

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY OCTOBER 1997

THURSDAY 2ND

General Meeting

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

SUNDAY 5TH

Australian 500cc Grand Prix

Make your own way down to Phillip Island.

SUNDAY 12TH

Poker Run

Surprise Leader

9:30am KBCP 10:30 Yarra Glen

THURSDAY 16TH

Social Sip

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

WEEKEND

18TH - 19TH

Port Campbell

Dave Ward Leading

9:30am KBCP

NB No Second Pick Up

With a huge selection of roads, all of them Club favourites, there will be no shortage of twisties on this weekend. Details of accommodation are in this magazine, Dave and Bron are O.S. so book for yourself.

SATURDAY 25TH

Dirt Ride - Tallarook

Davorin Zivkovic Leading

10:00am Whittlesea

SUNDAY 26TH

Grand Ridge Road - Gippsland Jack Youdan Leading

9:00 am KBCP 9:45am Hallam

Arduous ##
(Some dirt)

Total kms for the day approx. 425.....there is 90kms of dirt on the Grand Ridge Road, however, Jack promises it is "Good Dirt" and suitable for all makes of bike. Drouin for Morning T, Mirboo Nth for an early lunch, Traralgon for afternoon smoko and break up at Narre Warren. There is one long stretch of roughly 160kms, but you guys can do that standing on your head !!!

NOVEMBER 1997

WEEKEND

1ST - 4TH

Adelaide Hills

Ben Warden Leading

9:00 am KBCP

NB No Second Pick Up

Pub Accommodation..Details in this Magazine

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

Details in next months Magazine

October 97 Editorial

Stewart Forster is the man you need to see about the next Club itinerary. If you would like to be included in this wonderful Summer Edition, give him a call. His home number is 9531 3755 and his Mobile is 0416 070 783. We would like to be able to produce the itinerary in time for distribution at the November General Meeting on the 6th. This depends entirely on your eagerness to fill the spots, but as this is the warmest and driest time of the year you may have to hurry to get a place.

Christmas Club Camp will be held at Porepunkah this year due to popular demand. More details in upcoming Magazines

I have included a copy of the petition that Lyn Duncan has worked so hard to prepare. Anyone who rides a motorcycle should be involved in this issue. It affects us all, (some more than others) and even we, as apathetic as we are, should try to get this problem resolved. If any of you are affiliated with bike shops, ask for permission to leave a few sheets at the front counter, its an ideal environment for signatories. If anyone is working in a large customer based environment, ask for their support, it only takes a minute to sign it. Victoria is the only State in Australia using these archaic road surfacing methods...let's get it changed. (Lyns new mobile number is 0411 288 108)

On a recent trip down the Great Ocean Road I was pleased to see a couple of very large banners promoting the slogan "Thinking of changing lanes?...Look Bike". How nice to see that our road safety campaign is promoting motorcycle safety, particularly with the Grand Prix coming up. Anyone who has ever travelled home by bike from an event at the Island knows exactly the kind of traffic hazards to be encountered. For all of those Members travelling to the Grand Prix please ride safely.

The "Good Vibrations" Magazine cover remains unchanged. We asked for new ideas from the faithful a few months ago but nothing turned up. I presume this means everyone else is as happy with the Cover format as I am. A new batch will be printed up for future magazines, unless anyone submits, or expresses interest in submitting, a new format within the next fortnight.

I believe Davorin may be having trouble fulfilling his promise to lead the Dirt Ride on Saturday 25th October. At time of printing he was trying to find a replacement. He suggested a pick up at Whittlesea at 10:00am but as there is no time printed on the itinerary this could change. Hopefully, the "Dirt" contingent of the MTCV should easily be able to arrange something amongst yourselves.

I have included an excerpt of some correspondence received by Lyn from Vicroads regarding her campaign on our behalf for the improvement of road surfaces. The full document is available at the meeting for any member to read and I do believe she is making progress. Keep at them Lyn.

Seen at the Social Sip on the 18th were the following: Pat T, Rob M, Steve L, Sue W, Tom S, Andi S, Mark D, Jon R, Derek A, Kathy R and DI W.

Can anyone tell me who the "Arthur" is of "Arthur's Seat" fame?

Gerry East
Editor

MOTORCYCLE TOURING CLUB OF VICTORIA MINUTES OF SEPTEMBER 1997 GENERAL MEETING

Held at:	Camberwell Theatre
Date:	Thursday 4 September 1997
Opened:	8.30pm
Present:	32 Members and 3 Visitors
Apologies:	None.
Visitors:	Wayne (dropped in to check us out) Lisa ('bout time we saw you again Lisa!)
Previous Minutes:	Not accepted and seconded as mag not read by anyone yet.
Secretary's Report:	<i>Correspondence:</i> A few surveys returned and a few membership renewals.
Treasurer's Report:	Current balance read by Treasurer.
Captain's Report:	Read from magazine by Captain. Captain also read Upcoming Rides.

ABOVE 3 REPORTS ACCEPTED by Vince Genova, SECONDED by Ron Johnson

GENERAL BUSINESS

1. Jon thanked Gerry for great effort in getting mag done despite recent bone graft.
2. Reminder if you haven't paid your membership renewal you won't receive club mag.
3. We still need a social secretary.
4. **VMC Membership**
 - * We have applied for the club to become member of Victorian Motorcycle Council
Vote carried unanimously for club to join (cost - \$50)
 - * As we need 3 delegates and Lyn is the only one at this stage we need 2 more.
We want nominations and will take a vote at next meeting.
5. **Petition re Gravel**
 - * Lyn has a petition she wants signed regarding the gravel left on roads after roadworks and the process used for roadworks which is responsible for this.
Please see her to sign it, she can post it to you and you can post it back to her if you want.
6. **Survey Raffle**
 - * Raffle will be drawn at next meeting, prize \$25 or year's membership)
7. **Christmas Camp**
 - * Vote carried for Porepunkah to be venue for '97 Christmas Camp.
8. **Itineraries**
 - * We are putting together Dec to March itinerary, need leaders.
9. **Motorcycle Action Group**
 - * Ian showed a card the MAG have made that you can fill out and send to your council if you find a hazard on a road.
10. **Video Store**
 - * Ian mentioned a great video store he found in Wantirna with many action and sports videos. Ian and Vince Genova have the details.
11. **Roads**
 - * Pat mentioned a new liquid is being used to repair roads with no adhesion. Be careful! (It has a shiny appearance).

12. **Solicitor**
- * A motorcycle friendly solicitor (from Grice & Grice) who specialises in injury has offered to come to next meeting and give a talk.
He is looking for a test case, he is "no win, no fee".
He has already won one case which didn't go to court.
If interested get details from John Willis.
 - * Will be coming to club for talk in November meeting.
13. **Door Prize:**
Won by:
- Danny (Magazine....to add to the box he bought at the auction?!,
which by the way I was looking forward to seeing him try to take home on a bike,
but unfortunately he drove!)
 - Mark Turner (Pliers...to operate on your elbow with Mark?)
 - Lyn (Cassettes..now with just a walkman you can take those corners to the sound of Keith Code in your ear saying lean harder, more revs etc!!)

Meeting Closed: 9.05pm. (then Club Auction)

Who's News

October 1997

Mark Dennis has traded in his GSXR750T and bought a Yamaha XTZ660. We look forward to seeing him out and about.

Derek Atkinson has recovered from his injuries sufficiently to be seen out riding again. He attended the Black Night Rally in a car, and a week later was seen riding his repaired FZR1000 on the Hepburn Springs ride.

Danny Kosinski similarly has recovered from his accident and was seen riding his battered VFR to the Black Night Rally. Welcome back to both.

There have been 2 crashes last month, one on the dirt and one on the road. Both riders have asked that details are not printed.

I received some electronic mail (email) from long time member **Ray Thomas** (currently a non-member). This is what he has been up to:

Since our last meeting I have been around Australia (Melb, Alice Springs, Broome, Perth, Melb) by bike (GSX750F), been to Perth and back (again), been to Rockhampton and Longreach, 35,000 km in 15 months. Sold my RF900 and NX650 (Dominator) and now ride the above GSX750F and a new XF650 (Suzy Freewind).

The **MTCV Home Page** on the internet has been visited 1084 times since the 7th of April, 1996. That is 87 times last month. The URL is <http://ariel.unimelb.edu.au/~ben/mtcv/>

Ben Warden

PRESIDENT'S REPORT- OCTOBER 97

Vacancy Filled

We now have a Social Secretary. New member and CD250 rider, Kathy Robinson, has volunteered her services. I'd like to thank her for taking on the position and welcome her to the Committee.

QL Club Thankyou

The QL Club has asked me to pass on a thankyou to Derek Atkinson. He carried a dead Triumph home from the Black Night Rally in his van for the very appreciative owner and got home very late Sunday night in the process. Thanks Derek.

Social Sip Venue

The Committee has investigated every single social sip suggestion we have had so far. Different establishments have been unsuitable for different reasons. Gaming venues, and high price bistros have constituted most of the suggestions and would not really be suitable for our group. We have a few more to look into suggested recently and we'll keep you posted. For now it is back to the Swan Hotel .

Nova Honda

Member, Vince Genova, happens to have a bike shop in Ringwood. His continued support of the Club and the assistance he provides members, both personally and through the shop, is appreciated. I'd ask all members to think about supporting a business that supports the Club.

Jon Riddett

30-9-97

Captains Report - September 1997

Sunday 7th

Whroo Caves
Les Leahy Leading
12 bikes 14 people
Weather : Rain
No Incidents..390 kms

Sunday 14th

Boolarra
Ben Warden Leading
5 bikes 5 people
Weather: Rain
No incidents..460kms

Weekend
20th - 21st

Black Night Rally
Rob Matricciani Leading
10 bikes, 2 cars, 12 members
Weather: wet/dry
No incidents

Sunday 28th

Hepburn Springs
Stew Forster Leading
8 bikes 9 people
Weather: Overcast
No incidents..470kms

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Vice Captain Report

Reminder, we have confirmed the attendance of Solicitor Phillip Cottier of Grice & Grice for our November G.M. this is free of charge with no planned format as I understand so I suggest you be ready with ANY legal queries you may have, this can be done on a one on one basis if desired,

In this magazine is a copy of first page of last correspondence I received from VIC roads, dealing with gravel on roads issue. and I think has a positive slant and is worth battling on, the remainder of correspondence is available to anyone interested see me. I haven't had much feed back from the petition and wasn't expecting any so soon. Thanks to Paul Tallents though, what an effort almost 100 signatures straight up and a revamp of the petition for us to peruse. Also thanks to Vince at NOVA HONDA where he has officially set up the petition on his sales counter, much appreciated, remember it's to benefit us all.

Also we now have a complete list of all appropriate heads of department of local Government to address our complaints, if any one should need to forward correspondence just ask.

Lyn



Dear Ms Duncan

ROAD MANAGEMENT AND MOTORCYCLE SAFETY

Further to your letter dated 2 September 1997 and our telephone discussion on 18 September 1997, I am pleased to forward some information regarding road management and road safety, which may be of interest to you and your Council Members.

I have forwarded copies of your letters of 8 August and 2 September, to VicRoads' seven Regional Managers. I have requested them to take the following actions:-

- Ensure that all "trouble spots" listed in your letters are inspected and appropriate actions are taken.
- Ensure that excessive aggregate is not spread when carrying out pavement resealing works.
- Ensure that adequate warning signing is left in place after all resealing works are completed.
- Ensure that all work sites are inspected a few days after the works are completed to remove surface aggregate spread over the surface, or which has accumulated along the edges of pavements or at intersections.
- Remind road patrols that the removal of surplus aggregate spread over the surface, or which has accumulated along the edges of the pavements or at intersections is an essential part of their role.
- Remind all road workers that a works site which is safe for vehicles may not necessarily be safe for motorcycles.

We also discussed the respective roles of the three arms of government in terms of managing the road network. The following notes are provided to clarify the road management and funding responsibilities in Victoria of Federal, State and Local Government.

MYSTERY RIDE 31ST AUGUST 1997

Tony Fabris ZX6 (L)
Ben Warden ZXR750
Jack Youdan R1100GS (R)
Craig Morley DR650
Stewart Forster VTR1000

Paul Tallents YZF750
Tony Schrader YZF600
Lyn Duncan GSXR750
Jason CBR900

Sunday morning, wet roads, light rain, hopefully the weather will improve later in the day, so off I head to Yarra Glen where I find Lyn already waiting.

Tony F arrives from the city having travelled alone from KBCP. No-one's in a particular hurry to leave Y.G. as it's still raining lightly. We leave about 10:40 after all the necessary details are sorted, the route, rear rider and scribe.

Melba Hwy, to Mt.Slide, the road between here and Kinglake is in really bad shape for the first 5 km, the stones are not attached to the tar and there are sections that are extremely slippery, Kinglake West and we're headed for Flowerdale and Yea, the road in pretty good condition and the pace picks up, race compound tyres giving that extra feeling of security. Yea arrives and we stop for morning tea.

Most of the talk is about slippery roads and tyres, who had a slide here, who had a slide there and those that didn't have any slides. The rain has abated somewhat and its still hopeful for some dry roads. After a fairly leisurely stop we're ready to leave.

Across to Molesworth, Alexandra, up through Fraser National Park, about half way up Stewart's had enough and heads home. Eildon and its pretty much stopped raining. The Jamieson road was planned but seeing its wet, its deleted from todays ride.

The intended route home is Thornton, Marysville, Black Spur, and Healsville. Ah, the mystery bit a last minute decision we take the road up to the Eildon Lookout. I've never been up here before, what a magnificent view over the lake and surrounding area.

Now we start our return home stopping at Marysville for a leisurely lunch, its stopped raining. We reach the Black Spur and its dry, we make the most of the conditions and we're soon at Healesville.

Thanks Tony for leading the ride and Jack for rear riding.
Tony Schrader.

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WHROO CAVES - RUSHWORTH 7/9/1997

The participants:

KBCP: Les (Our Leader) XTZ660, Wayne Seca 600 (first ride) but has been to meetings, Sue + Steve (with the latter being the "riteruperer") R1100GS

Whittlesea: Tom on the YZF750 frame with FZR1000 motor, can't we abbreviate that a little (TY7FWF1M) hows that, Andi TRX850, Lyn GSXR750, John TRX850, Vince + Sue Diversion 900, Joe GSXR600 (First ride) Ben ZXR750, Nick VFR750 who was riding past the Whittlesea servo and wondered what the commotion was (first ride) and Garry ST1100 was rear all day.

The weather:

Forecast was for rain but Les reckons that just wasn't possible, both can't be right, sorry Les this time at least the forecaster got it right. It rained pretty much all day, but despite that a good turn out anyway, the types of conditions that'll bring out the hardcore diehards, usually, none of them today, just us lot.

The route: After a spiel about corner marking, secondary roads and how motorcycling in the pouring rain is character building, we're off. Heathcote Junction, Wandong, using those secondary roads following the Hume all the way to Broadford, more back roads through Sugar loaf creek (Locality), nearly Seymour, then more back roads past Mitchellstown winery and smoko at Nagambie. Nick left the ride here seemingly impressed with the Clubs structure, hopefully we'll see him on some future rides. Continuing North we cross the bridges of Nagambie, follow the Goulburn through Murchison, past the huge expanse of water that is the Waranga Basin, then Rushworth for lunch, and it was at Rushworth did we realise that the rain wasn't letting up, in fact it now was at its heaviest. Ben left the ride here, John and Lyn figured the shelter of town was for them, as for the rest of us mentally disturbed lot, we brave the remaining 1.5 ks of wet unsealed road to Whroo and the now disused open cut mine. The road in was quite grippy despite the conditions, although the GS is the bike for that sort of stuff. I read somewhere that this bike had a very forgiving geometry - found that out already. Tom and Nick were seen wheelieing everywhere and the Diversion was easily keeping the GS honest, no one seemed to have any trouble at all, this does not apply to the grass, where only bikes are allowed, between the carpark and hut featuring this areas display. A few slips and slides were reported there.

The display did provide a history like when mining started, when mining stopped and what was mined but as usual I didn't take any notice of all that. Just looked at the pictures, good picks too, but a bit old (I think it was a gold mine).

From the hut it's just a short walk to a big hole and a series of tunnels that are these Whroo Caves, the trek down was easy thanks to steps etched into the side of the excavation and the long dark main tunnel, where you just have to duck a little, (except for Sue of course), and about the same wide, had other darker tunnels off it, offering a great opportunity to scare crap out of other club members. Once we had had our fill of this interesting feature and Garry got some colour back, we regrouped in town, filled up with juice, hosed down the bikes and headed for home. Using the same road over the bridge through Nagambie to Seymour, then Les was able to find a grouse bit of road that had a little connecting dirt to Tallarook, through Trawool, Goulburn Valley Hwy, Strath Ck.

Flowerdale, Kinglake West for rides end and wouldn't you know it, it's now stopped raining. Thanks Les for a top day, the weather couldn't have been wetter but everyone enjoyed themselves anyway, a true test of character, hum... maybe he was right, after all he is a council elder, hey.

Steve R11GS (and Sue)

Boolarra

Sunday 14th September, 1997

5 bikes, 5 people

YZF750	Craig Morley	XJ600	Wayne (3rd ride?)
ZXR750	Ben Warden	VFR750	Rob Langer
K100RS	Tim Walker		

Tim and Wayne were waiting for me under the KBCP Railway overpass, sheltering out of the rain. Early start, (9.00 am KBCP), the ride marked as "may not suit inexperienced riders", and a shocking forecast would attract only the hardiest of riders. (In fact I hoped no-one would show and I could go back home and sleep like any normal person would do.) Alas, no. And how keen is this Wayne character? He wears no wet weathers and every ride he goes on it buckets with rain and is freezing cold.

I gave the Boulevard a miss and we headed straight up Punt Road and out the Eastern Freeway, through Warrandyte to Kangaroo Ground, picking up the Christmas Hills Road to Yarra Glen. It was that cold and foggy that our visors were misting up and had to be left partly open. Wayne threw away his anti-fog preparation in disgust when we reached Yarra Glen.

Craig Morley, Rob Langer, John Willis and Lyn Duncan greeted us, though I noted John and Lyn were travelling by ute, obviously having some sense and staying home. After hot coffees were consumed and some serious carbohydrate loading was performed we set off into the drizzle. Well the weather could only get better wrong.

On to Healesville and around to Yarra Junction. Through Powelltown making sure to slow right down through the town (Mr Plod is very vigilant), up the tight, twisty, gravel in the corners section, before picking up the fast, wide sweepers. Grouse. My tyres (front Dunlop KR364 (super soft "rain" tyre) and "standard" Dunlop 364 rear, for the techno-philes) were sensational and didn't slip or slide all day. Speeds were almost dry weather Touring Club cruising speeds.

Looking back in 10 years time we'll read that last sentence and wonder why I just didn't say in numbers what speed we were riding at. The reason is that we are living in times of extreme political correctness (particularly Australia), and more particularly, in our Club, the latest incarnation being 'Editorial Guidelines'. Combine these guidelines with a healthy dose of paranoia and you have a clearer picture of the conditions under which a scribe must persevere. So articles have to be written a little more skilfully, still conveying the intent, but meeting the prescribed criteria. I digress. It must be a stage I am going through. Back to the Powelltown Road.

Tip-toe through the dodgy corner near the end which often comes up a little too quickly, usually covered in sand or worse, and we are at the Noojee T junction. The others arrive soon enough, Tim kindly shouldering the rear riding responsibilities. We rocket away from the corner driving hard up the hill, drifting wide to avoid the still unrepaired pot-holed and bumpy first left sweeping bend. Hard to get this series of corners right as fear comes into play, causing you to back-off, then re-apply the power, realising you don't have to back off. Hate that. The road opens out along the ridge with spectacular views of Tarago Reservoir to the right and Mt Baw Baw and nearby mountains to the left.

Warragul for morning tea. Wayne has turned a tasty shade of red/blue and looks decidedly unwell. He mentioned something about leathers not really keeping you warm, let alone his Marlon Brando style ones. It was still drizzly, he was flying, and the concept of wind chill was becoming painfully clear. He retired hurt. Tim, a sensible BMW rider, did likewise, joining Wayne for a slow trip down the freeway and a warming hot drink. (I was going to say "hot bath" but couldn't get the sentence to sound right.)

Two down, two to go I thought. No chance - Craig and Rob enjoy pain and suffering.

The holy trinity (or was that the Three Stooges?) set off for Trafalgar via Yarragon after blasting down to the Ellingbank turnoff and scooting around the twisties. Horn. Climbing out of Trafalgar care must be exercised on the black shiny stuff. It feels funny going up this hill as we normally do this ride in the reverse direction. Last time I was riding John's TRX on this section (also in the wet!), but going the other way. Through the Thorpdale magic twisties and on to Mirboo North, turning left to Boolara. This is like going down the Reefton Spur. Down hill, tight twisties, in the wet, some gravelly corners. Dangerous as all *deleted Ed*. Good fun. Even better with severely warped disks, the bike shuddering, the lever pulsing. (I eventually spat the dummy a couple of weeks later and shelled out big time for a new set of **Braking** disks as advertised in AMCN. Full floaters; the business. Stock ones worn and warped beyond repair after 58,000 km.)

From Boolara we headed south climbing steeply uphill on a great road heading around to Limonite. On most maps, sections of this route are shown as dirt but it is amazing what you discover on a pre-ride. Most of the maps we are using are out of date. The road builders seem to have skimmed on the road signs and decided one 60 km/h corner sign would suffice for each five kilometres of winding road. Thought I'd seen the Holy Ghost on one sharp left hander. Love those tyres.

On to Mirboo North for lunch. I even bought a hot pie. Rob was still pretty dry but I was getting a bit sodden, boots damp, gloves wringing wet, windcheater showing large damp patches. Craig? Who cares. Everyone was having a good time. There were no cars on the road which was a blessing. (Keeping with the religious theme.)

After lunch we headed directly home (well, as direct as I can be) heading for Leongatha via Mardan South, my favourite road with 29 km of big, open sweepers. Then up the dirt to Arawata, round the tight twisties to Ranceby and Poowong, and northwards to Drouin where we disbanded. Rob took the Highway, I took the low way, and Craig? Who cares.

We had a good day despite the weather. Please Committee, can I do this ride again on the next itinerary? I promise it won't rain, though that is what I said about this ride, and was I punished. Thanks everyone who showed up. It is comforting to know that there are quite a few seriously deranged people in this world, like me.

Ben Warden (ZXR750L)

PORT CAMPBELL 18TH -19TH OCTOBER 1997

The Apostles View Motel & Country Retreat is situated between Port Campbell and Princetown on Booringa Road, which is directly opposite the Twelve Apostles. It rates 3.5 stars from the RACV and all units are airconditioned/heated with ensuites, tea/coffee making facilities, toasters, fridges, colour tv's, hair dryers and direct dial phones. All linen, pillows and towels are supplied. You can book a room there by phoning direct on 035598 8277.

Tariff:

Double: \$ 60 per unit (2 people) room only

Twin: \$ 60 per unit (2 people) room only

Single: \$ 45 per unit (1 person) room only

2 B/R: \$ 85 (up to 4 people) room only

Meals: Two Course evening meal: Soup/main course or main course/sweets \$13 per head. Served in dining room.

Breakfast: Continental: Juice/Cereal/Toast \$5 per head served to dining room or unit. A cooked breakfast can also be arranged.

BLACK NIGHT RALLY 20TH - 21ST SEPTEMBER 1997

Saturday dawned patchy and damp. Not the best departure weather, but a considerable group had assembled at Whittlesea at 8:30 am

Robert M	Suzuki GSX750 (Leader)	Steve	BMW R1100GS
Richard (Bear) Naylor	Kawasaki GPZ900	Mark D.	Yamaha XTZ660
Mark Turner	Honda VFR750	Luke	Yamaha 600
Seca			
Danny K.	Honda VFR750 (Plus Duct Tape)		
Les	Yamaha XTZ660	Garry Clifton	Honda ST1100 (Rear)

Mark Dennis was set for the first long run after selling his tyre munching pretend racer and buying a man's bike! (Sorry, just had to get that one in.) So off we headed on damp roads in the direction of Wallan, Romsey, Redesdale, Sutton Grange and finally, Bendigo. It was here we made rendezvous with our Pres. Jon R. on the BMW K100 LT, and Stav plus friends in a fordmobile.

After a little procrastination we got our act together again and disappeared in the direction of Kerang. By now the roads were dry and the sun shining. There's that sign to Pyramid Hill again. I've never actually ridden in to Pyramid Hill; must do it some day.

Lunch time saw us take a break at Swan Hill. Mark Turner disappeared to visit relatives and before long we were girding the loins for the final leg through Tooleybuc to Kyalite. Tooleybuc brought back memories of about 8 club members dragging a Honda CBR1000 along the road, over the Murray River Bridge and depositing it on the footpath verandah of the hotel. The young rider from our Club had overshot the only bend into Tooleybuc and bent the Honda big time.

Now for a little background information. The Black Night Rally is organised each year by the Q.L. Motorcycle Club. "Q.L." is short for "Quarter of a Litre", which is 250cc which was the legal limit for learner and probationary licences, when introduced by the Government of the day. Time marches on and almost no-one in the Q.L. Club now rides a 250cc bike and quite a number of their office bearers have come from within the Motorcycle Touring Club of Vic.

Kyalite is a one building dot on the highway to Balranald, but the rally is actually held around the corner and down the road a bit at an erstwhile establishment called the "Wakool Hotel". This is 'cos it's on the Wakool River, not because it's in Wakool which is bloody miles away. Is that all perfectly clear now, as I'll be asking questions later? Everybody camps on grassed areas in front of and behind the hotel. There are a few rudimentary cabins and several Touring Club members took advantage of hiring one to wallow in luxury.

Members already at the rally when we arrived were Jenny on the Honda 600 V Twin and Cathy on the 250 Honda. Later Derek arrived on 4 wheels.

Well I have to admit that the pub and beer garden was very "laid-back". The locals on the sausage sizzle did a fantastic job non stop right through Saturday night. At various stages we were entertained by wheelies, burn-outs, exposing spotty bums, and tipping over a car. The band came on and everyone grooved along. As usual the wet-T-Shirt competition was held so late that I had already gone to bed. Looks like I'll have to take No-Doz tablets at the next rally. (How about getting them to hold the competition before 9pm Les?...ED)

Overall it wasn't the worst rally I've been to, but it wasn't the best either. First thing they ought to do to improve it is ban the god-damned cars. There were so many it was like a super-market parking lot. The second thing is for the Q.L. Club to get a couple of strong Committee Members to M.C. the thing. It was a bit like a ship without a captain.

Sunday morning dawned crystal clear and sunny. Jenny emerged with laryngitis, a result of her enthusiasm on the previous night. Steve was glad that something had finally shut her up. (Only kidding Jen)

As tents were packed and sleeping bags rolled away, the M.T.C.V. riders began to divide into two basic groups. This probably had something to do with the 25 ks of dirt road marked on the road to Moulamein. Making up the "Moulamein Maulers" were Mark D., Steve, Danny, Jon R. and myself. The "Tooleybuc Tourists" tippy toed back on bitumen all the way.

Well, I've got news for you guys. There isn't any gravel road left on the Balranald to Moulamein Road.

So just to make up for our loss of the dirty, dusty type roadway we made a turnoff just nine k's short of Barham on the N.S.W. border. The map showed those two little parallel lines that haven't been filled in solid, (you know the ones). This time we were in luck (or out of luck depending on your type of bike) with 20 k's of loose sandy stuff with a few patches of sandy mud. This didn't half stir the troops up. Jon was struggling with the big beemer but we made up for it by committing a closing scene to video just before reaching the bitumen. With a quick lunch stop at Echuca, Danny K. darted off to visit his mother. Danny is obviously a very quick visitor as we picked him up again soon after on a corner in the middle of God-knows-where. I remember Elmore and Axedale flashing by but nothing made too much sense until the familiar roads around Eppalock.

Between Mia Mia and Lancefield the "Fab Five" stopped at the propeller memorial cairn. This is a tribute to the site of the first flight in Australia in an Australian built aeroplane. At Lancefield I began finally to understand that N.S.W. is considerably warmer than Victoria on any given day. But unfortunately, the revelation comes too late to do me much good.

So there you have it. Not a bad weekend really. Should be more of it.
Les (Tenere)

Hepburn Springs - 28/9/97

Stew	VTR1000 (Leader)	Derek	FZR1000 (Rear)
Wayne	Seca II 600	Geoff	RZ350
Steve & Sue	R1100GS	Paul	YZF750
Ben	ZXR750	Nick	CBR600

A cheerful sunny morning greeted me despite weather predictions to the contrary. I'm really beginning to believe the Bureau couldn't even predict themselves out of a wet paper bag. KBCP found Wayne, the lone city pickup, with Rob on his treadly saying "G'day", and Jon dropping off the First Aid Kit.

Off to Whittlesea via the Boulie and thankfully with others waiting. It was good to see Derek back on the road again. The FZR looking a little worse for wear, sans fairing and with the bug-eye look of the twin headlights on their mounting stalk. Pre-ride blarney, and then we were scything to Flowerdale. Through to Strath Creek, where, while waiting for some corner markers to catch up, who should I see but the members of the ladies ride sitting on the porch of the cafe on the corner enjoying the morning sun. No wonder so few turned up at the pickups. The girls do fill out numbers well and the impact on turnout numbers is greatly affected by their absence. Hope they had a good ride.

On to Broadford, up to Pyalong and then Lancefield for morning tea. Lancefield was overcast with a cold wind blowing, a far contrast from the pre-ride the week before. On one corner a particularly strong gust of wind on a ridge actually stepped out the rear tyre and drifted the front. Fortunately I was turning left and had room to play. Great, that it didn't happen for the rest of the day.

Ben's rear tyre had oil all over the left side, flick off from the chain. The tyre I noticed was well worn on the right side but not so the left. Maybe I too should try oil on the tyre for longer life. Geoff's RZ350 apparently had some work done to it recently and something wasn't re-tightened with a coolant leak. Geoff bid his farewell, just as an old chap appeared to warn us of 'roos leaping out at bikes and damaging our \$2000/sq.ft. plastic fairings. It's sad that he wasn't exaggerating that much.

Refill time (as seems to happen regularly with the VTR). At 13km/l and a 13l tank 'til the warning light shows (3l left), 200 kms is about the most I can expect unless I'm taking it really easy. This means a refill each stop, "just to be sure".

Down the Baynton road and turning off to Kyneton. Past the Malmsbury Reservoir and then across to Guildford on a delightful road that's been sealed only recently except for three km's of dirt allowing for a bit of fun midway. Across again to Yandoit (almost) and finally to Hepburn Springs for lunch.

The Hepburn Springs Park is nestled in a deep valley and consists of a number of springs each with a predominant mineral. Sue asked me if I wanted to taste some she had put into a bottle, and then proceeded to tell me it tasted like crap before I had even put the bottle to my mouth. The taste test proved different though and it tasted like iron affected mineral water. Not too bad at all. There's a number of walks and an art gallery also there. Very scenic. Steve + Sue departed here, wanting to catch the 500cc GP.

Up to Daylesford to refill and then onto a rather random jaunt through the hills west of Daylesford. I hadn't pre-ridden this section and was relying on my memory from times when I visited my Grandmother who lived in this region. Years have been unkind, and so were the maps. After a successful and enjoyable back road romp to Creswick, I immediately followed by a wrong turn and two double backs before finding the right road. Another bad turn off saw us jaunting through very rural roads complete with cattle on the road and a few kms of dirt. Deciding that life's all about adventure, I pushed on knowing roughly where I was going, finally leading the group down Mt. Prospect Road, which is about 8kms of gravel winding through dense pine plantations and yes, a few 'roos bounding about. Fortunately, the booming V-Twin gave them ample warning, and they were bounding away into the trees and not into the expensive plastic.

Back through Daylesford and onto Trentham for a quick nature stop. Ben pushed on, presumably to also catch the GP. Paul's rear tyre was looking rather worse for wear, down to the soft rubber just before the canvas starts to show. Expressing a desire to keep the tyre more on the edges, we set a cracking pace down to Greendale where we turned off for Melbourne. Break up was at Bacchus Marsh, all with big grins but rather cold. Thankfully, it didn't rain for the entire day, although some black clouds looked threatening. Sunlight did grace about half the ride though. Total distance was 470kms.

Thanks to all for the support for attending my first ride as a leader. Next time I'll make sure ALL of it's pre-ridden.

Cheers,
Stew.

Action Video Sports



Alan Newman



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Adelaide Hills

1st-4th Nov., 1997

The Adelaide Hills offer some of the best motorcycling country in Australia. The roads are well surfaced and maintained. The scenery is spectacular and there are not many cars on the road. The climate is a bit more temperate than Victoria's and hence the average rainfall is lower. I have lead this ride on a few occassions and it has always been very successful. Note: this is the Melbourne Cup Weekend, Cup Day on Tuesday. You may need to apply for annual leave on the Monday.

The proposed itinerary is set out below. Of course this is completely flexible. People can do whatever they want, for instance, only riding on one of the two free days, spending the other visiting relatives, or the wineries, or resting, or doing the tourist sites of Adelaide City.

Day 1. The plan is to ride over on Saturday 1st of November avoiding the Western Highway as much as possible, and base ourselves in Murray Bridge, staying in pub accommodation for 3 nights. Murray Bridge is 72 km out of Adelaide. It is now a sleepy hollow, by-passed by the Western Freeway. You will not be woken up by rumbling trucks (hopefully). We will do about 750 km on the first day.

Day 2. Sunday 2nd we will spend investigating the Adelaide Hills, heading north and maybe picking up the world famous Birdwood Motorcycle Museum, doing the Chain of Ponds Road, visiting the historical town of Hahndorf, and Lobethal - the centre of Reefton Spur type roads and a motorcyclists Mecca, before returning to Murray Bridge. Round trip about 300 km.

Day 3. Monday 3rd we will spend touring south down the Fleurieu Peninsula to Cape Jervis (where the ferry leaves for Kangaroo Island), around to Victor Harbour and back through Strathalbyn to Murray Bridge, maybe doing a ferry crossing at Wellington, depending on time. Round trip of about 300 km.

Day 4. Tuesday 4th we will spend finding our way back to Melbourne. Another 750 km.

Accommodation:

Balcony Private Motel, phone: 0885-311-411. I have booked 7 rooms here (4 rooms with queen size beds \$29 ea per night, 2 singles @ \$20, and 1 twin @ \$25.) The price includes breakfast. There is a balcony and a pub next door. The motel won an important tourist award recently and has been uprated to 3.5 stars. It only has 9 rooms and we have booked the 7. The other 2 rooms are \$99 and have 4 poster beds, champagne etc. They are available.

Murray Bridge Hotel, phone: 0885-322-024. I have reserved 1 double with en-suite (\$30) and 1 twin share (\$22?).

Eureka Bridge Port Hotel, phone: 0885-322-002.

Murray Bridge Community Information and Tourist Centre, phone: 0885-326-660. This mob will find accommodation for you. They provided the above list. There are plenty of motels as well.

I suggest people talk to me as soon as possible to reserve a room. It will be allocated on a first come first served basis, and a reasonable deposit speaks volumes.

Contact: Ben Warden, 9344-5733 (W), 0411-607-925 (mobile)

On the bike front you will need good tyres and chain. Don't gamble on getting one more ride out of them. Bring wet weather gear, chain lube, Mr Sheen, clothes and money.

ANDI'S GIRLS RIDE THROUGH SWITZERLAND RANGES (SUNDAY 28. 9.97)

Andi - (TRX 850)
Dianne (CBR 600)
June (TL 1000)
Anita (Ducati 600)
Jennifer (NTV 650)

Rhonda (GPX 250)
Miranda (ZZR 250)
Jeanine (TZR 250)
Rebecca (ZZR 250)

Christine (ZX6)
Annie (GPX 250)
Lyn (ZZR 600)
Gudrun (R80)

ROUTE: Warrandyte - Flowerdale - Strath Creek (morning tea)
- Broadford - Seymour (petrol)
- Yea (lunch)
- Molesworth - Alexandra - Buxton Pub (drink)
- Marysville - Healesville - Warrandyte

Leader: Andi
1st Rear Rider: Jenny
2nd Rear Rider: Gudrun

For those wondering how a write-up has appeared for a ride not listed on the itinerary, this wasn't actually a "club ride", but a girls ride put together by Andi's efforts to try to get more girls out riding and introduce them to other riders, which efforts were highly rewarded on this ride and appreciated by all of us who joined it.

I met the group at Warrandyte which was the second meeting place, with Christine bringing across the girls from the Brighton Kawasaki pick-up. We had 13 enthusiastic riders, plenty of new faces and plenty of sunshine. We headed off just after 9.30am and started the day with the wonderful (if you're a sadist!) St Andrews Road. With a regroup at the end of it ensuring everyone made it through without any problems, it was obvious everyone was staying within their limits and handling the corners well.

From here the pace quickened and everyone really enjoyed the roads through Kinglake, Flowerdale, and on to Strath Creek (I'm sure those roads were made for motorcycles!).

Having done a few corners by now it also became obvious everyone had a better understanding this time of the cornermarking system and were marking corners really well. (You would have enjoyed this one Stav).

The sunny porch of the corner store at Strath Creek saw our first caffeine stop and also the Touring Club ride on its way to Hepburn Springs come by (following us weren't you Stewiel). With a quick hello and goodbye they took off (with one rider [who I won't embarrass by naming!] seeing how far he could go without changing up gears!!), better pick up your pistons next time you go that way!).

Off toward Broadford then up through the magnificent Switzerland Ranges, great roads Andi...and I was quite impressed with the standard of riding including from those still wearing L plates and one who was nervous from a recent accident. We did cross a 2km stretch of dirt, but again all made it through shiny side up. Again a great display of enthusiasm from all, especially those who hadn't ridden for long, as no one seemed to mind that bit and I even heard people say they had enjoyed the back end sliding around (you hoons, and you know who you are!).

We invaded Yea at lunchtime, much to the surprise of a guy on a bike who parked near our bikes while we were ordering lunch, and seemed to be waiting for guys to appear, but on discovering we weren't all the pillions and there would be no guys he decided to head off again. Not too long after so did we, with the exception of Christine and Anita who headed for home.

Up the highway to Molesworth where we turned across to Alexandra. On this road we seemed to pick up a Ducati 916 who turned off toward Eildon (must have been freaked out by all the girls on bikes!!) and down to the Buxton Pub, next caffeine fix for some, soft drink for others, and again surprise from a guy who said he had never seen so many girls on bikes (he must get out more!).

We then enjoyed a quick trip up to Marysville (noticing an ambulance coming the other way, which we were told later at Healesville by some guys that their mate had crashed on the road from Marysville down to the Highway, a few broken bones and a stay in hospital required, an unfortunate reminder to watch out for gravel on corners).

We had a pretty good run through the Black Spur with not too much traffic (although I had a bit of fun trying to pass the bus on a section with no straights, doesn't he know bikes get right of way through the Spurs?!). and stopped at Healesville. From here June headed home, Gudrun left us at Yarra Glen, Rhonda became new rear rider and unfortunately didn't realise Rebecca and Annie were still filling up when we left, sorry girls! (I rang Rebecca that night and discovered they had found their way home thanks to a Melways at the servo, glad to hear, I didn't want to be the one to tell Fabio we lost his girlfriend!)

The rest of us headed the back way to Yarra Glen, through the Christmas Hills and back to Warrandyte for a break-up (of the few of us remaining!). Thanks Andi for all your efforts, thanks all the girls who came along and thanks Jennifer and Gudrun (and Rhonda for the last section) for going rear riders.

Di

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

SPECIAL GENERAL MEETING

9. All general meetings other than the Annual General Meeting shall be called special general meetings.
10. (1) The Committee may, whenever it thinks fit, convene a special general meeting of the Association and, where, but for this sub-clause, more than 15 months would lapse between annual general meetings, shall convene a special general meeting before the expiration of that period.
- (2) The Committee shall, on the requisition in writing of members representing not less than 5% of the total number of members, convene a special general meeting of the association.
- (3) The requisition for a special general meeting shall state the objects of the meeting and shall be signed by the members making the requisition and be sent to the address of the Secretary and may consist of several documents in a like form, each signed by one or more members making the requisition.
- (4) If the Committee does not cause to have a special general meeting to be held within one month after the date on which the requisition is sent to the address of the Secretary, the members making the requisition, or any of them, may convene a special general meeting to be held not later than three months after that date.
- (5) A special general meeting convened by members in pursuance of these rules shall be convened in the same manner as nearly as possible as that in which those meetings are convened by the Committee and all reasonable expenses incurred in convening the meeting shall be refunded by the Association to the persons incurring the expenses.

NOTICE OF MEETING

11. (1) The Secretary of the Association shall, at least 14 days before the date fixed for holding a general meeting of the association, cause to be sent to each member of the Association at his address appearing in the register of members, a notice by prepaid post stating the place, date and time of the meeting and the nature of the business to be transacted at the meeting.
- (2) No business other than that set out in the notice convening the meeting shall be transacted at the meeting.
- (3) A member desiring to bring any business before a meeting may give notice of that business in writing to the Secretary, who shall include that business in the notice calling the next general meeting after the receipt of the notice.