to be a late one! I have also booked 1 double room and 1 twin room at the Hibernian Hotel with bed and light breakfast at \$45 per room. There is also one single room available here at \$30 per night. Both places have shared bathrooms except for the double room which has its own. I tried to book all rooms in the one establishment but was unfortunately too late. The Priory was already booked with the Peugeot Car Club!!

The Tanswells Commercial is located 100 m SW of the PO at 50 Ford Street, whilst the Hibernian is located 150m NW of the PO at 40 Camp Street. A deposit of one nights tariff is payable with your booking. I have copied some names from the RACV Accommodation guide to assist those who choose to select their own place to stay. Please let a Committee member know if you are going to do this.

Luke Richardson will be leading the ride out of Melbourne with a 9:30 am pick up at KBCP and a 10:30 am pick up at Yarra Glen. He has advised me that there is approximately 6kms of dirt on the way up. Once there, the leaders will change and rides will be formulated on the previous night, calling on attending members for suggestions.

Alternative accommodation at Beechworth:-

- ***Beechworth Motor Inn - 057 281 301 54 Sydney Rd. 1.3 km North of PO \$44 to \$57 p.p.
- **Carriage Motor Inn - 057 281 830 Cnr Camp & Finch Sts. 200m NW of PO \$56 to \$66 p.p.
- ***Golden Heritage M/Inn - 057 281 404 51 Sydney Rd. 1.4km Nth of PO \$65 to \$70 p.p.
- ***Armour Motor Inn - 057 281 466 1 Camp st. 130m SE of PO \$59 too \$69 p.p.
- ***Newtown Park - 057 282 244 38 Bridge Rd. 1.4km SW of PO \$40 to \$50 p.p.
- ****Kinross Guest House - 057 282 351 34 Loch St. 400m NE of PO \$120 per room
- ****The Bank Mews - 057 282 223 86 Ford st. Opp PO \$125 per room
- ****Rose Cottage - 057 281 069 42 Camp St 200m NW of PO \$60 p.p.
- ****Foxgloves Guest House - 057 281 322 21 Loch St. \$80 p.p.
- ****Golspie near the Gorge- 057 282 713 4 Malakoff Rd. 1.2km SW of PO \$50 p.p.
- ***Country Rose - 057 281 107 30 Malekoff Rd 1.5km SW of PO \$50 p.p.
- ***Woolshed Cabins - 057 281 035 Cnr Chiltern & McFeeters. 5km NW of PO \$315 per 5

RUTHERGLEN WEEKEND - APRIL 25/26/27

For this 3 day Anzac Weekend we will stay at Rutherglen which is approximately 280kms north east of Melbourne.

Rutherglen is a notable wine producing area close to the Murray River with the surrounding area hosting over a dozen wineries. It is 45kms west of Albury/Wodonga and 100kms from Mt. Buffalo, so for those not interested in wine, some great riding roads are nearby.

We will be staying in the recently renovated Victoria Hotel which is in the middle of town, has a restaurant, 3 star rooms and off street parking.

Due to the popularity of this area accommodation is very scarce both in Rutherglen and the surrounding areas. There is also a **long weekend surcharge** on all accommodation, fortunatley ours includes a **cooked breakfast**.

Therefore, if you wish to join the Club on this weekend fill in the booking slip at the back of this months magazine and forward to Ian Payne with a deposit ASAP.

NOVA HONDA

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My apologies to John Willis on the balls up of his pick up times for the Walhalla ride on Feb. 9th. I did not check the original hand written itinerary I had been given against the official Club itinerary card. Fortunately for me there are some quick thinkers in the Club and they saved the day..Thanks Jenny B and Danny V, sorry John.

FIGJAM

THE NIGHT RIDE 14TH FEBRUARY 1997

Dining at the Hallam Pub:

Ian Payne & Kerri Gooding	RF900	John Willis	FZR1000
Mark Dennis & Michelle Anthony	GSXR750T	Jon Riddett (Leader)	R1100RS
Stuart Forster & Lisa	ZX6R	Danny Vits	TRX850
Tony Fabris & Jo	ZX7	Rob Langer	VFR750
Ray Toulson & Craig Ridgeway	ZX9	Lyn Duncan	GSXR750T
Steve Leyland & Sue Wells (Rear)	GPX750	Denise Falkes	CBR600
Ron Johnstone & wife	CB400	Diane Welsford	CBR600
Bronwyn Manifold	YZF600	Gerry East	YZF600
Davorin Zivkovic	K100RS	Ben Warden	ZXR750
Derek Atkinson	FZR1000	Mark Blashky	250 Across
Rob Doohan	CBR1000	Danny Kosinski	Car
Jenny Burns	NTV650		

(Pam & Andrew Dunn and Debbie Eckert were at the pub briefly but left before dinner was organised. Jon R's Mum and Suzi were at the Lookout in a car also.)

It was going to be a great night. I could just feel it...I knew the roads and I didn't think it would be a problem riding in the dark. Well, it's just like having the lights off isn't it? Arrived at the Hallam a little late around 8:00pm, stressing to the max because I didn't think I'd have enough time for food. I shouldn't have worried..if the meal had taken any longer I could have had breakfast there as well. Being Valentines Day (I did warn you) there was a large crowd of moo eyed girls gazing intently at their unsuspecting dates across the dinner table. The place was full of them.(and there were a few like that on our side of the bar too!) Anyway, once dinner had been ordered the members got on with the socialising bit. Games of pool and a few light beers went down quite nicely for some and plenty of chit chat. The turn out was fantastic, lots of members not seen for a while, Hi Bronwyn, and a couple of ex members who just never got around to paying the membership fee, Hi Fabio, it was good to catch up with a lot of people. Dinner came and went and the arduous task of getting everybody out of the pub and onto their bikes began. We finally grouped up at the Hallam servo and left there at about 9:30pm. A little later than planned but the night was still beautiful and I was eagerly looking forward to the ride.

We headed off down the Belgrave-Hallam Road and veered off toward Lysterfield, past the Campbelltown Miniature Railway Park and around the Wellington Road roundabout, on up through Belgrave Heights through some great little twisties...my goodness, it is a bit different in the dark isn't it!!! Motorbike lights certainly have limitations. Right at the roundabout and onto the Belgrave-Gembrook Road. This is a nice windy little road that runs parallel with Puffing Billys tracks, through Selby, past Grantulla Road (Great Road), through Menzies Creek and past the Clematis Hotel. Gee, I rarely do that!!! This area was under attack from the recent bushfires but I could not smell the dreadful lingering odour usually left so I presume it was not in the path of the fire.

Left at the Emerald - Monbulk Road, this is usually a bit tatty along here with some large pot holes and plenty of gravel off the soft edges. I wasn't disappointed and dropped back a little from Jon for fear of stone damage. If they ever got around to fixing this road it would be a screamer. I thought Jon would take David Hill road off to the right here but he headed straight on the Monbulk road. Its much the same but David Hill road is a bit tighter. Up into the main drag of Monbulk, bringing back many memories..most of them hazy.. and on through to the Olinda - Monbulk Rd. The guy who thinks up names for roads in this area must have had a mental block at the time, either that or he knew people could easily get lost up here, so he put the name of the originating town first and then where you would get if you followed it to the end. I guess its original. This road is grouse, in the daytime, but its certainly different riding up here at night. This is the road that leads to the Mt.Dandenong Hotel and I have ridden/driven it many, many times.

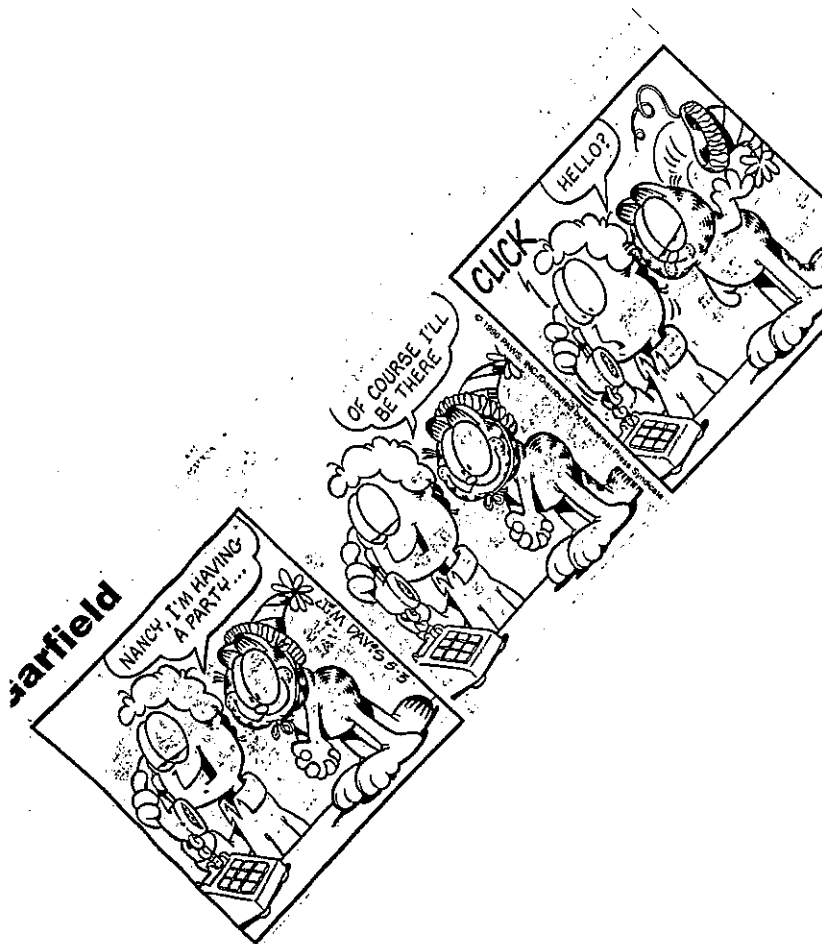
Through the quaint little town of Olinda with its multitude of craft shops and fabulous restaurants onto the Mt.Dandenong Tourist Rd and past the Mt.Dandenong Hotel..I rarely do that either,.. in fact I have no idea what the road is like past this point, so tonight was very enlightening. Left into Ridge Rd, past the Channel 10 tower and onto Observatory Road which leads, you guessed it, to the Observatory. The view from here is spectacular and tonight was so clear that the stars looked close enough to touch. Sounds corny doesn't it? Well it is Valentines Day. We Oohed and Aahed in all the right places and looked through the binoculars Jon had thoughtfully provided. Unfortunately, the cafe was closed but that's okay, they rip you off anyway. We stayed for twenty minutes or so and then moved off to the lower car park for our "Astronomy Lesson". A few people departed here for various reasons..Bronwyn, Tony F. and Jo.

Jon Riddetts Mum, Suzi and Danny K. were already at the park and had unloaded Jon's telescope which he now proceeded to assemble. His talk guided us through the planets and stars and solar systems and all that stuff and though I can barely remember any of the facts now, (I think that's due to old age,) it was extremely interesting. We stood like a group of school children on an excursion whilst Jon reeled off fact after fact. I do remember one thing: something about the rotations being an oval shape rather than a circular shape. We all had a gaze at Mars and there were the expected jokes about Uranus etc., thanks for sharing lan. Ben had wandered off in the direction of a sporty type car where a long, long pair of legs where extended to the stars. The two people in the front seat were obviously doing their own kind of star gazing and we pulled Ben away so that they could progress. I would like to take this opportunity to thank Jon on behalf of the attending members on a job well done. You really put in a lot of effort and it was enjoyed by all.

Ian & Kerry left as Kerry had to work in the morning and it was pressing 11:30pm by this time. The rest of us voted Maccas and headed off down the Mt.Dandenong Tourist Road. So now I know what the road is like this side of the Mt.Dande Hotel ! Back through Olinda and past "The Cuckoo" restaurant and right into Mountain Highway. If ever there was a misnomer it is here. How anyone could mistake this track for a highway is beyond me. Still it is a motorcyclists dream (in daylight) with its hairpin bends, sheer drops and solid walls of some hard substance or other. Jon had warned us of a small oil spill and everyone made it through without incident.

Through The Basin and Boronia, right into Colchester Rd and left into Canterbury Rd to the MacDonalds "Restaurant" and I use the term loosely. We invaded and the staff looked nervous, my goodness, they're young to be out so late aren't they? This was the official break up point but we dallied not wanting the evening to end. One by one they drifted off but all smiling. Lyn, Ben and I cruised home at about 1:00 am. It was a late night but one I really enjoyed. Thanks heaps Jon. My apologies for not really mentioning anyone in detail but it was so bloody hairy riding in the dark I was really only watching where I was going. I hope there are more of these kind of night rides, the social side of them is really great and riding in the dark is something else.

Gerry East
YZF600





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715-717 Whitehorse Road **BOX HILL**

Bike	Name	Bike	Name
CBR900R	Allan (1 st ride ?)	YZF600	Geraldine East
GSXR750T	Lyn Duncan	YZF750	Craig Morley
ZXR750	Ben Warden	GSRX750T	Dee Thomas
TRX850	Danny Vits (leader)	FZR1000	John Willis
VFR750	Rob Langer	RF900	Ian Payne
ZX900R	Ray Toulson	ZX900R	Troy
VFR750	Ron Palmer	FZR1000	Derek Atkinson
Revere	Jenny Burns	CB400	Ron Johnston (rear)
YZF750	Paul Tallents	GPx750	Steve Leyland & Sue Wells
Triumph 900	Darren		

19 bikes, 21 people

I arrived at the prescribed start time of 9.30 am at Yarra Glen with a few minutes to spare, time enough to refuel. There were plenty of bikes despite the overcast and cool conditions, though the forecast was for 32 deg. C. The number of riders was even more impressive considering most of the riders had also been on Friday's Night Ride ably lead by Jon Riddett.

There was a bit of a delay as bikes continued to arrive well past the advertised start time and we probably didn't leave until 9.40 am after Danny, our leader for the day, warned us that the next stop would be 170 km away.....

Soon we were making our way towards Healesville and the Black Spur. I considered that this would be the last series of corners for a while and thought it best to make hay while the sun shone, and indeed the sun was now streaming down, the low cloud rapidly dispersing. Troy seemed not quite in the groove so I set off after Dee and Allan riding an interesting looking CBR900R. Dee disappeared. After a struggle I caught Allan baulked by traffic. I then made a mistake passing an aggressive F100 truck around a corner. I apologised later to Allan for what obviously looked dangerous, and at the same time congratulated him on his rear wheel mono-ing ability.

We now proceeded up the Maroondah Highway having caught Danny near the end of the Black Spur. The Marysville turnoff came and went. Danny was setting a cracking pace up the Highway and it was with some trepidation that I stuck with him, the others thinking discretion the better part of valour. Near Alexandra I hoped we might take the Molesworth Road. Alas no. At Alexandra I corner marked with Ray Toulson, cleaning my visor and seeking shade. Rear rider Ron came through eventually and I waved him on. Almost instantly I copped an insect in the eye and had to stop and removed a black aphid, no harm done. It took a while to catch Ron, waiting at the Goulburn Valley Highway intersection. Thanks Ron.

At Yarck I prayed we might digress through Gobur to break the monotony and risk of the highway. Nope. At Merton we had travelled 73 km of continuous highway, a distance not often reached on a hot Sunday. It did say *arduous* I chided myself.

The Merton turn-off to Euroa at last offered variety of sorts: a bumpy, skinny, dangerous road to be treated with care and respect. This is where Kenny Wurster crashed many moons ago. A small group had availed themselves of the distance back to the rear rider and had an impromptu break. Alas I was bringing up the rear.

Soon we ran into the Ulyses Club travelling in the opposite direction to ourselves, one of them having crashed on a relatively straight section, the reason unclear. Anywhere else was understandable!

Around to Strathbogie where Ron was deceived by the dual carriageway down the main street of this two horse town and found himself on the wrong side of the road for a short spell. Onwards to Boho and north towards Violet town. Just in the nick of time I remembered "this is the corner where Les Davis's first born crashed". Sure enough it was pot-holed and covered in gravel, no warning signs, and deceptively dangerous. Apparently Troy went mighty close by all accounts, his antics "saving" those behind him.

10 km twisty roads the sign indicated. At last a general improvement in the riding conditions. Here is where Ian Payne and Kerrie Gooding crashed I observed. Remembering the corners well, my pace-maker kicked in and off we went, tyres showing signs of stress when we finally reached Violet Town for fuel and a well earned drink. It was blazing hot as we sheltered under a large tree. Ten litres of fuel, 175 km, 2 hours. At least the fuel economy was easy to work out at 17.5 km/litre - must have been cruising. Time: 11.40 am.

On the bikes again by 12.05 pm and heading north via an assortment of skinny back roads (clearly well researched). We made our way across to the Midland Highway just north of Swanpool, then around to Tatong and north to Greta South, in the middle of no-where. Here we turned south heading directly towards Whitfield (almost) via Myrree before sweeping around north again to intersect the King Valley Highway just south of Moyhu. This is a very pleasant, fast road with some great off camber sweeping corners. I settled into a moderate pace and a group of bikes slotted in behind me. It was stinking hot (39 deg. C at Wangaratta according to the proprietor at the Whitfield milkbar. And they hadn't had a day below 30 since Christmas!). I had never been on the road before which is some feat after 14 years and 600,000 km riding most Sundays with the MTCV. It was trance like, not knowing where we were, where we were going, all the while struggling with the heat and glare, time of no consequence.

The end of the tunnel was Whitfield, a shady oasis at the foot of the mountains. Lunch was enjoyed, especially as it mainly consisted of ice creams and soft drink. Our numbers had dwindled marginally, Craig disappearing somewhere near Alexandra, and I saw Davorin at Yarra Glen but not again. Steve and Sue were having tea with John and Dot and were already late so headed off home, but not before an interesting conversation. Rules, rules and more rules, according to Troy.

The mountains beckoned and time marched on. Soon we were away. Was that your Coke bottle Lyn? Gently winding up the hill, having waved Ron on, the first 60 km/h (indicated) corner was as usual deceptively tricky, cresting a slight rise before peeling sharply right over a bridge.

There were bikes and riders everywhere. John was okay apart from a deep laceration to his right inner elbow, unprotected by the body armour. His FZR1000 was a tad worse for wear, sliding on both sides, cleaning up the mirrors and pipe, scratching the fairings and crushing the screen bracket. The muffler was interfering with the swing-arm.

We bushed out the exhaust at the foot-peg mounting bracket by reversing the order of the washers, bent the sub-frames back into shape clearing the handlebars and levers, cable tied the screen (I carry a bag of ties), started the flooded engine and were soon on our way, delayed half an hour or so. John was happy to proceed - what choice did he have? I noted that the FZR certainly crashes well: Kawasakis snap handlebars at the slightest provocation. They say they come in threes, so that's it John. No more.

Blasting up the hill was good value, though there was a fair amount of gravel on the road due to the gutters being recently cleared. This debris would last all the way to the dirt just before Tolmie, reducing good roads to

blatantly dangerous ones. Looks like another letter job Lyn.

The 3 km of dirt and the thick dust into the lookout didn't detract from the spectacular views afforded by the Power's Lookout, made safer by wooden steps and a guard rail. Darren produced the camera and Troy the wit, suggesting Darren take a step backwards to improve the shot. There was no backwards, only a vast drop.

There was drinkable tank water available at the hut, slightly brown - hopefully from the tannin in the leaves, or dead possum as Ian suggested.

Having cleaned the air filter and carbies over the previous week I wasn't all that keen on getting a gutful of dust so headed back to the bitumen to await the group, clean my visor, lube the chain etc. Soon we were heading south again in the relative cool, well, shade at least. I spent most of my time riding next to John along the 6.5 km of gravel, corrugated road to avoid his dust and conversely, he my dust, an old Vince Green trick.

It was hot as Hades at Tolmie, and it was patently clear Gerry had a seriously flat rear tyre. With the donation of a plug and glue from John Willis' puncture repair kit (the Club kit had no plugs), the *help* from a crowd of spectators and enthusiastic onlookers offering unsolicited good natured provocative advice, a source of compressed air organised by the garage, and Jenny's Michelin tyre gauge, I soon had the massive hole plugged sufficiently well for her to *limp* (not!) home.

The twisties leaving Tolmie don't last long yet were consumed with relish. Darren is getting quicker on his Speed Tripple. On to Mansfield for fuel and more drinks and another regroup. After consultation it was decided to head for Yea to cater for those living close to the city. Troy, Dee and Darren headed back down the Maroondah Highway at the Alexandra turn-off.

Lyn and Gerry were setting a fair pace down the highway and I tagged along for a while, Danny a long way ahead. There was some commotion near Merton where a van had overturned and possible caught fire. Police and fire brigade vehicles were in attendance. I scooted ahead having negotiated the bun fight a little faster. Rob latched on to my tail, later mentioning that he enjoyed the fang.

We stopped at the usual point in Yea filling up on drinks and ice creams again, the ride officially over. Thanks Danny. Some skallywag stomped on an empty milk carton scaring the (supply own adjective) out of a couple of highly strung individuals.

It was late - time to head for Kinglake West and home. I was elected leader and off we set, some 12 or so bikes in tow. (Danny and Ian headed directly for Yarra Glen, eventually arriving home at 7.30 pm.) Speeds slowly rose as soon enough we climbed the big hill and were in fast sweeper territory. Suffice to say fun was had by all. Some wit suggested that it was the most fun he had had all day. Others agreed. Everyone was buzzing. It is amazing what effect 40 km of good road has on people.

Only reluctantly did people finally disperse, Lyn and John deciding to make a night of it at Gerry's. Lyn and I had a good blast down into Whittlesea, and then managed to get through 11 of the 12 sets of lights between Mill Park and Bundoora, the others far behind. I escorted Lyn to Gerry's and when the others eventually arrived was persuaded to stay for a BBQ with Vicki and Fiona (and Stephanie and Gerry's parents). Seeing John's flesh wound up close hardened our resolve and off to the local Medicare Clinic John and I drove, with orders to get takeaway Greek salad while the girls cooked.

The day proved to be an epic, with lots of incidents in oppressive weather conditions. The ride won't be forgotten in a hurry. And I wouldn't mind one of those Honda 900 thingies.

Ben Warden (ZXR750)

CONFIRMED SCHOOL/RIDE DAY DATES 1997

FEBRUARY: Sat 22nd - Moto Guzzi Club Corp Day at Broadford

MARCH: Mon 10th - (Labour Day) Ride day / School at Phillip Island
Mon 24th - (After WSC) Ride day / School at Phillip Island
Fri 28th - (Good Friday) Ride day / School at Phillip Island
Mon 31st - (Easter Monday) School / Ride day at Broadford

APRIL: Fri 4th - School at Eastern Creek
Fri 25th - (Anzac Day) Sub 2 Club at Phillip Island

MAY: Sun 4th - School / Ride day at Sandown
Sat 10th - up to 500cc Ride day at Broadford
Sat 31st - Ride day / School at Sandown

JUNE: Mon 9th -(Queens Birthday) Ride day / School at Phillip Island
Sat 21st - Ride day / School at Sandown

SEPTEMBER: Sat 13th - Ride day / School at Winton
Sat 27th - School / Sub 2 Club at Phillip Island
Sun 28th - Ride day / School at Phillip Island

NOVEMBER: Mon 3rd - Ride day / School at Phillip Island
Tue 4th - (Melbourne Cup) Ride day / School at Phillip Island
Sat 29th - School at Broadford
Sun 30th - Ride day at Broadford

DECEMBER: Sat 6th - Sub 2 Club at Phillip Island

Contact Steve Brouggy for details
9870 1256

CHURCHILL ISLAND - 23 FEBRUARY 1997

Ben Warden	(Leader)	
Craig Moreley		YZF
Tim Walker		K100RS
Rob Langer	(Rear Rider)	VFR
Mark Turner		VFR
Diane Welsford		CBR600
Stuart Forster		ZX6
John Willis		FZR100
Geraldine East		Thundercat 600
Ray Toulson		ZX9

We met at KBCP where Mark Dennis arrived to say hello and then bid us farewell as he went to Church.

The route we took was as follows:

KBCP to Hallam and then to Drouin where we stopped for some morning tea. We proceeded through Poowong, Loch, and Wonthaggi where it started to drizzle lightly.

Whilst riding through Woolamai, I came around a corner and saw a small group of people standing at the side of the road and a white 4 Wheel Drive parked nearby. As I got closer I could see a 'not so straight' blue and silver thundercat propped against a fence down at the bottom of an embankment. I realised who had come to grief and at first, I didn't want to look. Geraldine was laying on her back and there wasn't any sign of movement. I rushed over to her and very carefully removed her helmet and brushed the dirt from her face. She spoke to me which was a great relief, however she did not come off very lightly. Craig went to a farmhouse nearby to call an ambulance and returned five minutes later with some people from the farmhouse, one of them being a nurse.

The ambulance finally arrived in what seemed to be hours and took Geraldine to Wanthaggi hospital. After making inquiries I was told that her collar bone was broken and she had a badly bruised hip. The driver of the 4 Wheel Drive helped pull her bike up the embankment and some of the guys straightened a few bits and pieces on it and amazingly Ben was able to ride it to the farmhouse. Later that night Ben & Craig picked it up on a trailer (Well done Guys!)

We rode onto San Remo where we stopped for lunch. John left us after lunch, still a little sore from his accident on the ride to Powers Lookout. After seeing Geraldine come off, I don't blame him at all. It leaves a bad feeling in your stomach - believe me!!!

Onto our destination, Churchill Island which consists of a homestead built by Samuel Amess in 1872 and Rogers' cottages built by John Rogers in 1866. The mass of the Island is 57 hectares. O.K. we've seen it now, time to ride home.

Dianne and Tim decided to go to Wanthaggi hospital while the rest of us rode through Grantville, Kongwak, Korumburra, Raceby, Poowong and Drouin where we stopped for a short break before moving onto Noojee, Yarra Junction (Great Roads) for another short stop and refuel. Then onto Christmas Hills where we said goodbye to each other and went our own way home.

The day was overcast most of the time.

All bad things aside, the roads were good which contributed to a great ride. Thanks to Ben for leading the ride and Rob for being rear rider and also helping with transportation of Geraldine's bike and to everyone who helped at the scene of the accident.

On behalf of the touring club, we hope that Geraldine has a speedy recovery and is up and about soon.

RAY TOULSON.

Licence loss overturned

A MOTORCYCLE licence tester successfully appealed against the loss of his own licence yesterday after he was "clocked" at 160kmh by a police radar. Gary Innes, who works for Vic Roads, said his speed did not reach above 120kmh on the Maroondah Highway in Coldstream on January 12 last year. Yesterday Judge Leo Hart said Innes was within range of a radar but due to the angle of the beam caused by the slope of the road he could not be satisfied that the reading was accurate. He ordered the fine of \$200 to stand but removed the six-month licence suspension.

SOME CLASSIC WALKERISMS

With half the race gone,
here is half the race
left to go.'

'That's not four-tenths of a
second. Look at it. It's
Michael Schumacher!'

'I don't make mistakes, I make
prophecies which immediately
turn out to be wrong'

'Unless I'm very much
mistaken . . . I am very much
mistaken!'

Planning

- (i) Plan on map.
- (ii) Pre-ride the ride (ideally)
 - to look for adverse/changed road conditions, tricky Y junctions, etc.
 - to refresh your memory - thus avoiding unnecessary U-turns, and
 - to know the distances and time intervals.
- (iii) Avoid highways within reason because:
 - back roads reduce traffic and associated hazards, and
 - back roads are more interesting.
- (iv) Plan a similar alternative route because
 - dirt roads are often difficult in the wet,
 - insurance against unexpected delays
- (v) Get out of city quickly and efficiently.
- (vi) If a destination or activity requires extra equipment (eg torch, towel, clothes, etc) inform the editor so that adequate warning can be printed in the magazine, or on the itinerary.
- (vii) Do interesting "stuff" early to avoid missing out due to delays.
- (viii) Bear in mind "no liquor is to be consumed on Club rides".
- (ix) Plan stops. A stop should:
 - have access to toilets;
 - winter is more pressing
 - have access to food;
 - people appreciate a variety rather than a single vendor
 - have lunch at lunch time (normally 12 to 2)
 - be a place of interest
- (x) Limit riding time to less than one and a half hours to minimise fatigue.
- (xi) Other stops may be needed to "regroup" if the ride is becoming too strung out.
- (xii) Return late afternoon, ideally 4-6pm (itinerary states late afternoon) (The sun sets much earlier in winter.)
- (xiii) The ride will be slower by about 20% than the pre-ride. (The leader is effectively only as fast as the rear rider.)

Pre-Ride Talk (to assembled riders)

- (i) call for volunteer/s to do magazine ride report
- (ii) call for volunteer (if not already established) to be rear rider
- (iii) introduce new riders
- (iv) inform group that the ride is not a race
- (v) establish fuel range of smallest tank
- (vi) inform riders of expected route and approximate distances between stops

(vii) seek comment from others concerning road conditions (e.g. does the Reefton Spur have three inches of freshly laid gravel on it ?)

(viii) warn riders of tricky or adverse road conditions or intersections

(ix) ensure all riders are familiar with corner marking system, and nominate number of corner markers.

(x) inform group who is rear rider and what motorcycle they are riding - note armbands

(xi) draw attention to the emergency kit (and its contents) and request that riders with first aid training make themselves known

Leading

(i) point to the side of the road when and where you want corner markers

(ii) wait for a third bike (not including the leader) to approach the corner before leaving - this method condenses the ride

(iii) monitor your speed

- slower speed on highways/straight roads
- keeps riders together to give feeling of riding in groups

(iv) leave extra corner markers even along straights if you feel the group has become too strung out

(v) don't let stops drag on too long

(vi) organise an appropriate break up point - at a place where most people will know how to reach home

(vii) don't make the break up point too far from Melbourne

Social Functions

If your ride has a social function included i.e. a meal or somewhere an entry fee is applicable, inform a Committee member if you want assistance in making bookings etc. As the leader of the ride there are many details to cover for the ride only. Don't try to take on too much responsibility allow the Committee to help.

Sunday 2nd March LAVERS HILL

Ben ZXR 750 Leader
Ian RF 900
Danny K. VFR 750
Ian BMW

Tim BMW rear rider
Rob L. VFR 750
John W. FZR 1000
Lyn GSXR

Ian was at Laverton when the rest of us arrived from KBCP. Ron 400/4 stopped to say g,day on his way somewhere else. Thankfully Ben got us away from the Hwy, and we zig-zaged through Lara and the outskirts of Geelong and came out on main road just before Angelsea.

Rear rider duties swapped over from Rob L. sitting way back behind Ian's BMW suffering an oil leak, best head home from here. Tim took over rear rider. Thankyou.

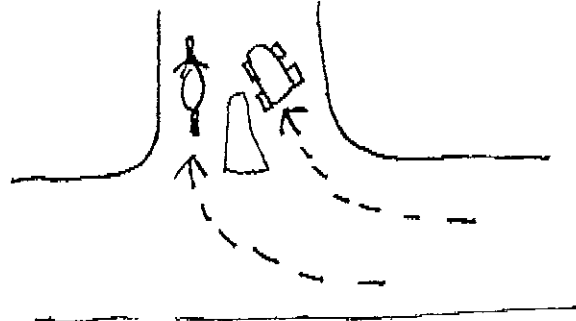
Rob and Danny went and filled up their thirsty VFR's, and caught up latter, passing me stopped, changing to a clear visor, the wearther turning dark and cloudy with sea spray blurring our vision.

Fuel stop for some at AB, regroup on the out skirts. Road got wet and rainy from here to lavers Hill, pittty. Lavers Hill was covered in Mirky cloud and drizzle, blowing under verandah. Another decent break here then headed back to AB pretty confident we'd ride into better weather.

Ben took us to look out just outside of AB, up what I think must be the steepest bituemen I've been on, then an invigorating walk to a stunning view. back to the bikes where Danny was understandably keeping the leg work to a minimum..

Now through the twisties to Forest another disappointment its also wet.

The only incident I know if happened in the next section with P plater heading the same direction decided to over take Tim as they were turning ~~left~~ right by going around a traffic island on the wrong side. I don't know if he realized even what he was doing. Luckily Tim realized almost coming tosa stop to avoid him.

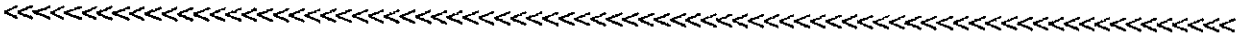


Danny slowed his pace down, thinking his fuel wasn't going to get him to the next bowser. at Moriac, Rob also wondering. Got there and had smoko, with instructions we'll split up at Shell Westgate. A good fun day again, thanks everyone.

Lyn
GSXR

Phillip Island Ride Day Booking Slip

WHEN: 7th April
TIME: 8:00am Gate open
9:00am Track
COST: \$80 per person members
\$100 non members
(max 40 bikes)



Name.....Ph..... will be attending the Phillip Island Ride Day on the 7th April 1997

Enclosing the amount ofdollars

Please forward your payment in full and this completed form to MTCV, P.O.Box 453, Richmond, 3121

Beechworth Weekend 28/29/30/31 March

Name.....Ph.....
Friday 28th.....single/double/twin room
Saturday 29th.....single/double/twin room
Sunday 30th.....single/double/twin room

at theTanswell Commercial / The Hibernian

PLEASE FIND MY DEPOSIT OF \$.....

Return this booking slip to MTCV, P.O.Box 453, Richmond, 3121, ASAP.

Rutherglen Weekend April 25-27

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

Please book for me:-

Friday 25th.....Single/Double Room at \$30/56 per B&B.....\$.....

Saturday 26th.....Single/Double Room at \$30/56 per B&B.....\$.....

Total \$.....

LESS DEPOSIT \$ 20.00

Balance \$.....

"Due to Limited Single Rooms, Members Will be Asked to Share"

Forward to:- Ian Payne, 6 Peter St.,Springvale, 3171. Ph 9558-4740 (AH)