

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

## ITINERARY NOVEMBER 1997

WEEKEND  
1ST - 4TH

**Adelaide Hills**  
9:00 am KBCP

**Ben Warden Leading**  
**NB No Second Pick Up**

THURSDAY 6TH

**General Meeting**

8:15pm Club Hall at the Theatrette Camberwell Town Hall.

SUNDAY 9TH

**Dandenong Ranges**

**Gerry East Leading**

9:30 am KBCP 10:15am Hallam

A lazy ride around through Belgrave and Emerald for MT, then onto Seville, Healsville and Marysville for Lunch. Back down the Spur to Toolangi, Mt.Slide, Christmas Hills and break up at Kangaroo Ground. Close to 320kms from Hallam with a reasonably early finish.

SUNDAY 16TH

**King Crystal Mines**

**Andi Sirninger Leading**

**9:00am Warrandyte Bridge NB: No KBCP Pick Up**

This ride will take in the surrounding areas of Bonnie Doon and Alexandra. Andi says the 70kms of dirt is "good dirt" and the mines are always good eyeball value. 400kms all up.

THURSDAY 20TH

**Social Sip**

Swan Hotel Cnr Swan & Church Sts., Richmond. 7'ish till late.

SUNDAY 23RD

**Around the Bay**

**Andrew Kennedy Leading**

9:30 KBCP 10:15am Hallam

**Leisurely**

Sorrento via the back roads for lunch. Ferry across to Queenscliff (\$14 per bike \$4 per pillion), home through Lara and break up at Westgate Servo. Approx. 400kms

SUNDAY 30TH

**Reefton and Black Spurs**

**Dave Moore Leading**

9:30 KBCP 10:30 Yarra Glen

You all know the drill, good tyres required and B...lls of steel!

**DECEMBER 97**

THURSDAY 4TH

**General Meeting**

8:15pm Club Hall at the Theatrette Camberwell Town Hall.

SATURDAY 6TH

**Christmas Barbecue**

12 noon onwards at Fairfield Park. Meat, salad, bread, plates and cutlery supplied. BYO drinks, tables and chairs.

SUNDAY 7TH

**Walhalla Cricket Match**

**John Willis Leading**

9:30 KBCP 10:30 Yarra Glen

See next months magazine for details

SUNDAY 14TH

**Great Ocean Road**

**Ben Warden Leading**

9:30 KBCP 10:00 Laverton Servo

**MRA Toy Run**

**Jon Riddett Leading**

10:00 KBCP

See next months magazine for details

## November 97 Editorial

Port Campbell was a great weekend and I didn't even do any riding. I drove the trusty Mitsubishi down on Saturday arvo to await the troops arrival at the Apostles View Motel & Country Retreat. What a grouse place. The hosts, Dianne and John, were really hospitable and so friendly. They have a huge indoor heated swimming pool which is just the ticket for removing post ride tension and an adjoining games room with all manner of entertainment, including weights, a pool table, table tennis, darts, golf and badminton. All games were played with much gusto by the crowd that enjoyed the weekend, and I do believe Tony Schrader even managed to get the darts "near" the board. Di Welsford beat everybody at table tennis and scored pretty well at pool. That Kahluah is a good drop and assists with the aim, obviously. We scored a gift voucher for a free nights accommodation for two people that we'll raffle off at the Christmas Barbecue. Tickets \$1.00 and you can get them from Bronwyn Manifold. I really can't speak too highly of the place, the standard of room was good and the home cooking was the perfect touch.

The Committee, as a whole, is still trying to find an alternative for the Swan Hotel as a venue for the Social Sip. It's a dirty job but someone has to do it. We would welcome any suggestions from the membership and promise to look into each suggestion with fervour. A couple have already been made and investigated but turned out to be not suited to the the Club's requirements. I guess we're looking for a nice, clean pub with cheap meals, warm in winter, cool in summer, willing to accommodate twenty motorcyclists on a Thursday night. If this sounds like your favourite watering hole, let us know and we'll go and see how it stands up to our strict requirements.

The summer itinerary is full and thank you to everyone who offered to lead rides. It promises to be a much diversified itinerary for this summer period and I'm looking forward to getting out and about amongst those four wheel drives (hi Sam) and the gravel on the road..Can't wait.

My newly sprayed YZF looks pretty "shmick" thanks to Custom Color Paint & Restoration. You can find the guy, whose name I didn't even get, at 33 Mologa Road, West Heidelberg. Phone 9458 3964. He did a great job for a very good price and matched the colours really well. He also only took 5 working days to do both bits. Thanks again to Paul Tallents for the plastic welding, unfortunately for all you guys, Paul has now gone into retirement and no longer does work from home...suffer.

Just a quick reminder to keep going with those petitions to get the gravel removed from our road sealing process. Lyn is waiting patiently to gather enough of them to make our presentation. She really needs your help. If you only get involved in one cause this year, why not make it one that benefits you and your mates. Lyn has asked me to include a letter from the Minister for Roads and Ports and as you will see when you read this, the cost of our safety is too high. This is an appalling attitude and must be changed. The way to do it is with the petitions. She has also had a response from John Brumby, included in this mag also.

Speaking of Lyn, she has managed to secure MTCV members a discount at "Bikes Plus". The ad appears in this magazine.

Thanks to Les Leahy for leading Jack Youdans ride on the 26th October which Jack was unable to lead through illness. And what a turn out!! 15 bikes with 3 first time riders. Thanks to Jack also for giving such a detailed account of the ride, even if he wasn't there.

Seen at the Social Sip Thursday 16th October were: Steve Leyland, Mark Dennis, Ron Johnston and wife, Di Welsford, Jenny Burns, Denise Fowkes, Jon Riddett, Stewart Forster, Lyn D, Tony Schrader, Barry Huffon.

Gerry East  
Editor

## Who's News November 1997

**Ron Palmer** is selling his VFR750 for \$8,900. It has done 50,000 km, has been regularly serviced and has new chain and sprockets. It comes with Ventura Rack and bags with shoulder straps, a magnetic tank bag, a RWC, and a disk lock. All the accessories are as new. Ron can be contacted on 9863-5208 (W), 9802-3490 (H), or e-mail [ron@spl.oz.au](mailto:ron@spl.oz.au)  
Ron is selling his bike so that he can afford his new habit; a Mazda MX5.

**Hans Wurster**, one time President of the MTCV, recently celebrated his 60th birthday with a surprise party (and it was a surprise) thrown by the family on Saturday 26th October. We wish him happy returns and all the best for the future.

Speaking of Wursters, **Ken and Anne** (long time MTCV members) are expecting their first child in March. They missed Hans' birthday because they were four wheel driving around the Northern Territory somewhere.

**John Willis** has been bitten badly by the dirt bug and has lashed out and purchased a new Honda XR400. He has covered it in black duct tape to protect it from stone chips, as per the TRX. He is enjoying it greatly.

Congratulations to **Sam and Rita Sirianni** on the recent addition to their family. Bailey Frank was born at 2.45 am on the 16th October after a 1.5 hour labour. He weighed a solid 8 lb 15 oz. Well done Rita.

It seems that quite a few people are eagerly waiting for the new Yamaha YZF1000 to arrive. Yamaha claims rather impressive performance figures: 177 kg, 150 HP. Now I remember when journalists use to dream of the ideal machine: 750 cc, 200 kg, 100 HP. What would they think now!

There is a ride day at Phillip Island on Monday, December 15th. It costs \$100, including lunch, and is being run by Ron Solomon from Balls High Performance. Ron can be contacted on 9364-8993. All welcome.

Steve Brouggy conducted a ride school at Phillip Island last Monday (3rd) and Tuesday (4th). **Ian Payne** was seen riding - familiarising himself with braking and cornering and high speed in a safe environment after his extended layoff. Also seen at the track were members **John Clowes** (RGV250), **Eric Makin** (YZF750), **Tony Schrader** (YZF600, marshalling), and **Dave Ward** (instructing). There were some crashes including Mimo, a friend of Rob Langers's who totalled his Fireblade.

**Alex Oberhoffer** has fitted a 17 inch wheel to his Honda CBR919 Fireblade. They come standard with a 16 inch wheel and are noted for their front end problems. I believe he has also fitted new forks. At least now he will have a greater tire choice.

Hot News! **David Ward** has traded his and **Bronwyn's** YZF600 on a new GSXR600T today, Thursday 6th.

**Rhys Williams** is back riding on a brand new '98 Kawasaki ZXR750P3 after destroying his ZX10 on the Tallangatta weekend earlier in the year, not to mention damaging his body. It is good to see him back riding.

Rumour has it that Glen (TL1000) recently crashed and destroyed his bike on the Kangaroo Ground - St Andrews link road due to gravel. He sustained an ankle injury (at least). We wish him a speedy recovery.

# MOTORCYCLE TOURING CLUB OF VICTORIA MINUTES OF OCTOBER 1997 GENERAL MEETING

**Held at:** Camberwell Theatre  
**Date:** Thursday 2 October 1997  
**Opened:** 8.28pm  
**Present:** 22 members, 1 non-member, 1 visitor  
**Apologies:** Dave Ward & Bronwyn Manifold, Gerrie East  
Luke Richardson, Tony Schrader  
**Visitors:** Tim (no bike yet)  
**Previous Minutes:** Ben Warden accepted & Jon Riddett seconded  
**Secretary's Report:** *Correspondence:*  
1. Job Vacancy-Clipstone Yamaha  
2. Invitation-Moondyne Rally 6-7.12.97  
3. Invitation-God Squad party 31.10.97  
4. Honda V-Twin Club:  
Adventures Club for XLV750, XL600V & XRV780's  
5. VMC Minutes  
6. Assoc. of Motoring Club's newsletter.  
**Treasurer's Report:** Read by Dianne Welsford.  
**Captain's Report:** Read from magazine by Captain.  
ABOVE REPORTS ACCEPTED by Ian Payne, SECONDED by Mark Turner

## GENERAL BUSINESS

1. Sam & Rita had a baby 16.9.97 - Bailey Frank - 8lb 15 ounces (a new member in 18 years time?!)
2. We have a new social secretary - Cathy.
3. Jon Riddett gave a rundown on the State Reception held for Mick Doohan which Lyn and Jon each were able to attend through the MRA.
4. A reminder if you haven't paid your membership you won't receive mag.
5. Stewart Forster is compiling new itinerary, please see him if you're happy to lead a ride.
6. December camp will be at Porepunkah (Mt Buffalo Caravan Park).

---

7. On the next itinerary will be the Confusion Rally as well as the annual Tallangatta weekend on the same weekend as in Jan 97.
8. Fireblade for sale - \$10,500.00 - see Ian Payne if interested.
9. Lyn asked for hands on how many are for compulsory helmet laws:  
2 voted against, everyone else voted in favour of.
10. VMCC Nominations: Rob Matricianni and Vince Genova will be our 2 new representatives.
11. Survey:  
\* no snap decisions will be made and things won't be kept from anyone  
\* Jon hopes to have it all completed by next annual general meeting  
\* if any issues will be brought up they will be at a general meeting and be put in club mag.
12. Progressive Dinner - a request for any people willing for their house to be used for a course for a progressive dinner next itinerary.
13. Survey raffle not drawn as Luke has some surveys still which have raffle tickets attached.  
Vote taken to draw raffle at next meeting.
14. **Door Prize:**  
Mark Turner (chain lube), Stewart Forster (AMCN), Tim (badge)

**Meeting Closed:** 9.00pm

## CAPTAINS REPORT OCTOBER 1997

Sunday 12th	Poker Run Jon Riddett Leading 12 people 12 bikes Weather: Showery 320kms No Incidents	Weekend 18th-19th	Port Campbell Dave Ward Leading 10 people 8 bikes 1 car Weather: Overcast 500kms No Incidents
Saturday 25th	Dirt Ride Rob Langer Leading 5 people 5 bikes Weather: Hot No Incidents	Sunday 26th	Grand Ridge Road Les Leahy Leading 15 people 15 bikes Weather: Sunny/warm 500kms No Incidents

Victorian Motorcycle Council (VMC) update from 9th Oct. attended by Rob Matricciani and Lyn. I have included a letter from Minister of Ports and Roads, Geoff Craig in Mag. I have had fairly negative response from Shire and Council Roads Managers that I have delt with recntly, and the contact in Vic Roads that we thought would be helpful, Mr Bruce Cochran has refered me to another section which sounds good..... Road Safety Safety First Strategy, General Manager is Mr. David Anderson 4th. fl. 60 Denmark St. Kew 3101. Ph. 98542700. Issues discussed at meeting were also ; Hand held communication devices being used while driving to be policed more actively ; Should helmet Laws be a descusion topic of VMC Policy Statement. ;Motorcyclists to be aware, and for us to look into the possability of Compulsory Clothing Standards for Motorcyclists; the succ-essful organisation of Phillip Island G.P. ;Roundup by those that attened State Reception for Micheal Doohan and Presentaion of Special Sportsman award. Next VMC meeting is 13th November Baden Powell Hotel Victoria St. Collingwood.

# 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) 9870 2222**

**FAX (03) 9879 6791**

# **1997 CAPE YORK ADVENTURE**

**Starring : Tom Seville                      Dee Thomas**  
**Andie Seringer                     Rob Langer**  
**Steve Schultz**

**Ride Report by: Steve Schultz.**

Well the months of anticipation and preparation is finally here Cape York here we come.

With bikes and gear trucked off two weeks ago, Tom with his bike and Andies at Cairns already, it was time for Dee, Rob, Andie and myself to fly up.

After a 5 hour flight we arrived at Cairns airport to be greeted by Tom pockets Seville, the name coming from a safari suit purchased by Tom without Andies supervision, it had more pockets and zips than my wifes handbag.

Tom drove us to Cairns Esplanade to check out the night market and basically last minute shopping, because there are no other shopping complexes for the next 4 weeks.

Tom and Andie dropped us off at a friend of mines place in Trinity Beach about 20km north of Cairns, where Robbie, Dee, and myself would stay the night. As luck would have it the truck depot where our bikes are is just around the corner.

Tom and Andie Proceeded up to Peter and Karens place in Karanda, 35km north west of Cairns on top of a beautiful mountain range, great road bike territory switch backs and twisties all the way. We where to meet up with them tomorrow after assembling our bikes.

Peter and Karen put on fantastic BBQ meal for us, with some friendly stories of past trips it was time for bed for tomorrow we start our ride which will take to Russell and Elaine's place in Mission Beach approx. 200km south of Cairns.

We woke up on the Saturday morning to ominous clouds, and as we bid Karen and Peter farewell for four weeks it began to rain and rain and rain for the whole 200km across the Tablelands. Wheres my roadbike? fantastic roads fast sweepers tight stuff great country side, pity it was so wet. This the first time I,ve ridden in the rain and been completely drowned but not cold at all, what a climate.

We arrived at mission beach at 3.30pm soaked to the skin, great start to a month of riding. Russell and Elaine know Tom and Andie through the B.M.W. rallies they have every couple of years. Russell was to come and lead the ride for the first couple of weeks, out through the west where Tom had not been before.

Another b-b-q, met some new friends, great people infact all bike enthusiasts. Beer, Bikes, it doesn't get any better than this.

After a late night it was time to say good-bye and some bush. The bikes ready, mine an XR 600, Dees a DR 650, Russell's a DR 650, Robbie an XR 400, Toms the Exxon Valdese, sorry a Yamaha Super Tenere, and Andies an A.T.K. 605. No back up here if you can't carry it on your bike it doesn't go.

We set off towards Kennedy still heading south and still raining, stopping for fuel we filled everything up and headed west stopping for a snack at Blanco Falls. A huge gorge. On we go, good tracks ranging from slushy mud in the morning to dry and at times dusty 4WD roads to the valley of lagoons. We had left the clouds behind us, the weather was perfect, 260 kms, time to camp.

We pitched our tents which from now on would be a daily ritual, Robbie Langer had his first crap in the bush, now I don't know where he went but we didn't have a mossie problem at all that night.

In the morning Tom and Andy packed up early and headed for Greenvale, as Andys A.T.K. had frayed its clutch cable. They ordered another to be posted to Cook Town and were lucky enough to find someone to temporarily fix the broken one in Greenvale.

After a small delay we left heading further west to Forsythe and Mount Surprise, out here and the further west you go the more sparse the vegetation becomes, very desolate. Heading slightly north towards Almadein, Tom and Russell being in their element we setting quite a pace up front, until the crash which was to cost Tom and Andy their trip. I came over the crest of a hill to find Toms Tenere upside down on the side of the road and Tom a further 50 yards in the bush with Andy rushing to his aide. Tom was quite concussed and battered, the other arrived and we proceeded to assess damage. Realizing the black box had been destroyed this bike was going nowhere under its own steam.

We repaired the puncture in the front tyre, removed the broken bits, bent back lever and foot pegs and as this happened late in the afternoon we decided to set up camp where we were. In the morning Tom seemed mentally better, but his foot was extremely sore. The plan was to tow Tom what we thought was about 30 kms to Almadein, but turned out to be 62 kms, during the tow, Tom came off again. Anyone who has ridden sand knows that the easiest way to is to keep the power one and weight back, to keep the front as light as possible, but under tow the front ploughs making it really hard work at this point Tom's trip was all but over, his face and body language told the story when they arrived at Almadein. Andy rode the 180 kms to Kuranda to pick up the van and drive back to get Tom and his bike. We were to meet again in Cooktown in three days.

Russell led us again to Chiligoe for fuel, then to Elizabeth Gorge on private property, this was an oasis. A great track in tight, rocky and hot we arrived, set up camp, dived in the water for a swim, with a German chap camped nearby with 4WD, telling us that last night he shone his touch in the water to count no less than 7 fresh water crocs. We looked down to see the mess this conversation had caused between out legs and it was time for another wash - SHIT!

Russell had been told of a walk to a better part of the gorge - approx. 5kms so following some had written directions we proceeded over rocks through paddocks, dry creek beds, over more rocks, waded through water, until we came to the most unspoiled place you could imagine. Huge rock formations, beautiful rock pools, just magic, well worth the walk. Around the camp fire Russell pull the maps as tomorrow we had to navigate our way to Bellvue Station, from where we were. Russell had a G.P.S. and although the topographical maps indicated a track through



most of these tracks have been disused for many, many, years, consequently being reclaimed by the land.

This day would prove most interested, we headed off stopping quite frequently, to get coordinates, then confirm the map, plotting our way linking up with another track the Russell had recognized. Success! we arrived at Bellvue Station. A 70 year old woman now lives here alone, a huge station, quite remarkable miles from anywhere, she informed Russell that the way we were going, she had done in an old Austin 30 years ago. So we thought, that if you can do it in an Austin how hard could it be. We found the Mitchell River, Robbie and Russell went for a swim with their bikes and gear while Dee and I opted for preservation and walked our bikes across, proving to be a smart move. 1 1/2 hours later we finally had the bikes dewatered and off again. After a long afternoon of getting hopelessly lost on several unmarked mine tracks and back tracking time and fuel were running out, so we decided to head south east to a track Russell knew that would get us back on the main road. That night we camped at the back of Palmerville Station. After a very long day in the saddle from 8.30 a.m. - 6.00 p.m. our first shower was unbelievable.

Palmerville to Cooktown we came across cars from the celebrity bash, then Black Mountain, an incredible place as it is huge but doesn't look natural for it is made up of a multitude of sized black boulders. And nothing around the landscape makes it look like it belongs there.

Cooktown, Caravan Park, checked out the Captain Cook Museum, and met up with Tom and Andy to discuss points of interests from their previous trip. Some bike maintenance was carried out, air filter cleaned etc. We had a lousy nights sleep as Cooktown is renowned for windy conditions, making sleeping in a tent near impossible.

From Cooktown we were going to Musgrove via Starcke and Cape Melville, a route not normally taken by Cape travelers but we were not normal Cape travelers. We had to carry extra fuel as this leg was to be 400 kms plus. Great country, beautiful creeks which changed to more difficult terrain. Eroded tracks, lots of bull dust, this was to be one of the most difficult tracks we did. 210km s in 7 1/2 hours of solid riding, to get as far as Wakooka Station "abandoned".

From here you can go north approximately 40 kms to Cape Melville, however, because of the difficulty of the trip to here our fuel economy was not so flash, we didn't think we would have the range to do the 40kms in and then out again. We met a group of fisherman while we were setting up camp, driving pissed around the Cape which seemed to be the norm. We said if you're doing the trip which we just did we don't think that you would get there tonight, and his reply was that it would take them 3 days to do what we did in 7 1/2 hours.

From Wakooka Station we headed for Kalpower Station, the one crossing of the Normanby River, through part of Lakefield National Park and on to Musgrove. Here Robbie ordered a musgrove steak for lunch - huge to say the least. Fueled up and proceed 116 kms to Coen - up the main drag. Corrugation, dust and sandy sections. Huge dips in the road and count less 4WD's.

Coen is donated on the map by a large round symbol, in Melbourne this denotes a large town - not so up here, a pub, a general store, a couple of house and that is it. We camped about 3kms out of town beside a river. Russell suggested beer

around the camp fire but who are we to argue. We didn't need to draw straws for the trip into town.

Coen to Chilli Beach was our destination - 65kms to Archer River Roadhouse for fuel, then 30 kms to the turn off to Chilli Beach, from the turnoff it was further 130km's of good tracks, with another crossing of the Wenlock River and the last 6 kms being really good, deep ruts, bog holes, tree roots, deep sand , everything!!

We planned to stay 2 nights to have a break from packing up everyday, however Chilli Beach was aptly named as we had intermittent rain most of the 2 days, finally, packing up in the rain. During our stay Dee, myself and Russell went for a ride for a couple of hours, without any gear on the bikes, to Portland Roads, a small fishing port about 20kms away. What a blast with no gear, you forget how good a bike should handle. While Robbie opted for some nude bathing and consequently scaring some other campers.

We had to stop at Lockhardt River for fuel and then onto Weipa via Frenchmans Track we had to cross two deep rivers, the Pascoe and the Wenlock again. The Pascoe being quite deep, very rocky, and fast flowing. We walked all the bikes across. Cross the main drag, through Batavier Downs Station, to Weipa, from the east coast and rain to the west coast and sunshine and 300kms - quite an extraordinary place.

Robbie and I had to buy a back tyre each here as our M21 Perellis had all but worn out on the rear. Dee and Russell's coping quite well. We put the excessive wear down to cush drive and easier power delivery of the DR650 compared to the XR,s \$95 for the big Kenda surprise, the only tyre available up here we were mobile again. Russell's 2 weeks were up and he left for home and work, what an ugly word. This left only Rob , Dee and me to finish the adventure.

We stayed in Weipa for 2 days as the tides were,nt going to be right for a couple of days yet. The next adventure the infamous beach run. Not much in Weipa besides bauxiteand F,B,T,S, so on to Stones Crossing North east of Weipa. Great tracks another crossing of the Wenlock, wet feet again, then on to Bramwell Station, as this was where Andie had pre organized fuel. Bramwell started with 10km driveway in followed by a 10km driveway out, just to get the mail is a job out here. We stayed here the night, and you guest it another sixty plus woman runs the spread must be something in the water, she also runs a bed and breakfast for tour groups, and I winge about a 40 hr week.

From here we rode to Captain billy's Landing, the plan was to stay here the night as we were still a day early for our optimum tide. When we arrived other tourists in 4x4 had set up camp in the only sheltered area, and with the sea breeze came the smell of a decaying Dugong washed up on the beach, so we opted to ride up the beach as far as the tide would let us and camp where ever, why? because we can.

What a hoot , none of us have ridden on the beach before and let me tell you ,its grouse, not really considering what the salt water might be doing to our resale value. We got as far as 42km a place called Orford Bay, before the tide would let us travel no further. We set up camp, probably one of the best spots on the whole trip, mainly due to the isolation, literally hundreds of kilometers from any help at all.

Orford Bay is quite famous as this part is the most difficult and dangerous to negotiate, to the left mangrove swamps, black mud that swallows

anything that enters, just ask Ben Warden ( previous trip). As the tide goes out bogged four wheel drives start to appear across the bay. As we could`nt go any further until tomorrow's tide we opted for some angling, the water was alive with fish literally jumping from the water in a feeding frenzy as the tide filled the mangrove area. Dee caught a sizable Travelly on a hand line and lure, and as none of us adventurous travelers knew how to prepare a fish for dinner it was back in the water with him and dehydrated rice for us,(go figure).

The moment of truth the day after. We studied the tide , we slept the tide, we rode the tide, 11pm was supposedly our optimum tide, and as the 4x4 appeared each half hour we put sticks in the water at the previous water mark to see how far it was receding. Nerves building, bladder control none existent it was time to go. You really have to see it to believe it. We were riding across a bay where only hours ago 6ft deep of water was, make no mistake get stuck out here and that's it kiss your bike good-bye. Well what ever can go wrong usually does go wrong, after a mechanically faultless trip so far the one time your bike is really dependent upon terror strikes, as Robbies 400 starts missing terribly to the point that will no longer pull him any more. All this only 1km from where we started, with approx 22km to go. We just could`nt believe it. Decision time, Robbie wanted to go to higher ground to fix it, I wanted to tow him as far as I could to beat the tide, for every minute we wasted we were adding inches to the depth of each water crossing. The whole idea of having such a low tide is that all the rivers and estuaries entering the sea are shallower the further out to sea you go. And there are heaps of crossings.

So we started towing, with Dee riding ahead like a scout showing me the best way so I did`nthave to slow down to much, as towing in the sand is very hard on clutches and motors. Well a couple of hours later and a few tense moments we made it to Usher Point our exit from the beach. Also another reason for towing so far was to get the bike to a point where some one could get a 4x4 to without to much risk, in the event we could`nt get Robbies bike going again. As it turned out it was water in the electric's and fuel.

To Bamaga - Seisha Camp ground, and wash the salt off the bikes and to empty a full can of CRC on to them. After a well earned shower and clothes wash, Dee and I settled down to another dehydrated delight while rob went to the camp ground restraurant. Breakfast Dee and I chowed down on muslie and water and energy bars washed down with coffee and powdered milk, while Robbie partook in a continental breakfast, croissants, freshly squeezed juice, brewed coffee, the bushmans bushman our Robbie. Using Seisha as a base Today we were to seek the tip of Australia a 46km trip.

TO BE CONTINUED

## JUST MOTOR BIKES

### AUSTRALIAN BIKE MARKETPLACE

#### PHOTO ADVERTISEMENTS

For Black & White section only

#### PRE PAID ADVERTISEMENT WITH PHOTO

UP TO 30 WORDS.....2 MONTHS.....\$15.00

EXTRA WORDS.....30c each

#### CLASSFEDS

#### PRE PAID LINE ADVERTISEMENT

UP TO 30 WORDS.....2 MONTHS.....\$ 8.00

.....1 MONTH.....\$ 6.00

EXTRA WORDS.....30c each

\$2.50 per issue

Phone (03) 5272 1221

Fax (03) 5272 1329

postal address: Locked Bag 34, Geelong, Vic, 3220

## POKER RUN - SUNDAY 12.10.97

Jon Riddett (RZ500)  
Tony Schrader (YZF600)  
Lyn Duncan (GSXR750)  
John Willis (TRX850)  
Ben Warden (ZXR750)

Di Welsford (CBR600)  
Nick (CBR600)  
Derek (FZR1000)  
Cathy (CD250)  
Tim (K100RS)

John Morley (XJ900)  
Davorin Zivkovic (K100RS)  
Stewart Forster (Firestorm)  
Wayne (Seca 600)  
Geoff Jones (RZ500)

**ROUTE:** KBCP - Yarra Glen (1st card)  
- Kinglake - Flowerdale (2nd card)  
- Glenburn - Toolangi - Healesville (3rd card)  
- Black Spur - Marysville (4th card)  
- Buxton Pub (final card)

**Leader:** Jon Riddett  
**Rear Rider:** Derek

With the weather as awful as it was we either have a lot of die-hard riders or a lot of die-hard gamblers in our club!

I joined the ride at Yarra Glen after deciding I couldn't be bothered putting the bike away and changing out of my bike gear when it started raining as I left home...oh well, now's a good time to see how waterproof my new jacket is (it was waterproof...but it would have been warmer if I had taken the time that morning to put the inner lining back in!)

With a promise to pull over for us to don our wet weather gear if the weather got too bad, Jon led us off through the Christmas Hills Road and onto the St Andrews Road, (what was it I said in my last write-up about the St Andrews Road and sadists?!...well this was in the wet, must make you a sadomasochist Jon!)

(Whilst cornermarking before the St Andrews Road I was told by Ben that our rear rider was filling up with petrol!...just as well you were able to go rear rider hey Derek!)

I saw our new member Wayne take a rather interesting line through a corner on the St Andrews Road, it involved actually riding along the ditch on the other side of the road and back onto the tar without even looking like he had lost control! (So you'll be taking your Seca on our dirt roads Wayne?!) The rest of this road I spent trying not to get asphyxiated by Geoff's 2 stroke!

It was also on this road that some idiot in a car (number plate Kermie!), seemed intent on running up the back of John Morley, I was glad to see John wasn't pushed by him but actually braked to make him back off.

We drew our 2nd card at Flowerdale Hotel, although I wondered if Geoff really wanted his as he went sailing by Dav and I who were cornermarking at the Hotel entrance. He soon saw the error of his ways though and returned (that gambling bug is just too hard to kick isn't it Geoff!). As the hotel wasn't open we didn't waste too much time before heading to Healesville by some great roads through Glenburn, Toolangi, Chum Creek Road etc.

After a half hour lunchstop in Healesville we "tootled" through the Black Spur to Marysville where we received our fourth card. Apparently a P plater in a white Falcon was getting a bit excited after already having a few bikes overtake him, and being egged on by his mates decided to try to race Lyn and Ben...until he went into the first steep downhill right hander a little too fast and while Ben was thinking "oh yeah here we go, not again", he managed to hold it all together through the bend and on the next little straight Ben and Lyn got out of there pretty quick.

At Marysville Jon asked around to see who wanted to go up Lake Mountain and who wanted to go straight to the Buxton Pub. With an ominous looking cloud approaching, those of us who had some sense voted on the pub while those whose judgement must have been clouded by the cold headed for Lake Mountain!

The Bucky Pub put on the Performance Bikes Video 2 and VERY soon after we arrived, Stewie and Tim turned up telling us that hail and water across the road changed their minds at the bottom of the mountain and suddenly the road up the mountain didn't seem as inviting as a warm pub and cuppa.

Later the remainder of the insane ones arrived with reports of having to keep their helmets on at the top due to the hail! (Maybe I should have taken the opportunity to see the jacket handled hailstorms! Nah, I had a caffeine addiction to satisfy!) Ben told us that at the top it was almost like snow, Tony's bike "stepped-out" as he was leaving the car park, so did Ben's, and that riding on the hail with his 6" tyres was like riding on being on ball bearings...looks like the rest of us missed out on some real fun....NOT!

The ride without Lake Mountain was about 200kms and the official break-up was the Bucky Pub at approx. 2.30pm. Tim won the poker with a straight and offered to buy drinks. I headed off about 3.30pm, but everyone still seemed to be enjoying the video playing a second time and their drinks. (We even had an offer of pizza from some very friendly Ducati riders whom we had met earlier in Marysville). I must admit it's lovely finishing early when the weather is so "anti-social". Thanks Jon for making the effort at leading the ride on such a wet day, thanks Derek for going rear rider and thanks all those who braved the elements to have a gamble.

Di

## Port Campbell Weekend (Day 1)

18/19-10-1997

YZF600	Dave Ward & Bronwyn Manifold (leader)		
ZXR750	Sam Sirianni		
ZXR750	Ben Warden	TRX850	John Willis
GSKR600	Mark Blashki (rear)	Car	Gerry East
CBR600	Diane Welsford	GSXR750T	Lyn Duncan

We departed Kings Bridge Car Park at the early start time of 9 am. The weather was overcast and gloomy and whilst we were riding down Geelong Road a heavy shower was encountered. John, Lyn and Di stopped to don wet weather gear, the other three getting a long way ahead. Ben and Tony corner marked the Colac-Anglesea turnoff and waited and waited, Dave and Bronwyn continuing on. It transpires that Lyn and John accidentally took the earlier Torquay turnoff before Di suggested the direct route. We regrouped in Anglesea for morning tea. No harm done.

After purchasing a couple of large coffee scrolls from the bakery, one to be stored in Lyn's bag for later on (and then promptly forgotten about until the next day), I decided to conduct a mini census. Seeing that the results from Jon Riddett's "real" census will not see the light of day this year (if at all - there's a challenge Jon!) this mini census makes interesting reading, a snap shot of a few members and their bikes. Maybe the raw data is all that is required - draw your own conclusions:

John (37), '96 Yamaha TRX850, parallel twin, accessories include a modified standard exhaust, tyres: 160/60/17 Michellin Macadam rear, 120/70/17 Metzler MEZI front, odometer: 7,000 km

Sam (32), '94 Kawasaki ZXR750, in-line 4, no modifications, 180/55/17 rear, 120/70/17 front, 27,500 km

Ben (37), '93 Kawasaki ZXR750, in-line 4, Ohlin's rear suspension, revalved front forks, modified standard exhaust, 180/55/17 Dunlop GP 207 rear, 120/70/17 Battlax BT 58 front, 60,000km

Lyn (late 30's), '97 Suzuki GSXR750T, in -line 4, steering damper, afto-market muffler, 190/50/17 Michelin tti Sport rear, 120/70/17 Michelin tti Sprot front, 38,000 km

Mark (38), '97 Suzuki GSXR6, in-line 4, 190/55/17 Dunlop Sportsmax II rear, 120/70/17 Dunlop Sportsmax II front, 7,000 km

Dave (25), Bron (30), '96 Yamaha YZF600, Ohlins rear suspension, revalved front forks, 180/55/17 Dunlop 207 GP rear, 120/70/17 Dunlop 207 GP front, 25,000 km

Tony (31), '94 Yamaha YZF600, Ohlins rear suspension, revalved forks, exhaust system, 180/55/17 Dunlop 207 GP rear, 120/70/17 Dunlop 364 GP front

Di (29), '96 Honda CBR600, carb kit, 170/60/17 ME Z1, 120/70/17 ME Z1, 25,000 km

A bunch of old people rinding late model bikes with sticky tyres and uprated suspension. In ten years time it will be interesting to compare. I disgress.

Next stop was the outskirts of Apollo Bay near the pale green (to blend in with the sandhills) public facilities. Tony and I had been following Dave who was fighting a losing battle with handling problems, the bike set-up for the track. Bron was suffering a lot.

The Great Ocean Road was in excellent condition though I estimate we passed eight buses, invariably in the worst places (the buses, that is). After regrouping we headed for Lavers Hill for lunch. John and I sampled the home made vegetable soup and bread roll which was most filling and excellent value at \$4.00. It was about 1pm. Some people had found the quantity of bark on the road over the Otway Ranges disconcerting.

The next section of the Great Ocean Road leading to Port Cambell we don't travel much. It offers great variety, from tight, twisting, steep down hill sections, to fast, open sweepers, and everything in between. It is a great motoryle road. Suffice to say that everyone was very happy and excited when we reached our accommodation, 3 km up a good dirt road, directly opposite the 12 Apostles viewing area, some 45 km from Lavers Hill.

After booking into our well appointed rooms there were sufficient daylight hours left for people to do whatever they liked. John and Lyn headed off to check out the sights; Di and Bron headed or the Port Campbell shops, picking up the Loch Ard Gorge en-route, and ended up doing a helicopter joy-ride at \$40/10 minutes. Fantastic they reported, the scenery spectacular.

Dave lead the remaining riders (Tony, Sam, Ben and Mark) on a *scenic* tour of the hills up to Simpson and around through Carlisle River to almost Colac (Elliminyt) in search of fuel as Sam hit reserve earlier than expected. The road up from the coast was very bumpy and speeds were appropriately reduced and there

were a few kilometres of dirt road around Carisle River, though the map showed the road as made. Ho-hum. These small inconveniences were favourably compensated by the great Colac to Lavers Hill road. After regrouping at Laver's Hill, we headed back to camp via the now familiar and "safe" (ie no gravel) Great Ocean Road. Dave and I went "spastic", (in a controlled sort of way), arriving back 9 minutes ahead of the pack. I missed three gears and ran wide a couple of times hanging onto Mr Smooth. It is not often that you have the opportunity (or inclination) to ride that hard. It was horn! Thanks Dave.

Gerry had arrived by car and was sharing the solar heated indoor swimming pool with Di and Bron when we arrived back.

Di and Bron decided to walk the 3 km down to the 12 Apostles, and Gerry and I toured on the bike up to Peterborough, 13 km past Port Campbell checking out the Bay of Islands, the Bay of Martyrs, and closer to home, London Bridge.

When we arrived back we found everyone enjoying the gaming room facilities - pool table, table tennis table, quoit pole, dart board - except Di & Bron who were still on their 6 km trek. To involve everyone in a game of pool I organised, with the help of a pack of cards, a game of elimination pool, where the idea is to pocket everyone else's balls, leaving yours to last. It is quite an amusing game, Mark finally winning, just as we were about to go to tea.

The proprietors (ex coppers) had kindly organised a limited menu meal for us, (mainly steak cuts from memory). Tony provided a couple of nice bottles of red wine, and we were set for an enjoyable meal. The usual Club character assassinations took place, in a light hearted jovial way.

Later we repaired to the games room where Di and I, at some stage, cleaned up Tony and Sam 3 games straight on the pool table. Di starred. We were forced to change partners. Later, on the table tennis table Di's forehand serve was a force to be reckoned with. None of us were able to deal with it. I heard the next morning that Di, night owl that she is, kept the lads up very late.

Somehow Mark had lost us and ended up in his room watching TV before retiring early. And someone said you could hear Diane's shrieks and squeals from half a kilometre away! Obviously an exaggeration.

It had been a big, big day. Thanks Dave and Bron for organising everything. It is a shame so few people turned up as the facilities, the location, and company were excellent. I look forward to doing it all again.

Ben Warden (ZXR750)

PS Thanks to Kathy P at work who typed all this guff in at the absolute last moment (only hours before the Club meeting) after I lost the original when my hard disk crashed. I had no back-up, no hard copy, and had to re-write and re-member (thanks Gerry, thanks Di) the ride, two weeks and the Adelaide trip jet lag later. Thankyou ladies.

**Christmas Party  
Saturday 6th December 1997  
Fairfield Park**

**12 noon onwards**

**Meat, Salad and Bread supplied**

**BYO drinks**

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

**BYO table and chairs**

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

Port Campbell Weekend Dave Ward Leading Day 2. Sun. 19th. Oct

Standing at the window of dinning room after breakfast watching rain blast across the ocean, bumper, wet weathers or not? didn't really rain once we got started, but roads were very wet to the other side (east) of Lavershill.

Stopped at Appollo Bay for fuel and decision to have coffee at Lorne. Roads are dry all the way now and GO road in good condition, I heard couple of comments about Di really being on fire through this section.

Turned inland after our leisurely break, lovely curly road to Deans Marsh, I haven't been on before, on through Moriac, where we were warned of a propped cop, no worries, refueled just out of Werribee I think, Ben had now taken over the lead knowing his way well through all those turns. We planned to break up at Westgate Shell, most carrying on to Cafe Racer in St. Kilda for a proper coffee. Thanks Dave for leading and every one for the weekend.

*dyn.*

## BIKES PLUS

### The Motorcycle Specialists

GENUINE HONDA PARTS

Bikes Plus stock a large range of spare parts, tyres, accessories, chains & sprockets, brake pads, helmets, oils, filters and a wide selection of dirt/road clothing.

## DISCOUNTS TO ALL MEMBERS

We also have full workshop facilities with fully qualified mechanics on hand.

Delivering to your door AUSTRALIA WIDE

138 Keilor Road, North Essendon 3041

Tel: (03) 9374 3299

Fax: (03) 9374 3207

**HONDA > KAWASAKI > YAMAHA > SUZUKI**

### Between Friends



25 October, 1997.

Mt. Disappointment Dirt Ride.

With a forecast for fine weather I was looking forward to today's ride. I made my way into the city to pick up a friend of mine, Flavio, who was coming on his first dirt ride on an XL 250 Degree. Bikes on the trailer and onto Whittlesea for a 10am pick-up. Present on the day were Lyn (225 Scrow), John (brand new XR400), and Rob (XR400) who was leading for the day. By 10.05 we were off towards Mt Disappointment.

Without having ridden in the area before, today was going to be just a play in the dirt looking for interesting tracks. The heat was starting to set in and we were all sweating like mad because not far into the ride we found some knurly down hill sections that proved to be quite a workout, especially for Flav' who was getting the hang of dirt riding the hard way, laying his bike down a couple of times already. Further down the track it was just a case of spot an interesting track and try it out as we hopelessly tried to find a dam or water catchment that we knew was in the area. Along the way we found a great mixture of fast open tracks and more knurly stuff, some damp and grippy, some dry and dusty.

Finally, with the help of some knowledgeable locals we stumbled onto the Sugar Loaf Reserve ( I think that's the right name ). Hot and dusty from the ride we all jumped into Whittlesea's drinking water and washed the sweat off our bodies. We frolicked for about half an hour before we started turning to prunes, dried ourselves on our t-shirts and kitted up ready for the ride back to the cars as it was starting to get late, taking some interesting detours along the way.

From start to finish we covered approx. 80kms, all had a few minor spills without any damage or injury, Flav' was flying for his dirt ride and we all had a great time. Thanks to Rob for leading for the day I had a ball.

Robert DR350



**CLUBCHRISTMASCAMPCLUBCHRISTMASCAMPCLUBCHRISTMASCAMPCLUBCHRI**

Jon Riddett has booked at the Mt. Buffalo Caravan Park at Porepunkah for the dates between 26th December 1997 to 1st January 1998. You should ring the Park on (03) 5756 2235 to make reservations for on-site vans or camping areas. He has booked under his own name, so I guess you should use his name also to ensure that you are all in an area together. The previous camps in this area have been a huge success so get along and join the riding, raging and rampaging that is the MTCV Club Christmas Camp.





GRAND RIDGE ROAD RIDE OCTOBER 26.  
( or the best laid plans.....)

Your nominated leader / scribe did the pre-ride cum plan as detailed below, only to be afflicted with the ills days before the actual event. Since diagnosed as virus after-effects ( blood pressure/ inflammation) the lethargy dictated a giant wimp out and no-go.

However it shows the club's resilience and flexibility when Les Leahy agreed to accept the mantle of leadership as late as ten minutes before the off from Hallam. I, you, the club owes Les a big thank you.

This report is, of course, compiled by someone who did not go on the ride (a club first ?) but Les advises it followed the pre-ride except for.....

Due to a combination of newly gravelled roads, incorrect road signage and a poor map of the area, the ride turned out to be more of an adventure than planned, eg, an extra 30km off the G.R.R. and not through Ryton Junction.

As time was running short concensus (who?) brought the group back from Balook via Churchill-- a shorter distance.

Some of the starters departed along the way and missed the more "adventurous" bits, however, I have detailed the initial plan in this article to suggest we include this ride again in the 1998 itinerary.

Les Leahy	TT350 (Leader)	Geoff Jones	RZ350 (Rear)
John Morley	XJ900	Rhys Williams	ZXR7 (New Bike)
Tom Saville	Super Tenere	Andi Siminger	TDR
Steve (1st ride)	Triumph Tiger	Trent (1st ride)	TXR250
Tim Walker	BMW K100RS	Andrew Kennedy	Dominator
Mike (1st ride?)	ZX9	Rob Matricciani	GSX750F
Gary	DT600	Rob Langer	VFR750
Jon Riddett	GSX250 (Leader from KBCP, then home)		

October 1997	KM.	Time	Min.	KPH
KBCP - Hallam	44	9:00-9:35	35	76
Hallam - Drouin	62	9:45-10:30	45	83
<u>Coffee Stop</u>	-	10:30-11:00	30	-
Ferndale - Hallston - Mirboo Nth (24kms unsealed)	67	11:00-12:10	70	57
<u>Lunch Stop</u>	-	12:10-1:00	50	-
Mirboo Nth - Gonyah - Ryton English's - Balook (51kms unsealed)	76	1:00 - 2:40	98	47
Balook - Traralgon - (end GRR near Currajong - not into 17kms unsealed)	46	2:40 - 3:20	40	69
<u>Coffee Stop</u>	-	3:20 -3:45	25	-
Yalloum Nth-Moe-Yarragon-Warragul- Drouin-Modella-Bayles-Clyde- Narre Warren	130	3:45-5:20	95	82

425 (GRR 136kms)



## Minister for Roads and Ports

80 Collins Street MELBOURNE Vic 3000  
Telephone: (03) 9653 6474 Facsimile: (03) 9653 6562

Please Quote: GN47714.10

Dear Ms Duncan

### ROAD MAINTENANCE PRACTICES AND MOTORCYCLE SAFETY

I refer to your letter which was received in my office on 9 September 1997 concerning sprayed seal maintenance operations and the effect of these works on motor cycle safety.

I am advised that sprayed seal operations are an essential part of maintenance activities which must be regularly carried out by the various road authorities. It would appear that there is no available alternative to this treatment which allows long lengths of road to be resurfaced at an acceptable cost.

I am pleased that you have contacted VicRoads' General Manager - Road System Management on this matter, and I understand that he has explained and provided information on how VicRoads works with municipalities to manage their respective responsibilities in the road network.

From your letter, it is apparent that some improvement to current practices should be investigated to ensure that roadworks sites are left in a safe condition for motor cyclists.

I have requested VicRoads to pursue the inter-relationship between sprayed seal operations and motorcycle safety to achieve improved practices to both minimise risks to motorcycles, and warn motorcyclists in advance of sprayed seal operations.

Thank you for your interest in this road safety matter.

Yours sincerely



**GEOFF CRAIGIE**  
**MINISTER FOR ROADS AND PORTS**

13/10/97



LEGISLATIVE ASSEMBLY  
PARLIAMENT HOUSE  
MELBOURNE, VIC. 3002  
TELEPHONE: (03) 9651 8874  
FAX: (03) 9650 9173  
EMAIL: jbrumby@werple.tut.au

**JOHN BRUMBY M.P.**  
**LEADER OF THE OPPOSITION**

28 OCT 1997

Dear Ms Duncan

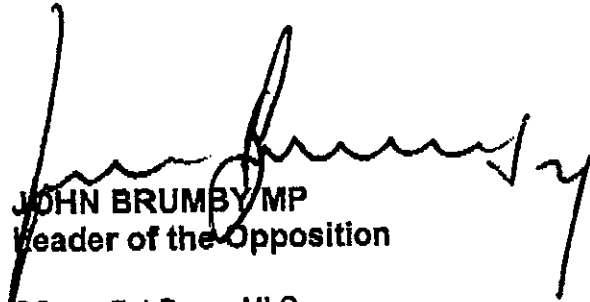
I refer to your letter of earlier this month regarding the increasing problem of gravel being left on roadway on completion of roadworks.

I have taken the opportunity to read your letter and have noted the significant concerns raised. Furthermore, I will undertake to raise the matter with the government in the current parliamentary session to pressure the Minister into a response.

A copy of your letter has been forwarded to the Shadow Minister for Roads and Ports, the Hon Pat Power MLC for his information.

I appreciate you making me aware of this important issue and will keep you informed of any response from the Kennett Government.

Yours sincerely



JOHN BRUMBY MP  
Leader of the Opposition

CC Pat Power MLC

## AUSTRALIAN SUPERBIKE SCHOOL

### SCHOOL/ RIDEDAY DATES

November - December 1997

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

DECEMBER : Sat 6th - School / Ride day at Phillip Island

BOOK ANY OF THE SCHOOL DATES LISTED ABOVE AND RECEIVE A  
FREE RIDE DAY AT BROADFORD RACE TRACK ON SUNDAY NOVEMBER 30TH.  
POSITIONS ARE STRICTLY LIMITED.

PH: (03) 9792 1322  
FAX: (03) 9792 1075

B.O.P. - WED. 14th 6-30pm