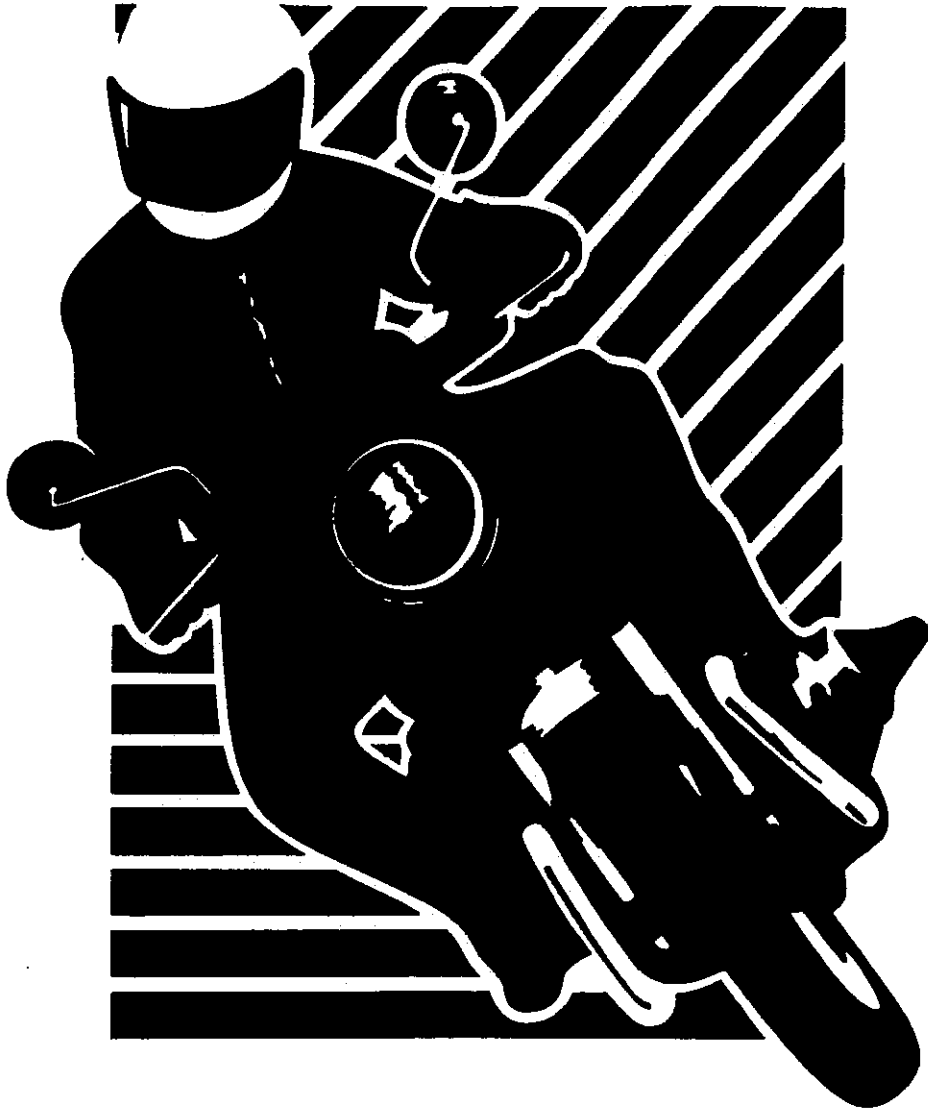


Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY SEPTEMBER 1997

THURSDAY 14TH

General Meeting & Auction Night

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

SUNDAY 7TH

Whroo Caves - Rushworth Les Leahy Leading

9:00am KBCP 10:00 Whittlesea All bitumen back roads to Rushworth then 1.5kms good unsealed road to mining area. Cameras would be good as there is much to see. An old cemetery and an old Aboriginal water well. Back via Flowerdale and break up at Kinglake West. Approx. 350kms.
Please Note early start time

SUNDAY 14TH

Boolarra - Central Gippsland Ben Warden Leading

9.00am KBCP 10:00 Yarra Glen Morning Tea at Warragul..Mirboo Nth via Boolarra for lunch and home through Arawata and Poowong. Approx. 450 kms for the day.
Please Note early start time

Arduous

THURSDAY 18TH

Social Sip

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

WEEKEND
20TH - 21ST

Black Night Rally (Camping) Rob Matricciani Leading
8:30am Whittlesea **Please Note early start time**

SUNDAY 28TH

Hepburn Springs

Stewart Forster Leading

9:30 KBCP 10:30 Whittlesea

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.

September 97 Editorial

I am saddened to see only one ride in the whole of September with a "normal start" time of 9:30am. Whilst I understand some people prefer to start out early in the morning I am perturbed that any prospective members will turn up at the Clubs normal collection time of 9:30am at KBCP only to find an empty parking lot. It is also disappointing from a personal viewpoint where my duties as a mother preclude me from any ride with such an early start time. Being the only sole parent rider in the Club, to my knowledge, I realise that I stand alone in this issue. But, I'm used to that! The time of 9:30am at KBCP has been synonymous with this Club since its introduction some 40 years ago. Do we move with the times or stay with the proven theories? I, for one, am content to stay with what works. For the benefit of new, prospective and re-joining members I firmly believe that KBCP pick up must be retained.

The operation on my right collarbone was a huge success, I now have shares in the panadeine company. The bone graft was more painful and debilitating than the actual shoulder operation, however, and I will be using a crutch for a short time. Stitches are removed on Friday 5th September but the plate will remain for a minimum of 4-5 weeks. Thank you to all members who took the time to come in, bearing flowers and best of all, food. Bethesda Hospital is a great place but I wouldn't want to live there.

Where is all the news on the Cape York Trip? Rumour has it that they had a great time and we want to hear about it! Especially Rob Langers fish feeding Barrier Reef excursion. And it wasn't fish food they were eating!

I wonder if people realise how much work Lyn Duncan is putting in to cleaning up the roads eg gravel in corners. She spends an enormous amount of time liaising with Vic Roads, and the Victorian Motorcycle Council (VMC). I hear she is in the processes of organising a petition to present to Vic Roads that specifically deals with poor road conditions, particularly for motorcyclists. Even though apathy reigns supreme in our Club, we do appreciate the time and effort she is putting in. Thanks Lyn.

On a happier note, its great to see so many new members joining the Club. Lets hope that some of the more contentious issues can take a back seat for a while so that these members can feel good about their decision to join us. So far, the feedback is positive

My sincere thanks to Ben Warden, whose help with this magazine has been, once again, invaluable.

Gerry East
Editor

Gerry East's right collar bone was operated on on Tuesday 26th August at Bethesda hospital, Richmond. A plate and 5 screws were inserted and a bone graft was performed. Bone was removed from her right hip. She left hospital on Sunday 31st August and is currently recuperating at home. We wish her a speedy and complete recovery.

Ian Payne's slow (four and a half months) but steady recovery has progressed to the stage that he is now an object of medical interest! He has offered his services to a group of visiting orthopedic surgeons at Dandenong Hospital who are interested in the type of operation and associated physiotherapy. On a positive note he returned to work on Tuesday 2nd September, part time, hopefully building up to full time in November. Currently he is having physiotherapy 2 times a week, with particular attention paid to ligament damage to his ankle, overlooked at the time of the accident (knee reconstruction, broken elbow). His RF900 is ready to go when he is.

Rhys Williams is similarly making strong progress in the remedial stakes (multiple hip fractures) though has suffered a minor setback after tearing a muscle while jogging! He might be in the market for a new ZX7.

Derek Atkinson is recovering well from his crash. He is walking okay, though there is still swelling on his left knee and right foot as the ligaments take time to heal. **Danny Kosinski** is healing well (broken bones in foot) though going for a run reminded him that a little time is still needed. Both Derek and Danny's bikes are functional and Derek expects to be riding sooner rather than later.

Danny Vits will be riding with the Club once he recovers from his holiday in Queensland! His elbow has healed and the panels on his TRX have been repaired. We look forward to his and all the other injured riders returning.

The **MTCV Home Page** on the internet has been visited 997 times since the 7th of April, 1996. The URL is <http://ariel.unimelb.edu.au/~ben/mtcv/>

Congratulations to **Sam and Rita Sirianni** who are expecting the birth of their second child within a couple of weeks. We wish them luck.

Tom Saville is building a long term project bike based on a Yamaha FZR1000. It is effectively a naked bike - no fairing, minimal wiring loom and instruments, single headlight, wide bars, and lightened wherever possible. A fun bike for track days and the like. Tom hopes to have completed building it sometime next year.

Ben Warden

SOCIAL SIPPERS

Seen being social at last months Sip were: Derek A, Barry H, Jon R, Mark D, Bronwyn M, Di W, Ian P, Kerry G, Pat T, Stewart F, Amanda W, Tony S, Danny K, Jodie B, Vince G, Andrew K, Craig M, Jennifer B, Ron Palmer, Cathy, Rob M, Tim, Nick, Ron J, Harry M.

MOTORCYCLE TOURING CLUB OF VICTORIA MINUTES OF AUGUST 1997 GENERAL MEETING

Held at:	Camberwell Theatre
Date:	Thursday 7 August 1997
Opened:	8.20pm
Present:	Approx. 20 Members and 5 Visitors
Apologies:	Ben Warden, Gerry East, Craig Morley Pat and Andrew, Luke Richardson
New Members/Visitors:	Cathy Trevor (long time ex member)
Previous Minutes:	The minutes of the previous general meeting are included in the Club Mag. ACCEPTED by Dianne Welsford, SECONDED by Bronwyn Manifold
Secretary's Report:	<i>Correspondence:</i> See July club mag.
Treasurer's Report:	Read by Treasurer. Reminder that this is last month for mags for unpaid members.
Captain's Report:	Read from magazine by Captain. Members gave accounts of rides. Captain also read Upcoming Rides. ABOVE 3 REPORTS ACCEPTED by Vince Genova, SECONDED by Ian Payne

GENERAL BUSINESS

- New Venue for Meetings Suggested To Us***
 - * Pat was advised of a bigger, warmer, cheaper venue near Kew Junction for meetings. Committee will look into this.
- Motor Sports Complex - Morwell***
 - * Andrew Kennedy advised of motor sports complex in Morwell with a hill climb track, Andrew will look into it for a future activity through the year.
- Mark Dennis thanked Vince Genova for "rescuing" him when he had a flat tyre.***
- Winton Ride Day by First Class***
 - * Rob Mattricanni advised of Winton ride day for \$50.00 17 August by First Class.
 - * Also has a Yamaha flyer for anyone who wants to look at it.
- Armbands***
 - * Jon Riddett has made a new armband for the rear rider, will make another for the leader, both will be yellow, will be reintroduced on club rides.
- Survey***
 - * Jon Riddett has put together a survey, please take one and fill out, free raffle ticket attached. To get feedback on how club members feel on certain issues.

7.

Seminar on Legalities, Tax etc.

- * Jon Riddett attended a seminar regarding Club's position on above issues.
- * Tax:
 - Non-mutual income becomes taxable.
 - Constitution needs amending before the Bill is passed so that club doesn't start incurring tax and have to lodge tax returns.
We need to keep our non-mutual income below \$414 p.a. tax free threshold.
 - Jon will get advice re difference between "restricted members" (allowing us to get income from ride days, merchandise sold to non-members etc) and "honourary members".
 - Constitution needs to be looked at before next ride day.
 - Solicitor at seminar told Jon that to get tax rulings to exempt you from tax as a "non profit organisation" you need to be predominantly sport or competition orientated and that we don't really qualify under this.
 - Bill is currently in Parliament being passed, once passed companies will start to be audited.
- * Voluntary Worker's Insurance
 - Jon will look into to see whether it is worth insuring or not.
- * Public Liability Insurance (anyone not a member is "Public")
 - "Restricted membership" would help eliminate this as the person is no longer regarded as the "Public". Jon will look into.

8.

Recent Rides:

- * Les Leahy mentioned Phil Curren's and Geoff Jones' recent rides had an amazing variation of bikes, and were great for everyone, not particularly fast nor slow, suitable for everyone, and everyone enjoyed themselves.

9.

Door Prize:

Won by:

- Rob Mattricianni (chocolate....huge!)
- Stewart Forster (WD40.....) [ps: is this rigged Stew, you won last month!]
- Vince Genova (6 pack of beer..and warning from Di of booze bus on Canterbury Road!)
- Mark Dennis (Wash & Wax)

10.

Social Secretary:

- * WE STILL NEED A SOCIAL SECRETARY

Meeting Closed: 9.14pm.

The Right Line

Mick Doohan

WORLD CHAMPIONSHIP MOTORCYCLE RACER

Grand Prix

This comes partly from knowing everyone else is riding in the same direction, knowing what's around every corner, knowing the track condition (and knowing it won't change suddenly) and knowing that others in the race are highly skilled. It's also nice to know that if I crash, I probably won't hit anything.

When you're making a decision on how fast to ride on public roads, ask yourself how many of those things apply in your situation. The short answer is none.

Think about it...



President's Report September 1997

New Traffic Signs

Given the recent spate of crashes I think we should all be more familiar with the road signs and know how to interpret them. The following guide should impress upon members the importance of paying attention to these signs.



I was riding my bike



when I saw a woman lying down.



We fooled around



until she was ready



First she opened one leg.



Then the other.



I put it in.



She complemented me on my size



and weight.



After a lot of coming and going



we tried different styles



and speeds.



When I reached the point of no return,



she shouted "STOP!"



She said she wasn't on the Pill.



My excitement died.



Nine months later she phoned from the hospital.



I was a father.



My world collapsed.



I now walk.

The moral of this story ? If you ignore the traffic signs you may end up walking !

Jon Riddett

CAPTAINS' REPORT AUGUST 1997

- Sun. 3rd Aug. Maldon Geoff Jones leading
12 people and bikes
Ray Toolson rear rider
Weather glorious
- Sun 10th. Aug. Mini bikes + Go Carts
South Morang
Dianne Welsford leading
18 people
Weather fantastic
- Sun. 17th Powelltown. John Willis lead
8 bikes 390km
Lucky with Weather
- Thurs. 21st Social Sip Swan Hotel
good turnout 20 people at least
food was available conflicting
reports on quality
- Sun. 24th Aurthurs Seat + bowling
Turned out to be a cuppa java
at leaders house Bronwyn
Weather worst day of the year
5 diehards
- Sun. 31st. Mystery ride Tony Fabris leader
9 bikes 300km.
Weather shitfull

**This takes believing as one of the world's
greatest series of coincidences:**

- Lincoln was elected President of the USA in 1860.
Kennedy was elected in 1960.
 - Both were concerned with civil rights.
- Both their wives lost children while at the White House.
 - Both were succeeded by men named Johnson.
 - Both were Southerners.
 - Andrew Johnson was born in 1808.
Lyndon B. Johnson was born in 1908.
 - Lincoln and Kennedy were both shot
in the head from behind.
 - Both were shot by Southerners
favouring unpopular ideas.
 - John Wilkes Booth was born in 1839.
Lee Harvey Oswald was born in 1939.
 - Both Presidents had been warned of
danger before their deaths.
 - Lincoln's secretary, whose name was Kennedy,
warned him not to go to the theatre.
 - Kennedy's secretary, whose name was Lincoln,
warned him not to go to Dallas.
- Booth ran from a theatre and was caught in a warehouse.
 - Oswald ran from a warehouse and
was caught in a theatre.

Vice Captain's report

Thankfully there has been someone willing to help each time we've needed. Thanks John Willis for taking us on a great ride to Powelltown, original leader couldn't do. And Ben Warden yet again for sweeping through the city for the same ride.

I'm thrilled to inform those that are following my crusade.. roadworks gravel being left on corners; I'm making some progress, finally contacting through great persistence, Bruce Cochran...General Manager Vic Roads Road Safety Management who has seemingly understandably agreed to tackle the problem from his position. So that's positive news. I am drafting a simple form for a quick, easy, direct way of alerting of a dangerous road condition. Hopefully to be circulated through various publications. Some may find phone conversation and explanation more achievable, I could be available for that.

In the interim you should send your road reports to The General Manager, VicRoads, Road System Management, 3rd Floor, 60 Denmark St., Kew, 3101. Phone: 9854-2015; Fax: 9853-0341. Don't forget to keep a copy for yourself.

Those of you that enjoy the roads in Nillumbik Shire will have seen new road signs, an article appeared in June mag. which caused me some suspicion. I have been assured by Ms. McColl of North Eastern Community Road Safety Council they are purely to be helpful. I still think perhaps we are being targeted creating misleading connotations on our road craft abilities as motorcyclists, I might even say it is discriminatory, Sta

My meeting with Vic Motorcycle Council this month was as usual interesting, thought provoking and motivational, more discussion about happenings on the Island for Oct. G.P....what streets will be blocked off, where the official Saturday night burnout site will be, what attitude the police are adopting, an interesting insight to their theory on booze Bus operation. Reminder, information packs are apparently available from G.P. Management Commity.

Triumph owners club delegate wants Statutory Warranty Survey completed. He assures me if motorcycle dealers were forced to abide by this it will not have a damaging affect on second hand motorcycle prices. As I understand it they are already paying the fee to VACC but are not forced to offer us any kind of warranty. Decide for yourself.

There is talk of another Motorcycling "group" starting up State Motorcycle Committee. which is said to be having representatives from motorcycle community.

Norton Owners having anniversary party/ride 21st. September Flowerdale Hotel.

Next N.M.C. meeting 11th. Sept. Vine Hotel Collingwood 800pm. please see me if your interested.

MALDON - 3RD AUGUST 1997

GEOFF JONES	RZ350 (L)	BEN WARDEN	ZXR750L
TONY SCHRADER	YZF600	RAY TOULSON	ZX9
LES LEAHY	XTZ660 (R)	JENNY BURNS	NTV650
CRAIG MORLEY	YZF750	KATHY	CD250U
HUNG (1st Ride)	YZF1000	JOHN (1st Ride)	VFR750
STEVE LEYLAND	R1100GS	STUART FORSTER	VTR1000

450KM FINE & COOL

This being my return ride with the MTCV after being O.S. for six months I was looking forward to seeing familiar faces and putting faces to some of the names I had heard of.

I arrived at Laverton and soon Kenny and Kathy arrived. Kathy's bike, while being refueled, overbalanced...the only damage a broken front brake lever, not enough to stop her from riding. Ben arrived, his bike looking refreshed after some plastic welding and paint.

The city group arrived and Geoff gave the required formalities of the intended route for the day, stops, and made sure everyone was aware of the corner marking system. Hung and John their first rides with the club and Stuart's first club ride on his VTR.

We left Laverton around 10.00am and made our way through suburbia crossing the Western Highway at Rockbank, on to Toolern Vale and headed towards Bacchus Marsh through Coimdaí, Gisborne.

It was getting colder now as we approached Mt Macedon. Earlier in the week the road had been closed due to heavy snow and ice. The road was approached with some caution as it was slightly damp and the shadows made it hard to determine if it was wet or not. Onto Woodend for morning smoko, hot food and drinks the order of the day. A good old fashioned meat pie and sauce for myself, not something that I could get while away. The still taste the same!

Les' bike had sprung a small oil leak from the timing cover inspection screw, some repairs were made that held for the rest of the day. Stuart was enjoying the relaxed power and torque of the 1000cc V-Twin compared to his previous ZX6.

Everyone reheated, we were on our way again, through Kyneton, Metcalfe, Sutton Grange and arriving in Maldon for lunch. Here Ben relates his heart stopping moment as a car had not seen him and entered the road. Ben travelling at speed had no option but brakes, lots of stopping power needed Ben locking the front momentarily and avoiding an accident. Ray and Craig had had a roll-on...as they say "nothing beats cubic inches".

A visit to Maldon's Motorcycle Emporium, a new Vintage/Classic motorcycle shop has opened, a selection of old rusty bikes in need of restoration, a few restored bikes for sale, some books and videos for sale for older and newer bikes. Worth a look if you're up this way.

First time riders John and Hung enjoying the ride. John's VFR having done just over 1,000km and his previous bike being a CB550, John is still getting acquainted with the bike and the advances in motorcycling technology. Hung was having a few tank slapping moments on some of the bumpier sections. Kathy punting the CD250 along quite nicely, Jenny being just Jenny. Steve seems to be really enjoying his R1100GS and Les doing the rear riding.

We leave Maldon and take a quick trip up to the lookout. We try to work out what some of the mountains are from the top, some disagreement whether or not it was Mt Macedon. We come down a level and our disagreements are settled by the directory plaque showing what mountains and lakes are where.

Back through Maldon to Castlemaine turning off at Chewton to Fryerstown, Guildford, Sheperds Flat, Daylesford for a quick fuel stop for some. Daylesford to Trentham, the road having been resurfaced since was last through it's not so bumpy, just dampness lurking in the shadows.

Trentham, Blackwood where Craig comes over the hill at xxx km/h to see a Police vehicle. Craig, quickly scrubbing off speed, is not detained by Mr Plod. Greendale, Myrning twisting our way around the Freeway on the Pentland Hills Road, a short trip on the Freeway exiting at Bacchus Marsh. Up past the Merrimu Reservoir, Toolern Vale and Diggers Rest for break up.

Thanks Geoff and the rest of the crew for making my return to club riding an enjoyable day.

Tony Schrader (YZF600)

A FIRST-TIME LEADER'S VIEWPOINT (from the Go Kart Day 10.8.97)

Okay, so it wasn't literally the first ride I led, but as the other one was just the girls and was down the GO Road (so easy to get lost on...not!) this is the first time I had to lead the "boys" around the countryside.

I must admit I wasn't really looking forward to it with so many concerns...would it rain, would I get lost, would people sit "up my clacker"...etc....sheeze...is it really worth it?!

Well not too far into the morning I could see I was getting no respect...as people flew past me I shouted "no passing the leader...get back there and corner mark"...but the go karts just kept overtaking....disobedient lot!

But now on the serious side, I must say I was VERY impressed with the riding on the day, in fact I'd go so far as to say the whole lot were perfect gentlemen (AFTER the go karting, we must give a talk on chivalry at the next meeting eh Bron!).

Everyone followed the rules, and even while I had an absolute ball on certain roads with a few bikes in tow they all sat a decent pace back.

Also I'd like to thank those whose teamwork made it possible for our unfortunate visitor Hung, who crashed, to finish the ride. Glad you're not hurt Hung, hope to see you back soon.

So I just want to say thanks to all those who contributed to making this day so enjoyable and I'd like to encourage anyone who hasn't yet led a ride to give it a go, you may be pleasantly surprised.

Di (CBR600)

THE MEANING OF CHIVALRY?!

1. Guys are not to overtake girls on the go kart track...it's impolite!
(“ladies before gentlemen”....of course we can reverse this at our whim!)
2. Girls are to win the trophies at any events
(take note Danny & Clint!)
3. Guys are to buy the girls' lunch on club rides
(does not include bringing along green meat Ben!)
4. Guys are to wash the girls' bikes after club rides
(you have one credit here Wardie!)
5. Guys are to open doors for girls
(a few of you have credits here!)

And if you already follow all the above you qualify for MTCV Bachelor of the Year!

Di

GO KART AND MINI BIKE RIDE DAY
SUNDAY 10TH AUGUST 1997

Go Kart Starters

<i>Dianne Welsford</i>	<i>Ben Warden</i>	<i>Rob Doolan</i>	<i>Tony Schrader</i>
<i>Stuart Forster</i>	<i>Dave Ward</i>	<i>John (from W.A.)</i>	<i>Tim Walker</i>
<i>Bronwyn Manifold</i>	<i>Denise Folkes</i>	<i>Luke (Ducati 985 SP)</i>	
<i>Patrick Tayeh</i>	<i>Stoimen (CBR 919R)</i>	<i>Nick (RGV 250)</i>	<i>Danny (ZXR 750)</i>
<i>Clint (GRXR 750)</i>	<i>Spiro Papas (TL 1000)</i>	<i>Ray Toulson</i>	

The day started off nice and sunny and later changed to cold, overcast and extremely windy. Fortunately it didn't rain. We needed 20 people to qualify for the discounted fee of \$22.00 per head for the Go-Karts and \$16.00 extra if you wanted a bash on the mini-bikes. Even though there were only 18 of us, the management still allowed us to participate at those prices.

The South Morang Go-Kart Centre had organised a marathon race. We formed into pairs and after a running start raced 50 laps, (25 for each driver), and had at least one pit stop each. First place went to Danny and Clint in Kart No. 1. They each received a very nice trophy. Other results were as follows:-

2nd Place - Nick and Barry - Kart No. 13

3rd Place - Nick and Spiro - Kart No. 12

4th Place - Tony and Dave - Kart No. 3

5th Place - Stan and John - Kart No. 11

All of the above mentioned place getters received a medallion .

Rob Doolan and I didn't go so well as Rob was involved in a three kart pile up at the start and I span out on turn 3 after I tried to overtake on the inside. After the presentations and photos we had lunch at the track. Some of the guys hired mini-bikes and tested their skills by putting their knee scrapes to good use. One rider actually flipped the bike right over his head on turn 3. 12.30 arrived and it wasn't long before Dianne rounded up 18 bikes, (19 people).

<i>Dianne Welsford CBR 600 -Leader</i>	<i>Ben Warden ZXR 750</i>
<i>Dave Ward and Bronwyn Manifold YZF 600</i>	<i>Mark Dennis GSXR 750</i>
<i>Tony Schrader YZF</i>	<i>Stuart Forster VTR 1000 (with alarm)</i>
<i>Ray Toulson ZX9</i>	<i>Rob Doolan CBR 1000</i>
<i>John Riddett K 100 LT</i>	<i>Barry Hufton ST 1100 (Rear Rider)</i>
<i>Tim Walker K 100 RS</i>	<i>Hung YZF Thunderace 1000</i>
<i>Nick Papas TL 1000</i>	<i>Nick RGV 250</i>
<i>Danny ZXR 750</i>	<i>Clint GSXR 750</i>
<i>Stoimen CBR Fireblade 919 R</i>	<i>Patrick Tayeh Fireblade</i>
<i>Spiro Papas T 595</i>	

We headed off toward Whittlesea and then onto Wallan. Through Romsey, Lancefield, Pyalong and Broadford for refuelling and afternoon tea. The wind was blowing a gale near Lancefield. It was so strong that travelling at 100km ph seemed like 250km ph. (Which none of us have ever experienced !) After our stop we headed toward Strath Creek, Flowerdale and up to Kinglake West where we said good-bye.

Unfortunately, Hung on his second outing with the club, riding his very nice red and white Thunderace, came to grief on a tight down hill turn between Strath Creek and Flowerdale, hitting the roadside barrier. John Riddett and I turned back to slow down the on coming traffic while Ben, Rob and a few others did a temporary repair job on Hungs' bike, (which was close to a write off), so he could ride it home. Thankfully he wasn't hurt.

Thanks Dianne for an extremely well organised day. Thanks to Ben Hufton for being rear rider.



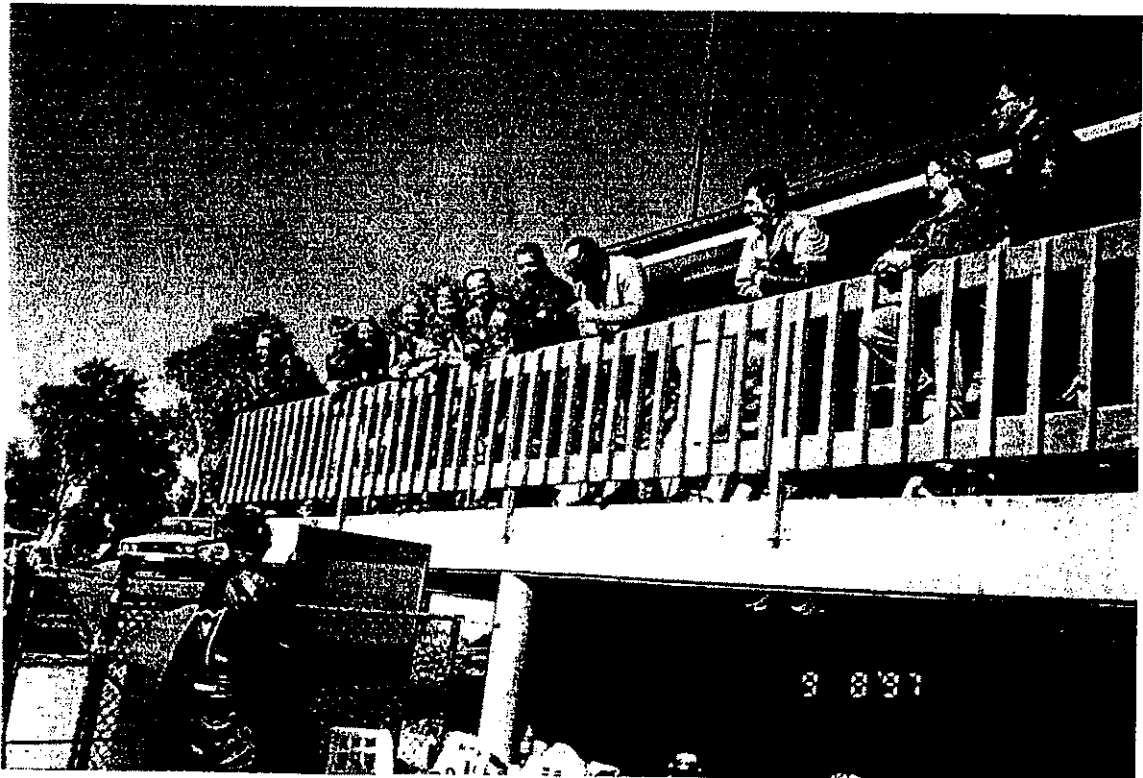
ON THE GRID! (WARM-UP LAP)



READY! SET! (SUZUKA STYLE)



THE BIKES IN ACTION!



THE SPECTATORS



FIRST PLACE
WINNERS

DANNY & CLINT

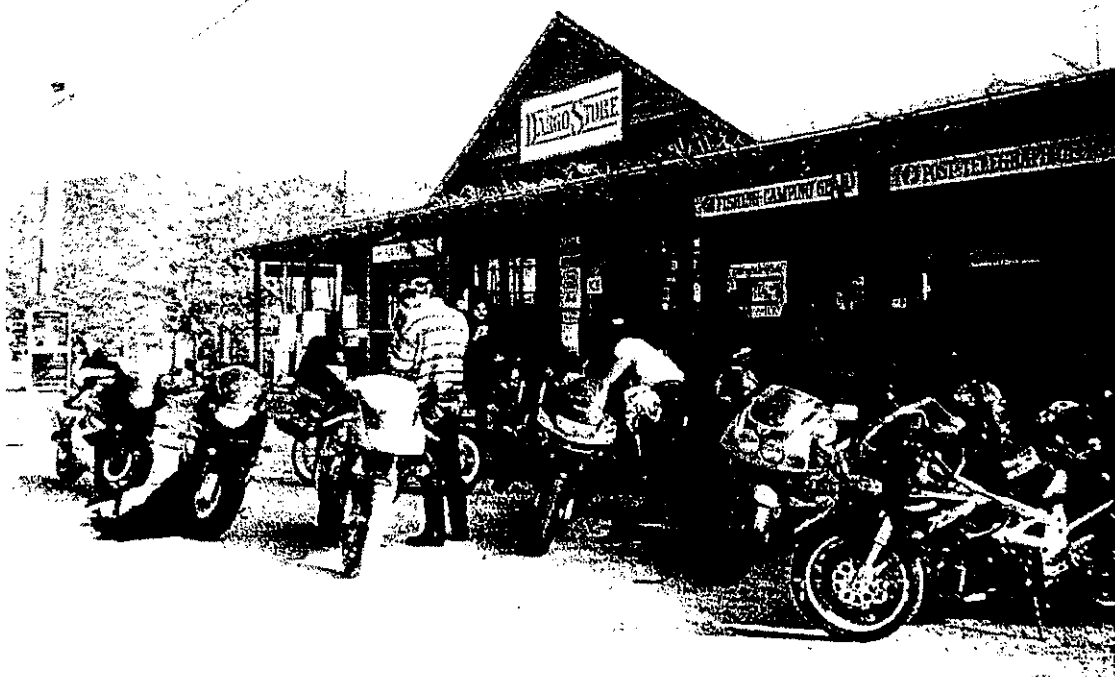
2ND - BARRY & NICK

3RD - NICK & SPIRO





JUNE ORBOST WEEKEND - BEN, LYN, JOHN, BRON, DAVE, GERRIE,
GLEN, DI, MARK (AND JUNE ON THE OTHER SIDE OF THE CAMERA)



Powelltown

Sunday 17th August 1997

10 bikes, 10 people

GSXR750T	Lyn Duncan	YZF750	Paul Tallents (Rear 1)
YZF750	Craig Morley	CBR600	Andrew Kennedy
GSXR600	Mark Blashki (Rear 2)	YZF600	Dave Ward
ZXR750	Ben Warden	TRX850	John Willis (Leader)

No-one else came to KBCP so I lead myself out to Hallam arriving there 15 minutes before the scheduled leaving time. After fuelling up John gave an outline of the day's activities and soon we were away. The weather was dry and windy, but the forecast was for rain, though we did not encounter any all day - except for the hail on top of the Reefton Spur!

Heading north from Hallam, with Paul at the rear, we made good time up to Silvan Dam, Wandin and Yellingbo. The roads were in excellent condition, made all the more enjoyable because there were hardly any cars. It was quite strange - I think the wind and the wet forecast had put people off driving.

After a couple of minutes sitting on a corner I felt that something had happened so I rode the few kilometres back to the previous corner. Apparently a stick had snapped off the lug on Craig's gear change lever and he was busily searching for it. He found it and soon we were on our way again, Craig having some difficulty changing gears but managing all the same, sometimes changing by hand. (I sympathised with Craig as it reminded of the time I snapped off the gear change lever on my ZX10, running out of ground clearance over the Otways, Marty Thompson chasing me, and I rode the rest of the Great Ocean Road changing by hand. Lucky the motor had plenty of torque.)

Soon we found ourselves sweeping down through Cockatoo heading for Pakenham and morning tea at the service station. Sensational roads. Andrew Kennedy left us at this stage. Craig applied copious amounts of my duct tape to his gear change lever, plastering the lug back on.

Back on the bikes we travelled parallel to the Princes Highway through the usual towns of Tynong, Garfield and Bunyip, crossing the Highway at Longwarry and heading for Labertouche. The road is now all bitumen as it sweeps its way round through Jindivick and on to Neerim South. Tight and twisty in places, with the odd sandy corner. Good fun.

As we travelled north towards Noojee the strong wind made its presence felt, though we were adequately compensated by the rugged mountain views. From Noojee we took the Tanjil Bren road for as long as the bitumen lasted (Icy Creek), just for the heck of it. At the end of the bitumen we turned around and came back. There were lots of gravel strips to keep everyone on their toes, and the odd car thrown in to add to the challenge. It is an interesting road, save for the gravel.

We lunched and refuelled at Powelltown, exchanging pleasantries with a social group of dirt riders, the majority riding KTMs. Mark took over the rear riding duties.

At Yarra Junction we headed for Warburton and around to Reefton and the Reefton Spur. Everyone had a ball. But when it started to hail at the Cumberland Junction we beat a hasty retreat back to Marysville and over the Black Spur to Healesville, ending up at John's home for a cup of coffee, an ale, and some potatoe chips. An offer to watch both the Superbikes and the 500cc GP on Foxtel cable television was extended to everyone.

A great day was had by all I am sure. Thanks John for leading us on interesting and rarely travelled roads. I enjoyed myself and learnt some new roads.

Ben Warden

PORT CAMPBELL 18th - 19th OCTOBER 1997

We'll start with one pickup at Kings Bridge Carpark at 9:30am. The ride down will be almost straight to the motel via the Great Ocean Road. For those who want to, they can go sight seeing or relax at the motel and take advantage of the indoor swimming pool, gymnasium and games room. For those more inclined to indulge their two wheel fetish, David will lead a ride to Lavers Hill, time permitting.

The motel we have chosen, The Apostles View Motel & Country Retreat, has been used by the Club on Tom Savilles weekend a couple of years ago. Since that visit the motel has been updated. (Possibly, as a direct result of that weekend?...ED) It is a 10 unit motel including a two bedroom family unit, one luxury cabin and a three bedroom home called Booringa Lodge. It is uniquely Australian in that it has been developed out of an old dairy farm. The motel is modern, air conditioned and overlooks the Port Campbell National Park and the Ocean. It is situated 3 klms up the road directly opposite the famous "Twelve Apostles" halfway between Port Campbell and Princetown at 1435 Booringa Rd. There is a penguin colony that frolics around the "Twelve Apostles" at dusk and an abundance of native bird and wildlife. The motel grounds are often frequented by kangaroos and there is an animal nursery and childrens playground. The Apostles View Motel is RACV rated at 3.5 stars 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.

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.

Anyone wishing to attend this fabulous occasion can ring the motel direct on 03 5598 8277 and book under the MTCV no later than the 4th October 1997.

This trip can be an excellent way of finding out what weekends away with the Club are like and the benefit is that you only have to put up with us for one night. If you have any other queries ring David Ward or Bronwyn Manifold on 9563 7705 prior to the 20th September.

See you there.

VEHICLE STANDARDS INFORMATION

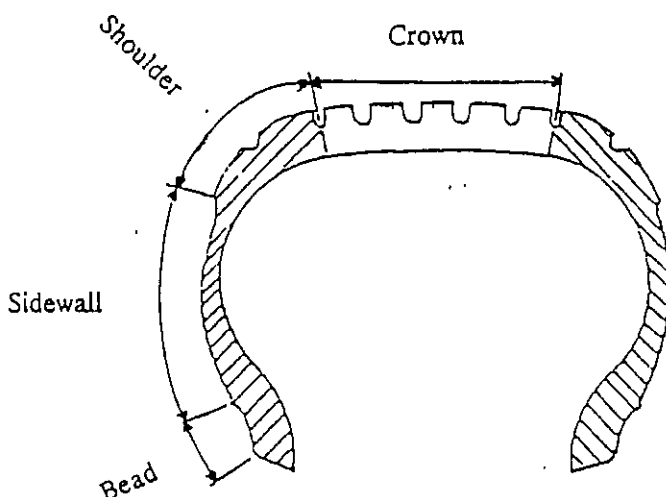
TYRE MAINTENANCE AND REPAIR

Radial ply passenger car tyres may only be repaired in the crown area.(see figure 1.) Repairs of any type are not permitted in the bead, sidewall, or shoulder area of the tyre.

In order to carry out a satisfactory permanent repair the tyre must be removed from the rim as this is the only way to adequately assess the condition of the tyre. The tyre must be carefully examined for any damage or faults which would make it unsafe for further use. If the tyre is suitable for repair the area to be repaired must then be properly prepared on the inside of the tyre and an appropriate patch or mushroom headed plug installed and vulcanised from the inside. In all repairs external damage must be properly sealed to prevent moisture and contaminants from entering the structure of the tyre carcass.

Repair of punctures in tubeless tyres by insertion of plugs or loops of adhesive or sealant impregnated cord without removing the tyre from the rim is not a satisfactory procedure. This method is acceptable only as an emergency repair in exceptional circumstances to enable the vehicle to be driven to a service centre where proper repairs can be made.

If you have any doubt regarding the condition of the tyres on your vehicle or doubts regarding the quality of repairs you should contact a reputable tyre dealer where the tyres can be examined and if necessary correctly repaired or replaced.



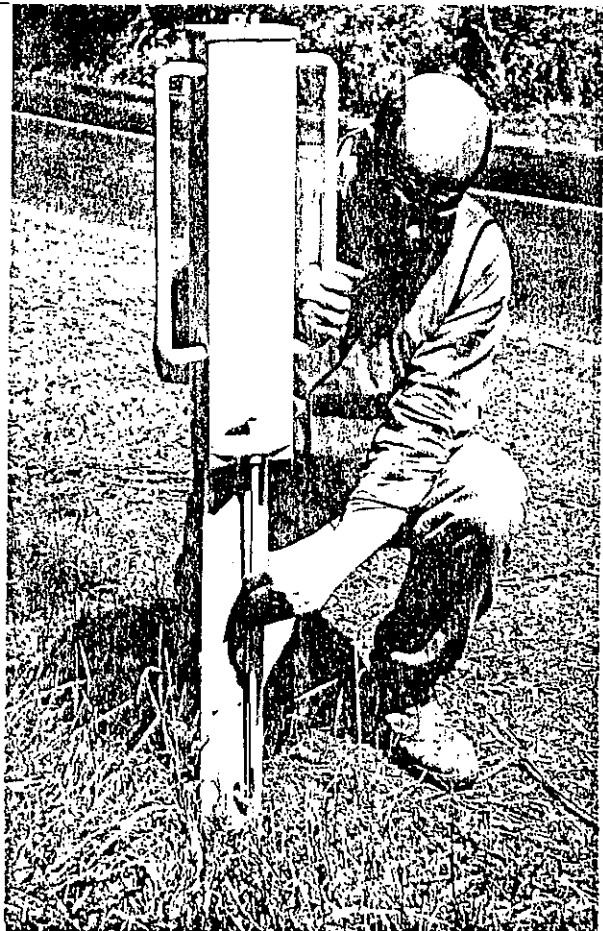
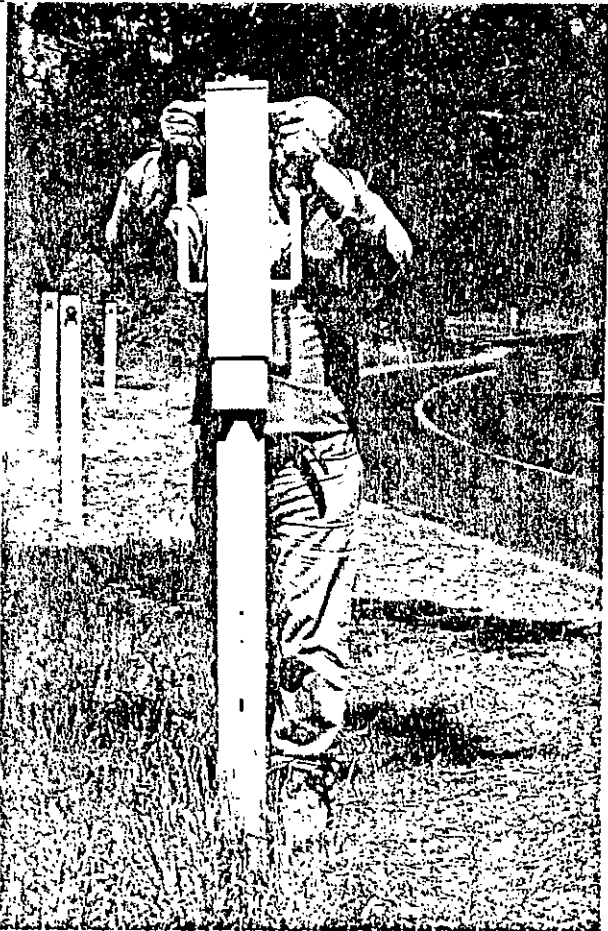
WHAT DO YOU THINK

A new type of steel roadside guide post, dubbed the Dura-Post system, is winning strong support from motorcycle lobbyists in Tasmania. The Dura-Post system is constructed from galvanised steel sheet and offers three main advantages over the traditional wooden posts: low installation cost, crash safety and

the ability to be straightened after a crash. "The Motorcycle Riders Association in Tasmania tested the Dura-Post system and said it was preferable to any system presently in use there and recommended its immediate installation by road authorities," said sales director Greg Store. Tasmania, Victoria and South Australia have already placed orders for the Dura-Post system. For more information contact Dura-Post, tel (03) 6396 3323.

Happen to spot this in AMCN Aug 22nd.- Sept. 4th. Is this something to be concerned about. I haven't done enough research yet, but physically sighted one at Melb. based distributor. Posts are made from 2mm Z450 galvanised steel (can someone tell me how easily that will bend) They have yet to be tested and approved in Vic. I personally am a little sceptical that motorcyclists will be considered when tests are performed so will do my best to keep updated, at this stage distributor has agreed. I am a bit worried of the possibility of m/cyclist being impaled. The big push for them is the cost effective factor, installed and removed without digging, no painting and don't need replacing for 20 years. It's claimed.

Lyn CSXRT



Arthur's Seat and Ten Pin Bowling, Sunday 24th September

Bikes: Bronwyn (YZF600), Ben and Gerry (ZXR750), Jason (CBR900R), Nick Casemore (CBR600)

The weather forecast for the weekend was looking bad and for once the weather bureau got it right! I awoke to hear the deluge of rain falling on the roof. My immediate reaction upon looking out the window was "Surely no-one would come out in this ghastly weather." My first mistake for the day. There is always someone who wants to go riding in torrential rain and gale force winds. After some discussion and apologies from me the ride was cancelled. I invited everyone back for coffee and bickies, Jason and Nick deciding to go home instead. So we headed for the shop to get some supplies. Thanks for turning up but I could not, and would not, ride in such atrocious weather.

Bronwyn (YZF600)

BREAKFAST RIDE. 9th August, 1987.

Roll up:- Peter Dwyer(Leading XJ900) Peter Philferan (GT750) Rear Rider.
Rod Miskin VT1000. John and Robert Ingles (GPZ 900) Frank Bloxham R80. Ross King XJ900.

Joining the group at Denneys' in Niddrie, we sat down to a variety of enjoyable breakfast dishes and ate our fill.

With cold and showery weather forecast for the day and no one else having arrived, we departed Denneys' at 10-30. Out on to the Calder (Colder) Freeway, to Taylors Lakes, then to Melton and Ballan. The temperature here really dropped, with the weather conditions looking even more threatening.

After a very cold ride to Anakie Gorge, we stopped at the picnic ground, from where we took a short walk into the gorge then thawed out around a barbeque fire that Robert had sparked into life.

From Anakie a quick ride to Geelong, where Rod left the run while the rest of us had lunch at a servo in Geelong Road. Their \$3-00 lunch special was good value.

A fast ride back along Geelong Road to Williamstown. At the Gem Pier, HMAS Castlemaine is moored. She is one of the last remaining ships of her class that served in the R.A.N., and is now an important part of Australian maritime heritage.

The visit was well worthwhile. We were able to look in most parts of the ship. A good historical display is exhibited on the former Mess Deck.

Leaving the Castlemaine, it is only a short ride to the Railway Museum. Here we were able to climb over, under and into numerous 'iron horses' the largest of which, was Heavy Harry (the only H Class engine ever built) and quite a giant at that. Frank could remember as a young lad, having an inspection of this engine before it was put into service in 1941.

After an hour or so at the museum the ride officially finished about 4-30, at Williamstown. A very enjoyable day.

Approx. Km Travelled:- 228.

Petrol \$6-00, Lunch: \$4-00, Breakfast \$6-00, Museum admissions: \$4-00 Total \$20-00.

Ross K. XJ900.