

OCT 99

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA INC.**

P.O. Box 453, Richmond 3121, Victoria

## October 1999 MTCV Itinerary

### October

**Sunday 10<sup>th</sup>** **Australian Trials Championships, Jennings Hill** **leader required**  
9.30 am Whittlesea

If you ever wanted to see impressive throttle control and balance, this is the place to see it. The skills of these riders can only be admired. Note no city pick-up. Jennings Hill is between Heathcote and Castlemaine so roads should be interesting and less often travelled. If you feel like leading, contact any of the Committee. Expect around 350 km for the day.

**Sunday 17<sup>th</sup>** **Alexandra** **Darren Morcomb leading**  
9.30 am KBCP, 10.30 am Yarra Glen

Route weather dependent but possibilities include up and down Toolangi Roads, Black Spur, Marysville (morning tea), Taggerty, Torbreck River Rd, Eildon (lunch), Fraser National Park, Alexandra, Molesworth, Yea, Kinglake (breakup). Expect around 310 km.

**Thurs. 21<sup>st</sup>** **Social Sip – Hotel Canada, 596 Swanston St Carlton, 7 pm.**  
Cheap beer, comprehensive menu, room to spread out, late closing. See you there.

**Sunday 24<sup>th</sup>** **Economy Ride MkII, Daylesford** **Les Leahy leading**  
10 am Whittlesea

The first attempt was washed out. Les put a lot of planning and effort into the first route design and it seemed a pity to waste the effort, so here it is again. Note: approximately six kilometres of good dirt, and some rough roads, best taken at lower speeds, all the better to conserve fuel. No Andrew Kennedy so we are in with a chance, though Tim Walker will be testing his theories again. The idea of the Economy Ride is to fill up at the start, ride 150 or so kilometres, and fill up again. The person that puts in the least fuel wins. Simple.

**Weekend** **Orbost, Bombala, Hotel Accommodation** **Ben Warden leading**  
**30<sup>th</sup> - 2<sup>nd</sup>** **10 am Hallam**

Orbost Pub the first night via the glorious Dargo road. Day 2: head for Bombala exploring excellent roads between Cann River Hwy and the east coast (Eden, Candelo, Wyndam). Day 3: make our way to Walwa Pub via Snowy Mountains Highway, Alpine Way. Day 4: return to Melbourne via Tallangatta, Dederang Gap, King valley Hwy, Swanpool, Yea. All good roads, great scenery, few cars. Expect around 1900 km for the weekend, depending on weather and participants. See Ben with a deposit of \$40 to confirm place.

### November

**Thurs. 4<sup>th</sup>** **General Meeting, Guest Speaker, 8.15 pm Club Hall**  
Theo is working on an interesting guest speaker from the police force.

**Sunday 7<sup>th</sup>** **Heathcote Pink Cliffs** **Ian Payne leading**  
9.30 am KBCP, 10.30 am Whittlesea

**Motorcycle Touring Club of Victoria, Inc.**

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**Captains Report for September 1999**

**Sun 5<sup>th</sup>**      Leader      Wayne Grant  
Destination      Trawool Pub  
Weather      rain  
No of Riders      5 bikes, 7 people  
Incidents      none  
  
Distance      360 km

**Sun 26<sup>th</sup>**      Leader      Ben Warden  
Destination      Lavers Hill via GOR  
Weather      Fine, cool  
No of Riders      15 bikes, 15 people  
Incidents      2 bikes ran out of  
petrol  
Distance      450 km

**Sun 12<sup>th</sup>**      Leader      Tim Walker  
Destination      Toorong Falls  
Weather      fantastic  
No of Riders      17 bikes, 18 people  
Incidents      1 crash  
Distance      300 km

**Thu 2<sup>nd</sup>**      General Meeting      26 people

**Thurs. 16<sup>th</sup>**      Social Sip      Baden Powell Hotel  
13 people

## October Who's News

The **MTCV Home Page** has taken another 210 hits last month and 4303 since April 1996. The new itinerary is up on the web.

Seen at the **September Social Sip**: Ian Payne, Tim Walker, Darren Hosking, Theo Kalkandis, Ben Warden, Julie McCall, Rob Matricciani, Mandy Flower, Rob Langer and fiance Kirsten, Tom Saville, Andi Sirninger, Jan, and Darren Hosking. Last time at Collingwood before moving to Hotel Canada, or more usually known as, The Canada, 596 Swanston St, Carlton. They do a \$10 special including entree, main, coffee and port. Pool table, beer garden, TAB, Sky Channel, cheap beer and late closing may make it a more suitable venue for our requirements.

**For Sale:** 1985 Suzuki GS125 commuter bike, single cylinder, 4-stroke with 23,000 km. Long registration, RWC supplied, \$1200. Very good condition. Ring **Dave Ward** on mobile 0413-624-598.

**Rob Matricciani** lost the key to his VFR at Phillip Island on the weekend. He had to hire a trailer to get it out of the paddock and back to the caravan park, and then return the next day from Melbourne with a spare key. Our commiserations.

**Andi Sirninger** is leading a girls ride on 14<sup>th</sup> November. Meet 8.30 am Brighton Kawasaki, Nepean Highway, or 9.30 am Warrandyte Bridge. Tell your friends. These rides are normally very well attended, allowing like minded woman to enjoy a social ride together. Note: this is a women only ride.

**Les Leahy** has purchased a new Yamaha XT600 after enduring an Enfield in India for 21 days. He sold his XTZ660 and traded his TT350. The XT is barely recognisable: normally they are blue, his is black with a splash of red. He has fitted after market goodies such as allow rims, a 22 litre Acerbis plastic tank, Ventura rack, tool kit bag, Renthal bars, White Power springs front and rear, and a Unifilter air cleaner element. It is a big change after the Enfield which had no brakes (well 10% front, 60 % rear, 30% wind resistance!), no power (17 ps at sea level (claimed), what felt like 7 ps at 10,000 feet), suspension which would have improved dramatically with a new set of grips!, and gear change lever and rear brake on the opposite sides to normal. Next month read his Indian trip article.

After putting back together his ZXR750 the night before, **Ben Warden** duly dumped his ZXR750 the next day on the aptly named Noojee Falls ride. Cut off by a car turning right across his bows from the left lane. Bike and car collided, lhs fairings exploding on impact, rhs gravel rash, top fairing shattered, instrument mounting bracket wrecked. Impact cracked another rib, feet surviving this time. After removing fairings, bike rideable, limped home. Repaired 3 weeks later.

Congratulations to **Rob Langer** and Kirsten who are engaged to be married. The engagement party was held on the eve of the 500cc GP and they plan to marry in a year or so. We wish them well in their future endeavours.

**Rob Matricciani** is now working for Vince Genova at NOVA HONDA.

The Pakenham/Drouin back road is now being policed regularly after some of the 'locals' were clocked at over 200 km/h on the stretch. This was mentioned to us on the Wonthaggi ride while a motorcycle cop gave the group a breath test, license and rego check. He also stated that motorcycle police were on the way out as a fully equipped police bike can now cost more than a similarly outfitted car. Also no special training was required as "anybody" can drive a car.

## Great Ocean Road

Sunday September 26<sup>th</sup>

ZZR600	Ben Warden (leader)	ZX7	Colin Davies (ex member 7yrs)
R110GS	Geoff Barton (rear rider #1)	ZX7	Rhys Williams
RF900	Ian Payne (rear #2)	ZX9	Mark Ayling
VFR750	Rob Matricciani & Mandy Flower	ZX9	Mick Bosworth
GSXR750	Ray Walker	CBR1000	Martin Govett (1 <sup>st</sup> ride)
CBR600	Ben Gilmore (1 <sup>st</sup> ride)	ZF600	Gerry East
TL1000R	Darryn Webster	SV650	Michael Carr (2 <sup>nd</sup> ride)

15 Bikes 15 people

With a day promising great weather, there was a roll up of keen riders at Laverton. Unfortunately Patrick Davey was unable to lead this ride, so Ben accepted the duty with thanks to Geoff Jones for lending his ZZR.

Heading off at an easy pace down the Geelong road to the Little River turn off, we wound up the wick on the way down to Lara, by-passing Geelong onto Moriac and down to Anglesea for our first regroup and morning tea.

Refreshments consumed, the group started heading off towards Apollo Bay. The GOR was in as good a condition as I have ever seen, with very little loose stuff and the bitumen nice and sticky. Only one problem really: cars, and plenty of them. Lorne was like Bourke Street. Even having to negotiate cars, campers, 4wd's, and the occasional bus, there is no doubt that this really is one of the great stretches of motorcycle heaven.

The plan was a quick regroup outside Apollo Bay for the run up to Lavers Hill. As the last of the group arrived, we started the 50 odd km leg up to Lavers Hill for lunch and fuel. The road was unusually free of debris and with smooth constant radius corners and excellent vision; I was already looking forward to the trip back down. Once up at Lavers the temperature seemed to plummet. It had been a reasonable 19 degrees instead of the promised 26, but sitting at the table outside the shop I'm sure it was only about 10.

Lunch done we started the return route: Apollo Bay, Lorne, Deans Marsh (regroup) and onto Moriac where Geoff Barton had to take off to milk those cows. With Ian Payne out new rear rider, we were heading onto Lara when the CBR600 coughed and ran out of fuel. I had been corner marking with Colin Davies when a few of the 'Ball's Guys' informed us that a couple of our members were stopped a kilometer back. On returning to investigate I found Ian transferring the contents of his RF fuel tank to the CBR fuel tank.

OK, we're on our way, only 2km to Lara and Rays' GSXR coughs and runs out of fuel. I go back only to find Ian at it again. Alas with the RF900 on reserve Ray gets but a trickle but enough to get him within a hundred meters of the servo at Lara. He pushes the rest of the way.

At Lara Ben left to return Geoff's ZZR, Rob and Mandy headed for home and I led the remainder up to Little River and onto the Westgate Servo to break up. 450km for the day with great roads and good friends.....Thanks Ben.

Rhys Williams (Kawasaki ZX7)

## September General Meeting Minutes

Thursday 2<sup>nd</sup>

**Open Meeting:** 8.30pm  
**Present:** 27 members and friends in attendance. (Vice Captain, Darren brought daughter Teagan along to her first meeting and at 5 weeks of age that's keen!)

**Visitors** Ian welcomed visitors: - Andrew & Ruth (GPz600), John & Shane.

**Apologies:** Tom, Andi and Les Leahy

**Secretary Report:** Contents of PO Box sorted & relevant items read by Ben : - VMAC report, Triumph Magazine, Bike Videos - Lobethal.

**Treasurer's Report:** As at end of August there was \$2969 in the bank.

**Captains' Report** Past and Forthcoming rides previewed by Theo Kalkandis and Ian Payne.

**General Business:** Ian spoke about the cancelled rides (two in August) and asked for members feedback as to was it just the inclement weather or were there other factors!

New Social Sip venue for October – Hotel Canada

New itinerary for Oct, Nov, Dec and January is completed which will see us visit: Trials Championship, the Hotham 1000 (1000klm in a day), Bombala for Cup Day, Porpunkah for Christmas and a 5 day ride around Tallangatta.

Ian gave a brief rundown on the Conference in Sydney and some of the issues discussed

Jon Riddett bought up the issue of members address's being published. As membership renewals ask, "what information don't you want published" this should be enough. But many members pay at meeting without filling in a form. As there is an anomaly Committee will discuss. So current list will not be published.

**Door Prize:** 1<sup>st</sup> – Ben Warden, 2<sup>nd</sup> – Danny Kosinski, 3<sup>rd</sup> – Theo Kalkandis, 4<sup>th</sup> – Darren Hosking.

A short break for supper was taken to allow items for the Auction to be sorted and set up for viewing.

**Auction:** A variety of goods were put up for sale with bundles of bike magazines again proving a popular buy.

**Close Meeting:** 10.35pm

# TOORONGO FALLS – NOOJEE

12/9/99

## Riders:

Tim Walker – ZX7R (leader)  
Ben Warden – ZXR750  
Dave Ward – 748SPS  
Theo Kalkandis – R1  
Michael Carr – SV650 #  
Eric Makin – R6  
Dwayne ? – R6 #  
Darren Ford – ZX7R  
Kathy Robinson – CBR600 \*

Ian Payne - RF900 (rear 1)  
Geoff Barton – R1100GS  
Darryn Webster – TL1000R  
Kim Read – RGV250 #  
John Clowes – RGV250  
Derek Atkinson – FZR1000 (rear 2)  
Steve Leyland & Sue – R1100GS #  
Mick Hanlon – YZF600

17 Bikes

# Non Members

\* Joined at Noojee

## Route:

KBCP to Yarra Glen for the second pickup, back road to Healesville, Black Spur, Narbethong, Marysville, Cumberland Junction, Reefton Spur and Warburton for morning tea/lunch.

Along the highway to Millgrove, Wesburn then detour around Britannia Creek and emerge on the Powelltown Road. Along to Noojee then out to the Falls. Back via Noojee, Neerim East, Neerim South, Jindivic, Longwarry and Pakenham where the ride finished.

## The Ride:

With the weather for this time of year being extremely mild we weren't surprised at the good turnout of riders at Yarra Glen. Tim detailed the route while I endeavored to explain the corner marking system to the new riders. Ben arrived as we were preparing to leave; he had just put his ZXR back together after repairing the crash damage from the Eildon ride back in August.

We headed off with Geoff Barton taking up the rear riding duties and proceeded out to the back Healesville road, then straight through town and onto the Black Spur. The Spur proved to be good fun until about half way when a gaggle of slow moving cars temporarily slowed proceedings. Narbethong and Marysville came and went as we climbed up towards Lake Mountain and the ominous dirt section, but surprisingly, it was in quite good condition. A brief stop at Cumberland Junction then onto the Reefton Spur. This sensational piece of road was tackled cautiously at first as a couple of fallen trees had been reported across the road. Fortunately these proved to be easily avoided, so it was onto Warburton for fuel and a late morning tea/early lunch.

During this break we got to know some of the newer riders, one of which was quite surprised at the speed of the "little" Ducati, considering it only had about 76kW, which was a lot less than many of the other bikes!

All too soon Tim signaled it was time to move on. This time with Derek taking on the rear riding duties for the run down to Noojee, but with the departure of Dave, Darryn, John, Eric and Dwayne this would be fairly easy with the much smaller group. We had just departed the highway at Millgrove for the detour across to the Powelltown road. Geoff and I were corner-marking. After a lengthy wait, Geoff went back to investigate the cause of the holdup. News came through that a car had hit Ben! Fortunately he was OK although quite sore. (*Ribs again ...Ed.*) The bike also looked rideable but with plenty of cosmetic damage the complete fairing would need to be removed first, therefore Theo would stay and help.

The ride continued on at a fairly brisk pace to Noojee where Tim was advised of Ben's condition. We also took the opportunity to buy some food to take out to the falls. Kathy joined us here and elected to go pillion for the ride out to the falls.

After parking the bikes we prepared for the fairly long climb up to waterfalls. Theo arrived with news of Ben: the bike was stripped and mobile, with the fairing left at the Pub for collection later and although the bike was not really roadworthy it would get him home. In fact, Theo thought the 'naked' ZXR looked pretty "horn".

We plodded up to the falls, which, with plenty of recent rain, were quite spectacular. Steve climbed up higher for a better view and saw a lyrebird scratching around in the bush. The rest of us just sat around and relaxed. After a pleasant breather it was back down to the bikes and then back to Noojee. Kathy decided to head home separately while the rest of us proceeded up the big hill to Neerim. Then 'the Tim detour' around to Neerim East where we watched in amusement as a dairy farmer tried to round up the last of his cows on a quad bike.

We continued on to Neerim South then Jindivick and Tarago before crossing the Princess Highway to Longwarry, Nar Nar Goon and Pakenham for breakup. Apart from Ben's little spill the ride was excellent with great weather, great roads and great company. Thanks Tim.

Ian Payne (Suzuki RF900)

## **Trawool Valley Resort – Sunday September 5, 1999**

<i>ZXR</i>	<i>Wayne Grant</i>	<i>GSXR750</i>	<i>Lyn Duncan</i>
<i>Dominator 650</i>	<i>Ben &amp; Julie</i>	<i>CBR 250RR</i>	<i>Eddy</i>
<i>RF900</i>	<i>Ian &amp; Kerrie</i>		

The weather outlook for this little adventure was a bit dicey even when I arrived at the KBCP. The sun was out. However the forecast was pretty ordinary and the clouds were looming. But we were heading north so there was a chance of staying dry. After waiting a short while in town Lyn and Eddy rolled up followed by Ben and Julie. Usually Ben would head to the second pickup although this was to be a more leisurely ride and perhaps he felt like cruising into town.

I had done the pre-ride the day before in the rain and wind so I was hopeful today was not going to be a repeat of those conditions. The rain isn't so bad but the wind drives me crazy.

At the second pickup (Yarra Glen) we met up with Ian and Kerrie. To all our surprise the shop was closed. Hopefully this will have been for the day only. I mean it was Fathers' Day and those that were on the ride must have sent or arranged their gifts to be sent earlier, just like me!

Before leaving we were graced with the reappearance of 20 or so Harleys owned by that youthful Club, the Harley Owners Group (HOG). We had seen the same bikes earlier when leaving the city heading for Yarra Glen. The left hand turn from the top end of Hoddle St on to the Eastern Freeway just kills em'; they waddle around the corner at about 15 km/h.



We left Yarra Glen a little after 10.30 am and headed for Kinglake via Christmas Hills and the St. Andrews Rd. I had heard some motorcyclists have *clocked out* around these parts and after riding it several times it is easy to see how that could happen. A great road, sure, but very tight, and some of those right handers seem to be on a cliff edge with the road angled the wrong way. I must confess some of those corners do make me feel a little edgy (no pun intended).

So far the weather was holding up just fine as we proceeded through Kinglake. The journey from Kinglake to Kinglake West was where the rain began, although I was not completely surprised, given how close it is to catchment areas.

From Kinglake West to Yea would have to be one of my personal favorites. Even though it was not raining now, I would not have cared either way. This road just flows and was made for clubs like ours to enjoy. The worst part of this section is that it always ends far too quickly. Those who needed fuel quickly filled up at Yea. Ben figured he didn't need any juice and preferred to just use the facilities instead.

From Yea it was on to the quieter roads going via Strath Creek and Tyack, although near Tyack a 4WD was about to turn in front of Ian and I. Thankfully he braked instead as there was no way in hell we could have stopped. On came the rain again, just as we thought our morning dose was all we were in for. The blustery wind was just plain distracting as we headed towards Broadford.

Trawool was not far away, and, by this stage I was looking forward to sitting down somewhere dry as my leathers continued to soak up ever more rain. As we were heading through Tallarook Ben gave a toot and headed in another direction. It was a mystery to me as to why. I later found out that the guy who didn't need juice in Yea suddenly did now and we didn't know what servo would be open out here on Fathers Day. Thankfully he managed to find some and before long we were all enjoying the atmosphere of the Trawool Valley Resort.

Of all those inside, we clearly stood out as the oddballs; everyone else was there for Fathers' Day. The owners/staff were very friendly and had had 30 or so bikers stop for lunch the previous day. While enjoying our meal the sky opened with a little hail thrown in for good measure. Fortunately it had stopped by the time we were leaving. It would not have mattered too much as the football was on in the bar with Essendon showing a clean set of heals to Sydney. A shame really in Big Tony's last game.

The journey home was quite simple going via Strath Creek, Flowerdale and back to Whittlesea. This is another section that can really be enjoyed, and, although the roads were damp, the surface seems to be very grippy.

Thank you to all that participated. It was a most enjoyable way to spend Fathers' Day.

Wayne Grant

*Thanks to Eddy who siphoned two pots of fuel out of his tank at the Trawool Resort. (Tallarook didn't have any.) What Wayne hadn't made abundantly clear that there was no fuel at Trawool (I really should have known), and, despite having 150 km worth of fuel, it wouldn't be enough. It was the extra 25 km back to Strath Creek which was going to be the problem. Sorry for the inconvenience caused. ...Ed*

# THE ADVENTURES OF TOM & ANDI

DR 650      ATK 605

FAR NORTH QUEENSLAND 1999

Part One.

30/7/99. We left home around 5 pm after work, our new van loaded with bikes and all the usual appropriate gear. Well we hoped. This year has been a trying one with unexpected circumstances almost stopping us from going and then having very little time for preparation. Oh well just get out there and do it. That night we slept on the side of the road just past Peak Hill in NSW.

31/7. On the road again at 7 am, the speedo stopped working. We had made good time reaching Longreach around 8 pm, pulled into a service station to find one of our side windows had popped out, lucky it hadn't dropped out completely. Some soapy water two butter knives and one hour fumbling in the dark later, we got it back in. We then continued on to Winton and up the Kennedy Developmental Road, still partially dirt, pulling over next to a small shed for a sleep.

1/8. Sunrise and what a surprise, an old southern cross windmill, with disused dam and corrals. After exploring the area we headed to Hughenden and then north into Porcupine Gorge. We left the bikes in the van as you can only enter the gorge by foot. The weather now wonderfully warm we soaked up the sun and did very little. Tom had a bandicoot sniffing around his feet, so we fed it kiwi fruits.

2/8. We spent about four hours walking through the gorge which was full of rock pools, bird life, lots of butterflies, wallaroos and unusual outcrops. We had a dip in one of the pools, our first wash. Back in the van to Charters Towers and north to the Undara Lava Tubes, which I've been wanting to see for so long. We pulled over in a gravel pit 20 ks short of the lava tubes for the night.

3/8. Unfortunately the Undara Lava Tubes can only be seen with a guided tour. We should have known better and at \$30.00 each for two hours. Like all guides, our guide was a dork, tried to be humorous and didn't know much. You couldn't let any part of your body venture past the dotted line, anyway, don't bother.

Off to Mt Hypipamee National Park which is about 100 ks south west of Cairns. Home of the ruffle bird, the elusive tree kangaroo and various rare possums and sugar gliders. We'd brought a spotlight with us to walk through the park at night. We pre walked it while it was still light. I found an unusual prickly green grasshopper which I'd almost killed because it camouflaged so well on a mossy rock. On dusk we saw a few possums and bush turkeys a friendly honey eater, but the night walk was fruitless and the tree kangaroo still remains ever elusive.

4/8. It was into the Atherton Tablelands a quick look at the Curtain Fig Tree and then into Cairns. We met up with Bob who owns the Yamaha dealership in Cairns. We seem to bump into him all over Australia on our trips, so it was good to catch up and get feed back on various tracks. Up to Kuranda to Peter and Karins place where we finally get out the bikes, ready to roll.

5/8. The van now stays in Kuranda and we head off west to Chillagoe. The unusual granit formations and caves in this area are interesting. There is also an old abandoned copper smelter and still existing marble quarry. We stayed in Chillagoe that night, meeting a motorcyclist who was there working, he gave us information and a mud map of the Walsh River region. Though not planned we decided it was worth going there, very few people do.

6/8. It had rained a lot of the night and we were worried about the muddy roads ahead. The roads were not as bad as we had thought and we headed out to camp along the Walsh River following the directions of the well drawn mud map we had been given. Our campsite was brilliant, now very hot the first thing we did was strip off and jump in the river. Later that afternoon while sitting in our camp a kangaroo came crashing through between Tom and I with a dingo in hot pursuit. The kangaroo dived into the water taking 10 minutes to get across, the dingo stopped at the waters edge only a few feet from Tom, watched for a while then gave up, totally uninterested in our presence. The kangaroo dragged itself out of the water collapsed under a bush and rested for a few hours until it moved on to live another day.

7/8. We moved our campsite only 10 ks down stream, to an area where the escarpment on the other side of the river is full of fossils, this whole area was once the ocean shore line making it quite unique. While looking for fossils Tom found a huge python in a tree who was most determined, not to get caught. We found fossils but on rocks too large to carry on our bikes. We swam under a waterfall which was only meters from our camp. This is the life. Tom caught a fish which we cooked whole in the coals and served on a piece of paper bark.

8/8. Back to Chillagoe to refuel and then to find our way into Elizabeth Gorge. The track was rough to say the least and if it weren't for our GPS we never would have found our way in. It takes a 4WD around 8 hours to do 80 ks to give you some idea. This gorge is on private property and you must obtain permission to get in. The track ends at a sandy camp site with a permanent water hole full of fresh water crocodiles, turtles, fish and water pythons. The main part of the gorge is a further 2 ks walk. Wow what a place.

9/8. It was up early for the walk into the gorge. To get through you have to swim, rock climb and crawl through caves in various spots, swimming through the tightest point where it narrows to two meters. It was just fantastic. We rescued turtles trapped in small rock holes and found a pool full of six or seven pythons all curled into each other. The fresh water crocs jump in as soon as they see you, getting close to them is hard but we could hear them all through the night. We also came across some of their nests. Back at camp we climbed the gorge wall taking in the view just on dusk and all this completely to ourselves.

10/8. We followed another track out heading north, well we tried to, it disappeared with huge eroded channels stopping us from going further, we headed cross country trying to get through guided by our GPS, we then picked up cattle tracks and figured we can get through anything a cow can. Though tough going we eventually joined a track again and in the right direction coming out at OK Mine. Following the cattle tracks took us from dam to dam, these dams were marked on our survey maps, linking them up got us through. OK Mine is an old abandoned copper mine, god knows how they got all this huge equipment in, in early days, it was hard enough riding.

Another maze of tracks and we finally came out at Bellview Station where we stopped to chat with the old lady who runs the property. Now heading east we head toward Mt Carbine still rough tracks and confronted with a keep out sign, we continued. I drowned my bike in the Mitchell River a deep and strong crossing. Lucky it didn't take too long to get it going. From then on tracks were easy and quite boring, coming out at Mt Carbine. Back to Kuranda.

11/8. Bikes back in the van and down to Bobs shop for new tyres for both bikes and front wheel bearings for Toms DR. Then up the coast to Wonga Beach, which is close to the Daintree River, where Peter and Karin have built a holiday house. All timber, open living and beach front, a nice place with lots of character.

....To be continued

## THE ADVENTURES OF TOM & ANDI

Part two.

12/8. We left the van at Wonga Beach and headed to Daintree Village. From here we crossed the Daintree River and onto the Creb Track, which owes its existence to the telegraph poles which follow it. Now, the Creb Track is also in the middle of tropical rain forest so it rained and rained and rained and was as slippery as. But then it is just as well, because you just haven't done the Creb Track if it doesn't rain, it just wouldn't be the same. As soon as we came out of the track it stopped raining. Camp was the Lions Den.

13/8. The Lions Den had changed hands and it just didn't have that same feel about it. We packed camp and rode out to Black Mountain where we hid our bikes in the scrub and climbed the 470 meter mountain. It took 2 hours up and 2 hours down, what a climb. Tom had to drag me up boulders to high for me to climb as well as bridge 4 foot gaps with forever drops, by the time I got back down my hands were red raw from the rough rocks, a great experience.

Back south across the Bloomfield, which used to be 120 m wide, deep rocky crossing, now its a concrete causeway. From here down the coast road to Cape Tribulation, this road has also been upgraded since we were through last, provided it was dry you could take a 2WD through. A stop at the Bat House at Cape Tribulation, so I could cuddle a fruit bat. Back to Wonga Beach.

14/8. We lazed around the beach for most of the day, then late afternoon it was Peter's 60th birthday and house completion celebration. A huge fire was built on the beach.

15/8. Peter's celebrations continued into breakfast. A late start then we drove the van to Cooktown. We organised our bikes, food and petrol containers for our track into Cape Melville. We each carried one 5 liter and two 10 liter containers, bringing Toms fuel capacity to 45 liters and mine to 37 liters.

16/8. We rode to Hope Vale, an aboriginal mission, for our last fuel, filling everything to the brim. Then we followed an obscure track which should have brought us out just short of Starcke. We were almost through with 2 ks to go and were confronted by a locked gate with a pretty nasty sign (they shoot at you in places like this) though no right to be locked. Back to Hope Vale, fuel up again and 60 ks for nothing. We took another track finally getting to Starcke. The tracks were very demanding changing from grass plains to bulldust, sand, rock, creek crossings and lots and lots of steep wash outs. You couldn't get any speed up as every 100 meters you were confronted with one or several of the above, averaging around 25 ks per hour. Challenging but a great track. 118 ks from Hope Vale, we camped in the scrub that night.

17/8. According to our maps, tracks marked, were marked in approximate location only, sometimes we were kilometers out, but at least heading in the right direction. Through the abandoned Wakooka Station heading north. We then turned off east following a grassy track along a river. We received mud maps of this area from a good friend who had worked up here with the ranger. Following his instructions and two hours of searching later we found the rocky bar crossing over the river which followed a very obscure track on the other side. Extremely twisty, we had problems seeing the track ourselves, at times completely overgrown. Totally disused, we had to watch for termite mounds in the grass and trees growing in between the wheel ruts. Eventually we got to Barrow Point and well worth the effort. At low tide black lipped oysters were an easy meal, Yum.

18/8. Packed camp then stopped about 4 ks down spending a few hours exploring another bay. A huge mud crab was spotted but hid under rocks before we could get to it, almost our lunch. Back across the rock bar to the original track, north for about 20 ks and then 20 ks east of the most demanding track of the whole trip. Finally at the coast in Ninian Bay. I was hot, dusty and exhausted. A couple camped on the beach came and greeted us (the first people we'd seen since Hope Vale) she came up with a cup of water and then to top it off a icy cold beer each. On dusk we sat on the beach and watched dolphins at play in the bay.

19/8. We had breakfast with the couple on the beach and then it was the 20 ks slog back to the main track which for some reason didn't seem as bad as going in. We stopped by a water hole for a wash, keeping an eye out for crocs. North again and up to Cape Melville, Ah, Bathurst Bay at last. We set camp on the beach, there were about 6 camps here stretched out across the bay. Down another track where we knew we could find fresh water and followed a creek to a rock pool. Now this is what I call a piece of paradise. We walked through salt plains which were just behind the dunes at the beach, here we saw a rare wild horse. When Wakooka Station closed they freed a small pack of a particular breed of horse which are only found in this part of Australia now numbering around 50. The wind just howled.

20/8. The wind had not let off so we shifted camp back along the creek where it was more sheltered. We rode out to the actual point of Cape Melville, finding the remnants of a crashed plane. We climbed the rocky hill at its headland. This climb was similar to the climb of Black Mountain only vegetated. The last bolder impossible to climb, so we climbed a tree to get up to it, what a view. Climbing down another side we ventured through many levels of caves. Most of this region is covered in vine forest. Back to our camp, we walked the creek line from where it bubbled out between huge boulders at its start through forests of palms and paper barks to where it became tidal and lined with mangroves, a contrast of undescrivable beauty, I don't want to leave.

Tom accidently jumped in the path of a taipan, which actually rose its head to strike, lucky Tom has quick reflexes. Taipans are one of the most aggressive and poisonous snakes we have in Australia the only snake I worry about meeting.

21/8. Another extremely windy night, though we were sheltered the sounds of the trees clanging together were so loud it sounded like they were crashing to the ground. We got up before daylight and were on the track at daybreak. This is when you get to see how many wild pigs there are up here, running in all directions. South to Wakooka Station and then west to Old Kalpower. We headed cross country fo a few ks to a lagoon Tom spotted on our map. Tom had a fish and caught a few barramundi, the biggest we let go (too big for us to eat). Plenty of crocs around here and we saw a magnificent giant fresh water stingray, its body measuring about 4 feet long. Then into Kalpower Station and to Jakes Lakes. We didn't read the sign that said authorised vehicles only. Camped at the lakes we cooked our barra in the coals, again served on a paper bark plate.

22/8. We explored a few more lakes and lagoons in the area and then headed back through Kalpower Station. We noticed the sign as we passed through, smiling and waving to the people there, whoops. To Laura for our first fuel since Hope Vale 650 ks ago, with 6 liters of fuel left between us. Back to Cooktown. We booked to stay in the caravan park, packed our van had our first shower for 7 days and headed into town for dinner. Who should we meet but the couple from Ninian Bay, it took them 6 hours to negotiate that 20 k track. Back at the caravan park, the park was filling rapidly, we couldn't stand it after our tranquillity and headed out of town to Quarantine Bay for a peaceful sleep beside the ocean.

23/8. Awoke just before sunrise, Tom made some coffee, pulled out our chairs and we sat on the beach to watch the last sunrise before heading south. Back to Kuranda to say goodbye to Peter and Karin, then into Cairns. Bob (Yamaha shop) invited us to his place for dinner, he cooked us plenty of greens making sure we wouldn't get scurvy. We talked bikes and tracks and were honored by Bob reciting his latest bit of poetry which was published in Side Track last issue. We then drove to Mission Beach parking in a friends driveway 1.30 am that night.

24/8. After breakfast with our friends, which very soon turned into lunch we were off. A cassowary crossed our path about 10 ks out, its not often you get to see a wild cassowary even as a local. We managed to get just past Emerald, pulled over between two huge dirt mounds off the HWY which acted as a sound barrier from all the passing trucks.

25/8. Early start. Though we stopped to look at the escarpments of both Acadia and Lonesome National Parks in the Carnarvon Range, we made good time, parking in a truck bay south of Parks for the night.

26/8. Arrived home 3pm.

Andi  
ATK 605

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## **More Who's News**

**Theo Kalkandis** is hard at work procuring a member of the force to speak at our next **November** General Meeting. Please make the effort to attend. I sure you will hear some entertaining anecdotes.

People seen at the **Phillip Island 500cc GP**: Ian Payne and Kerrie Gooding, Rob Matricciani and Mandy Flower, Craig Morley, Tim Walker, Mark Ayling, Darren Morcomb, June Baker, Paul Tallents, Ray Walker, Steve Leyland, Sue Wells, Stav, Tony Gustus, Tim Casemore.

# Motorcycle Left Standing on Footpaths

## VMC Position Paper

### 1. Perceived problems

- **Excessive numbers of closely packed motorcycles**
  - Mainly in Elizabeth St, these are overwhelmingly motorcycle dealers' stock for sale and being part of the commercial operation of the dealers' premises these should be subject to regulation by Council, similar to regulation of kerbside cafes, to allow compatible operation with other footpath users.
  - The problem to pedestrians appears to be due to the actions of a number of property holders wishing to use the public footpath for their commercial interests.
- **Motorcycles on forecourts**
  - The two areas with a problem are,
    - Collins Place where,
      - the path way on the Flinders Lane boundary is private property, and,
      - management do not want motorcycles to be left standing on the public footpath in Collins Street because they contributed to the paving costs, and,
    - Melbourne Central where,
      - management do not want motorcycles to be left standing on their property, but,
        - concede that,
          - they have not marked their property line,
          - they have paved the public footpath in the same way as their forecourt,
          - they have not entered into any arrangement with Council to address parking on their property, and,
        - they feel that motorcycles should not be allowed to be left standing on the public footpath in front of their property because they provided the paving.
  - In the cases of motorcycles illegally parked on private property, relevant existing legislation should be followed to,
    - define the boundary of the private property,
    - advise of the parking prohibition, and,
    - resolve any problems.
  - As part of any commercial development, areas within the property, and close to appropriate entry/exit points, should be allocated for motorcycle couriers, similarly to loading bays etc for other cartage contractors.
  - Parking areas within affected buildings may contain areas, not suitable for car parking, which may be offered for tenant motorcycle parking.
  - As the footpath is a public area, surely it is a denial of civil rights if lawful users of that public area are moved on because of the arbitrary wishes of local property owners, reminiscent of the marginalisation of certain groups in Germany in the 30's.
  - It would appear that motorcyclists are experiencing a problem due to the actions of a number of property holders wishing to use or control the public footpath for their commercial interests.
- **Oil on footpaths**
  - Dropping of oil or anything else from a vehicle is prohibited under existing regulations therefore it appears to be an enforcement problem.

### 2. Pedestrian traffic requirements

- Footpaths by their very name primarily exist for the safe, efficient flow of pedestrian traffic, therefore an unrestricted minimum pedestrian clearway should be provided to,
  - reflect existing pedestrian traffic standards, and,
  - take into account the needs of those with restricted mobility or visual impairment,
 to allow,
  - unimpeded access to, and traffic along, the footpath,
  - access to properties such as gates, driveways, doorways, etc,
  - access to parked vehicles, busses, taxis etc. and,
  - use of services such as telephone booths, seats, etc.

- Existing guidelines for kerbside cafes and other regulations contain the following minimum clearances for footpath pedestrian traffic in shop-front areas,
  - 2.0 metres from the building line,
  - 800 mm from the face of the kerb if normal vehicle parking, or,
  - 900 mm from the face of the kerb if loading / construction zone,
  - 500 mm from street furniture, or,
  - 1.0 metre if public seat or other facility (ie telephone booth / box) is facing an obstruction, and,
  - 3.0 metres vertically from the footpath surface.
- In all other areas, including residential areas, the minimum clearances for footpath pedestrian traffic may be guided by the requirements of wheelchair access and other regulations, that is,
  - 1.0 metres wide on the footpath surface,
  - in a generally continuous line, and,
  - 3.0 metres vertically from the footpath surface.

### 3. Amenity in retail, entertainment and civic areas

- It is important to make the shop-front, entertainment and civic areas of our communities a comfortable and pleasant experience for all.
- Street amenity is essential to create a vibrant street life, attract visitors, shoppers and tourists and to allow a variety of compatible outdoor activities.
- There are many opportunities to utilise the footpath areas not directly required for pedestrian traffic flow, for amenities for pedestrians or other legitimate uses.

### 4. Education

- *Good pedestrian friendly footpath parking habits may require an education campaign to make motorcyclists aware of,*
  - *the right to park on a footpath,*
  - *the obligation not to obstruct pedestrian traffic,*
  - *to create awareness of,*
    - *the requirements of pedestrian traffic, and,*
    - *places where parking is,*
    - *potentially hazardous such as corners of intersections, and,*
    - *obstructive such as adjacent to handicapped parking spaces and public transport zones / shelters, and,*
  - *to reiterate when riding along a footpath is illegal.*

### 5. Management

No means to regulate or restrict motorcycle footpath parking are to be developed or applied without consultation and the agreement of the Victorian Motorcycle Advisory Council or a body delegated by the VMAC.

Note : This document was approved in principle at the 12 August General Meeting of the Victorian Motorcycle Council subject to,

- further consideration and comment from Member Clubs, and,
- confirmation at another General Meeting

**DRAFT ONLY** For further information or input please contact,

Detlef Lamp

on 03 9256 3469 bh  
or 03 9367 1271 ah



# Victorian Motorcycle Council Inc.

Minutes of August General Meeting 1999

General Meeting No.32

12 August 1999

## Officers

A. Davenport	Chairman	present
D. Lamp	Treasurer	present
C. Czajka	Secretary	overseas

## Opening

The Chairman opened the meeting at 8.30 pm and welcomed representatives.  
Chris Swalwell (Z Owners) insisted on taking notes.

## Apologies

Triumph Owners

## Minutes

Motion : That the minutes of the meeting of 8 July 99 be confirmed as correct.

Moved Ginger (HA-Nomads), Seconded Andy (Norton) Carried unanimously

## Correspondence

In – Bank statement.      Out - Minutes

## Treasurer

Bank statement @ 6 August \$2436.56 balance.

Liabilities, PO Box fee, postage

## Agenda Items

- **Wire Rope Barriers** : Lainie (Triumph) has received Vicroads information which indicates that motorcycles have not been considered in the design or application of WRB.
- **ARTA Hazard Perception Seminar** : ARTA's report will be forwarded to VMC shortly and we will pass on any information.
- **Motorcycle Coalition of Australia** : Ian Payne of the Motorcycle Touring Club has agreed to attend as VMC delegate at conference to be held in Sydney on 21 August 1999.  
Motion : That VMC provide delegate with \$100 for expenses.  
Moved Detlef (BMW), Seconded Andy (Norton) Carried unanimously.
- **250 cc Learner restrictions** : Reply Triumph Owners regarding current status of initiatives in area of motorcycles approved for use by learner riders being written up. Information will be sent.

## General Business

- **Footpath parking** : Initial discussions were held between Property Council, VMC and MCC. Detlef has drafted a VMC position paper for consideration.

Motion : That the VMC approve the draft position paper in principle, subject to comment, discussion and confirmation at a future meeting.

Moved : Detlef (BM), Seconded Andy (Norton), Carried unanimously

The meeting closed at 9.44 pm

Next Meeting : General Meeting No. 33,

9 September 1999,  
The Baden Powell Hote  
Victoria St., Collingwood  
Starting at 8.00 pm **SHARP**

## Notes

- *A meeting called at short notice considered recommendations regarding Learner Approved Motorcycles. See attached VMC response.*
- *The VMC draft position paper on Footpath Parking is enclosed for consideration.*

## Victorian Motorcycle Council Response to Recommendations on Learner Approved Motorcycles

1. The Victorian Motorcycle Council has received the findings of Dr Ron Christie, who was engaged to research aspects related to the types of motorcycles allowed to be used by novice riders, and after due consideration has the following response to Dr Christie's recommendations
2. We note the conclusion that there is no overall consensus about which motorcycles will decrease the likelihood of an accident while used by novice riders because of the findings that,
  - there is very little scientific or empirical basis for imposition of a 260 cc maximum engine capacity restriction for novice riders, and,
  - rider age, riding experience and traffic exposure contribute most to risk of casualty crash involvement
3. We note the recommendation that changes to the status quo be made on grounds other than crash risk reduction for novice riders.
4. On the grounds of national road law consistency, and despite the 150 kw/tonne stand alone restriction recently enacted in the ACT, it would at first appear that adoption of a 150 kw/tonne limit together with a 260 cc capacity limit, as in force in NSW with its larger motorcycling population, may be a desirable course of action.
5. A number of motorcycles are available with handling and control characteristics together with high power levels unsuitable for novice riders therefore a 150 kw/tonne limit may reduce vehicle risk for novice riders, however the lack of credible scientific or empirical basis for a capacity limit calls the validity of that aspect of combined restrictions, when applied across the entire novice rider spectrum, into question.
6. Given that,
  - under 25 year old drivers and riders have been found in several studies as being over represented in casualty crash statistics, and,
  - motor insurance fee structures already reflect that situation in astronomical fees or outright refusals to insure, there may be a case for maintaining the current capacity limit for novice riders under 25 years of age.
7. We agree with the recommendation that novice rider statistics be monitored for an appropriate period with a commitment to analyse the results and review any limits in force.
8. Our overall preference is that a stand alone 150 kw/tonne laden power to weight ratio be adopted to,
  - allow a greater range of motorcycles for novice rider use, to,
    - provide freedom of choice for novice riders, and,
    - allow greater participation in entry level share of market by more traders and manufacturers,
  - reduce current artificially high prices for under 260 cc motorcycles, to,
    - allow more novices to afford cost of first motorcycle
    - provide market for cheap mid range motorcycles, and,
  - encourage greater use of mid size motorcycles.
9. The Victorian Motorcycle Council strongly recommends that for novice motorcycle riders, that is, those on learners permits and those in their first year of a probationary licence,
  - a power to weight limit of 150 kw/tonne laden weight be adopted, with,
  - the current 260 cc capacity limit being maintained for riders under 25 years of age, and,
  - the continued application of the capacity limit be reviewed after an appropriate monitoring period.

  
Detlef Lamp for VMC

