

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

December 1999 MTCV Itinerary

December

Sunday 5th Mirboo North (Gippsland) Ben Warden leading
9.30 am KBCP, 10.30 am Yarra Glen

When was the last time you went on long stretches of open sweeping roads with good visibility, wide, and barely a car? The last Tallangatta weekend I'll bet. This ride is the closest you will get to those conditions. It will offer a combination of tight twisties around Boolara, to fast open sweepers (Powelltown Road, all around Mirboo North). I've been researching this ride for the past 20 years. And if this fine weather keeps up it will be grouse. Be there.

Saturday 11th Free Club Xmas BBQ

Held at Fairfield Park for the past 6 or 7 years we normally get a large contingent of new and used MTCVers. Starts at midday, runs out of puff around 5 pm. Note: there is access to the river for swimming, and the hire canoes for the splashing and cruising about in, should you feel so inclined.

Sunday 12th Lavers Hill, Apollo Bay Lookout leader required
9.30 am West Gate bridge Shell Servo

The Great Ocean Road before the Christmas Holiday traffic should be dry and enticing. Combine this with spectacular scenery (best viewed from the Apollo Bay Lookout), pumpkin soup at the pleasantly cool Lavers Hill, good company, and your day is complete.

Sunday 19th Hotham 1000 Theo Kalkandis leading
7.30 am Hallam

Theo has already done the pre-ride (and survived) and written a short article printed elsewhere, listing all the gory details. It is only about 900 km, and with an early start time, no traffic lights, on little used roads, running out of daylight will not be an issue, particularly as the longest day of the year is only three days away. Shout yourself an early Christmas present and climb aboard for what no doubt will be a long remembered ride, possibly the longest day ride ever.

26-12-99 Xmas Camp Mt Buffalo Caravan Park, Porepunkah
to 1-1-2000
Who's News has all the details. Weather good, great location, plenty of New Year's activities around Bright.

January

Sunday 2nd Y2K Mystery Ride leader required
10.30 am Whittlesea

Motorcycle Touring Club of Victoria, Inc.

Registration Number A13853B

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Captains Report for November 1999

<u>Sun 7th</u>	Destination	Pink Cliffs	<u>Sun 14th</u>	Destination	Brisbane Ranges
	Leader	Ian Payne		Leader	Geoff Jones
	Weather	Rain		Weather	Cool, dry
	No of Riders	2 members		No of Riders	8 bikes, 9 people
	Incidents	Shortened ride		Incidents	Water in petrol
	Distance	200 km		Distance	380 km
<u>Sat 13th</u>	Destination	La Porchella	<u>Sun 21st</u>	Destination	Reefton Spur
	Leader	Danny Kosinski		Leader	Tim walker
	Weather	fine		Weather	Solid rain
	No of Riders	5 bikes, 12 people		No of Riders	7 bikes, 8 people
	Incidents	none		Incidents	Abandoned
	Distance	240 km		Distance	80 km
<u>Thu 18th</u>	Social Sip	6 people	<u>Sun 28th</u>	Destination	Pyalong
<u>Thu 4th</u>	General Meeting	21 people		Leader	Paul Tallents
				Weather	30 deg C, perfect
				No of Riders	15 bikes, 19 people
				Incidents	2 crashes
				Distance	270 km

Pyalong, Sunday 28th November, 1999

XT600	Les Leahy (rear)	ZX7R	Dave Hives (3 rd ride)
CBR900RRX	Ian Payne	ZXR750L1	Ben Warden
YZF600	Paul Tallents (lead)	ZXR750H1	Gordon & Dianne (1 st ride)
YZF600	Mick Hanlon	ZX7R	Shane & Emma (1 st ride)
YZF600	Stuart & Sue (1 st ride)	CBR600	Kathy Robinson
FZR1000	Derek Atkinson	VFR750	Danny Vits & Ed
VTR1000	Rob Jones (3 rd ride)	YZF750	Craig Morley
Spada	Marcia (1 st ride)		

15 bikes, 19 people

Danny Vits rang me on Saturday night saying he would collect the gang from KBCP and lead them out to Whittlesea. I rang Paul at 8.50 am next morning, thinking he wouldn't have left yet for a 9.30 am start. Alas, he had, but Mark had an interesting story to tell. His bike still isn't fixed is the bottom line. So... I headed for Whittlesea in glorious sunshine, a forecast of 27 degrees C predicted.

At Whittlesea, there was a queue for the bowsers with cars waiting patiently. I inadvertently pushed in, realized a car was ahead of me in the queue, and quickly moved. Unfortunately there was another bike there, effectively parked, fuelled up and paid for. I suggested that they move their bike, as politely as you can with ear pugs and helmet on. The rider displayed a certain surliness, which left me pondering motorcyclist attitudes, Karma, and the meaning of life. Ho-hum.

Ian delivered the pre-ride welcome speech, having worded up the newer riders on the effective use of the Corner Marking System, and we were soon on the road.

Heading for Wallan we turned left at the Eden Park turnoff, picking up the 13 consecutive corners. It was pretty busy, 15 bikes all told, with sufficient new riders to be a little wary. Paul and his friend Stuart had done a good job in recruiting their friends for the day, that's for sure.

Heading for Romsey after Wallan, the road sweeps down and around to the right before heading uphill and off camber to the left. Gravel everywhere! I instinctively backed off beforehand, remembering this corner from other occasions, choosing a wheel track through the stones. Looking in my mirror, Derek was on the other side of the road, taking the optional discretionary route. When we corner marked at Romsey, he said he stopped trying to follow me after that. Apparently quite a few people were caught out by this corner. Not surprising. Where's Lyn when you need her!

Les also reported that he was nearly cleaned up by an oncoming glass-pane carrying truck – the ones that look like an A from the back – when it did a right turn across his bows, into a driveway. Les was forced to go bush, having instinctively mentally prepared for this possibility. He anticipated the driver hadn't seen him. The driver was suitably shaken, when they were forced to exchange the time of day. Later on a few of us discussed whether peoples' driving habits are getting worse. Les was of the view that it is cyclic pattern, and currently they are very bad!

Up the highway to Lancefield and Emu Flat, a great fast road after Lancefield. Somewhere a couple of bikes (not with us) had stopped in the middle of the road to have what appeared to be a heated argument. This caused some angst when they were 'discovered' by MTCV's at speed, it was reported. Hmm. (*I'm thinking of starting a tiddly-winks club – it would be safer than riding on the road*)

Turning right at Emu Flat we headed for Pyalong. An interesting, but tricky road, as I over-cooked the first right hand corner, hard on the brakes, standing the bike up. Bugger. Love those tyres. Not long after we were confronted with a small sign saying "Sheep, next 5 kilometers." Sure enough, a drover and his dogs were working a flock along the road. We regrouped and waited for farmer to get the flock out of there, before the last fast blat into Pyalong for morning tea. Grouse.

Les headed for the trees. I pointed out the ablution block 50 metres up the road to his bemusement, him having never noticed it in the 20 or 30 years riding with the Club.

It had only been 85 km, but with plenty of thrills. (Spills later.) It was hot and drinks were welcomed. After a long break, Paul suggested that the next stop was 120 or 140 km away. (In reality 78 km according to the map.) This produced a panic amongst Honda owners (VTRs especially) and a flurry of activity at the petrol bowser.

We headed along the Seymour – Pyalong Road, taking the Tallarook and Trawool turnoffs, gravel everywhere thanks to bad grader work widening the verge in various places. It certainly kept everyone on their toes, and was sort of fun! Then great highway from Trawool to Kerrisdale past the pub, picking up the Parrot Creek Road to Strath Creek and on towards Broadford.

Starting the climb up the tight twisty section, a few kilometers out of Strath Creek, I rounded the first set of corners to be confronted by people gesticulating wildly. Marcia had run a little wide at the first tight right hander and lost the front end in the gravel, scratching the very clean and new looking Spada, walking away unhurt. Unfortunately the crash resulted in a severed brake line, rendering the front brake useless, the bike otherwise rideable after a little coaxing of the intermittent ignition which later rectified itself.

A car (4WD?) had stopped, possibly adding to the confusion. Not long after the initial crash, Shane and pillion Emma arrived at the scene and sympathetically crashed on the same corner. The bike lost a blinker, graunched the pipe and fairing, but was otherwise rideable. Emma, sustained shock and an ambulance was called. Kathy Robinson provided First Aid assistance to Emma.

In the meantime Les rode Marcia's bike back to Strath Creek and I pillioned Marcia. The plan was that Shane and Emma would join her and organize collection of the bike. I pillioned Les back to the crime scene by which time the ambulance and two police vehicles had arrived, one from each direction. Emma was taken by ambulance to the Northern Hospital (Epping) for observation and a check up, and Shane followed on his bike. This only left Marcia stranded at Strath Creek. Les the minimalist didn't have any footpegs so I pillioned her home to Bentleigh, after first parking the bike in a secure area behind the shop, possibly to stay there for the week. Les and Kathy rejoined the waiting group at Broadford for late lunch.

The ride continued on to Whittlesea via Wandong breaking up at about 4.30 pm after covering 270 km for the day.

Meanwhile back in suburbia, Marcia rang the hospital and spoke with Emma, organizing to collect her that evening. They all ended up around at Stuart and his wife Sue's house that night.

Thanks Paul for an interesting and fun ride, and top weather at last!

Follow up: Stuart collected the bike the next day. Emma may have torn ligaments or muscles in her leg; Marcia may have a broken finger – it is black and blue. Stuart's pillion and wife Sue is a cop!

Ben Warden (Kawasaki ZXR750)

REEFTON SPUR 21st NOVEMBER, 1999

Tim Walker, ZX7R (Leader)
Ben Warden, ZXR 750
Ron Johnston, CB 750
Dave Hives, ZX7

Ian Payne, CBR 900RRX
Geoff Barton, R1100 GS
Rob Jones & son A1, VTR 1000
Bruce Saville, FJ 1100 (Rear Rider)

It was overcast when I left for Yarra Glen in the morning. By the time I reached the first pick-up point it was raining. I was the first one to arrive in Yarra Glen but soon after Bruce Saville turned up. The rest of the bike club members arrived thereafter. About 50 Ulysses Club members rode through Yarra Glen on their way to Trawool Pub it was rumoured. We watched as a few of them stopped to change into wet weather gear.

Rhys had ridden from Frankston to Yarra Glen but he said to me he was going back home, probably due to the weather conditions. Tim explained to the others the Corner Marking System and the route to be taken for the days ride.

We headed off along the Healesville-Yarra Glen Road to Launching Place, then onto Warburton and up Mt Donna Buang. Just past the first car park, it began to rain. We stopped at the summit where Ben climbed to the top of the tower. The rest of us waited below in the rain. We were there about 10 minutes, then headed off back down to Warburton and had something to eat at the Bakery.

After about an hour of steady rain we decided to abandon the ride due to the wet weather conditions. I went home, took off my wet weather gear, cleaned the bike and headed off again on a ride through Wonga Park, Kangaroo Ground, Christmas Hills, Yarra Glen and home.

There were no incidents and the weather was poor. Thanks Tim for leading.

Ron Johnston (Honda CB 750)

Hotham 1000, December 19th 7.30 am Hallam

Please include the following ride briefing in the next newsletter. I did the pre ride yesterday.

Leaving Hallam at 7.30am to Moe via Narnargoon, Drouin. On to Newborough and Yallourn North with a couple of kilometers of twisties just to get warmed up. Through Tyers to Heyfield for first fuel and morning tea depending on fuel range, otherwise Stratford. Some fast sweepers on the way to Bengwarden will see us at Bairnsdale around 10.30am, having travelled around 250 km.

Heading north on The Omeo Highway is a great road through with plenty of twisties and sweepers picking up Swifts Creek and Omeo for a break, trip meter now 370 km. Fifty-six km to Mt Hotham and another 56 km to Bright for lunch via Harrierville on probably the best roads of the whole trip. Sensational. Trip meter now 500 km.)

Up to Myrtleford, across the Oxley Highway and down the King Valley Highway to Whitfield on a relatively straight section (trip 620 km). Up out of Whitfield, 6 km of gravel to Tolmie, then more great twisties through to Mansfield (trip 680 km). At Yarck (730 km), depending how everyone feels, turn off to Alexandra, Buxton, Black Spur, or straight to Healesville (810 km) via Yea. Turn off to Woori Yallock from Healesville and break up at Pakenham (900 plus km) at about 6-6:30pm. If you have a kidney belt, please wear it!

Theo. Kalkandis (Yamaha R1)

New bike, well 94 model, old route and a chance to actually complete a Brisbane ranges ride as last year my RZ refused to go any further than lunch at Gisborne as it fried a stator and lost spark.

Into the city pickup and its Kawasakis everywhere as Tim, ZX7R, Michael, ZX9R and Rob and Caitlin, ZX9R join the ZZR600 and we head off to the second at Laverton where Wayne, ZX9, Luke, VFR and Ian, CBR 900 are waiting. Rob and Caitlin being first time visitors deserve the full corner marking story and as I'm surrounded by larger bikes and have been out of the country for most of October I offer the option of "overtake the leader" if ride rate is a touch slow, and as you can see dear reader I make the mistake of not getting somebody to do the write-up. Onto the bikes and avoiding the freeway, we loop down towards Point Cook and through the market gardens to Werribee.

Fathers day and I receive a Karcher pressure washer with which I proceed to give the ZZR a thorough going over, stand back, and, after admiring my work put the bike back in the shed and think no more about it until, 5 minutes out of Laverton, the motor goes onto 3 cylinders for a short time, and then comes back onto 4 with a front-end-lightening burst. This cannot be happening, not after my previous DNF. The bike had been down the Ocean Road in the capable hands of Ben W and apart from a failed speedo cable had behaved itself. On return Ben had pronounced the handling "vague" so I fitted a Koni rear shock and checked the tyre pressures and was ready to try out the new settings. After the RZ however nothing feels "vague" Anyhow I kept on going on the flat, straight roads around the YouYangs and past the Ford test track. The bike ran fine on 4 and I was able to keep the hounds in my mirrors.

Anakie, then Maude and finally some roads with curves through Steiglitz and on to Meridith for morning tea break. Talk the talk, as we do, and the state of the roads used so far is brought up by Caitlin, pillion on Rob's ZX9, which has the damping and spring rate set on "uncomfortable" She is making a mental note of every bump on the road; its going to be a long day for her. After a break we move on and loop around through Durdidwarrah and back towards Anakie Junction, turn north and more straight roads to Bacchus Marsh. The miss returns along this stretch and gets worse as we go through the Marsh and on the start of the Marsh to Gisborne road I consider a detour to Melton to swap the ailing ZZR for the RZ. Into the mirrors comes a familiar green ZXR. Ben has waited at Whittlesea and then headed west. He has a listen, agrees its running on 3 and suggests I get on with the ride. Onto Gisborne, fuel for Rob and Caitlin, Wayne heads off to do some work and we go over Mount Macedon, pick up the Kynton to Lancefield road and pass through Cobaw to lunch break at Lancefield. Caitlin is wrapped.

Weather has been kind and after feeding my face I dump 500ml of metho into the tank and enjoy some catching up with Club gossip etc. A pleasant hour spent and time to move on. Luke, who has been rear riding till now, leaves for home. Those remaining head north-east to High Camp and on to Broadford, Ian now rear riding, Caitlin still suffering, as the roads through here are not much better than those used in the morning. After running on 3 into and out of Lancefield the ZZR cleans up and returns to 4. Water in the float bowls I guess and self inflicted as well. Cured by the addition of meths which combines with the water and allows mixing with petrol. Ben had me at least replacing the fuel pump as the bike has 65,000 km on the clock and the pumps seem to have about a 70,000 life. We shall see. Tim, by the way, had also left for other pursuits, between Mt Macedon and Newham.

Last leg now, Broadford, Tyaak, Strath Creek, Flowerdale and on to Kinglake West and ride end. 380k, good weather, light traffic, no police, and apart from my troubles and Caitlin's hard seat, no "incidents".

Geoff Jones (Kawasaki ZZR600)

LUNCH AT CARLTON VIA THE REEFTON SPUR

LA PORCHELLA, CARLTON

Saturday 13th November, 1999

ZXR750 Ben Warden FZR1000 Derek Atkinson (rear rider)
CBR600 Dianne Welsford (scribe) Car Julie, Fiona, Robert, Laura - lunch only
K75RS Geoff - 1st ride VFR750 (half of one!) Danny Kosinski (leader)
VTR1000 Darren Hosking (riding around trying to locate Club ride)
Wendy and Teagan Hosking – lunch only (car...and pram)

A 10am start at Yarra Glen saw just a handful of riders. I couldn't say if any came via KBCP as I was told I was doing the write-up virtually on my way out the door of the restaurant (you'll have to do one soon Derek!) so I'm a bit short of details. I made it just on time. We hung around a few minutes, met Geoff, a first-rider who heard about the club through Derek, then at 10.05 we decided we'd better get going as we only had 3 hours to go to Carlton via the Reefton (as you do!). Little did we know Darren Hosking was probably only seconds away, as he insisted later he arrived at 10.05. (*According to Optus time, his watch was a 3 minutes slow. Ed.*) He seemed to go to the same places, but always missed us.

We went Old Healesville Road, then crossed the Maroondah Highway and went around the back of Healesville Sanctuary, a road I haven't taken before, and took all the back roads to Warburton Highway. It was a great way to go with very little main road. Being a small group we were never strung out very far either.

Up the Warbie Highway to the start of the Reefton, with a run through the Reefton with virtually no traffic (although I heard a car gave Danny and Ben a challenge. Must have gone off the edge by the time I came through!). Not being a fan of the Reefton (sacrilege I hear you say!) I let them all take off and told Derek I'd be along. I found him waiting halfway along; what a sweetie. Is chivalry still alive? We had a bit of a break at the end of the Reefton then decided we'd better keep moving. Across the gravel, which is not bad at the moment. Still I'd be happier to see them put our petrol taxes to better use!

Down into Marysville for petrol and with no messing around it was helmets back on, back through the Black Spur, where I enjoyed a bit of a ride with a ZX7, then into Healesville where a march was finishing. Plenty of moving chicanes in the forms of horses, kids, cops etc. We wove our way through and made our way to Christmas Hills. I do love this road and had quite a lot of fun riding it. In fact heaps; that was my fun for the day as I was having a bit of an "off day" on the bike until this time.

We then took more good back roads that I couldn't name (*Warrantdyte Rd..... Ed.*) and ended up on the Eastern Freeway for the trip into the City. I was pretty unimpressed with the driver of a Holden Mustang who changed lanes moving into Ben's lane without looking or indicating. I was hoping for a red light to tell him "the error of his ways" but unfortunately didn't get one. However I did make a few hand signals which seemed to give him the hint as he dropped right back. I'll let him live...this time!

Darren finally caught up with us at lunch with his wife and our youngest club attendee at a couple of months old, Teagan, and Julie with "her tribe", and Ben's daughter Fiona. It's a shame more couldn't make it but maybe there were things to do? Anyway, the restaurant was lovely and the food fantastic. We were also lucky to have perfect riding weather. Thanks Danny for leading a great ride.

Di Welsford (CBR600)

November General Meeting Minutes

Thursday 4th

- Open Meeting:** 8.36pm
Present: 19 members and friends in attendance.
- Visitors** Ian welcomed visitors: - Cheri Handforth.
- Apologies:** Tim Walker, Lyn Duncan & Eddie.
- Secretary Report:** Contents of PO Box sorted & relevant items read by Ben: Harrieville Motel, VicRoads, Triumph Club info and Bank Statement.
- Treasurer's Report:** As at end of September there was \$3034 in the bank.
- Captains' Report** Past and Forthcoming rides previewed by Theo Kalkandis and Ian Payne.
Also a reminder of Andi's "Girls Ride" on 14th November.
- General Business:** Ian informed the group that Dianne Welsford has agreed to be Social Secretary for the remainder of the Club year.
- December Meeting is a BYO night therefore members are asked to bring a plate of food to share with others. Also, Steve Howden from Tiger Angel will be at this meeting (3rd time lucky!) to talk about his products.
- The annual Club BBQ is to be held on Saturday 11th at Fairfield Park. The BBQ is provided FREE to members with a small charge for non-members.
- The Christmas Camp will once again be at Porepunkah. Unpowered sites have been booked at the Mt. Buffalo Caravan Park for the period between Boxing Day and New Years Day.
- Guest Speaker:** Senior Constable Trevor Stowe, an instructor with the Police Motorcycle Division gave an entertaining and informative talk on all aspects of his job. i.e. timed at 255kph on the Hume chasing a "speeding" Porsche!
- Door Prize:**
- Close Meeting:** 9.55pm

Orbost/Bombala Weekend

30th October to 2nd November, 1999

Saturday 30th

At Hallam: Ben Warden ZXR750 (Leader), Rhys Williams – ZX7R, Trevor Harris – FJ1200, Bruce Saville – FJ1200, Ian Payne – CBR900

Preamble:

I had made no secret of the fact that I was contemplating trading the RF900 in on a new bike, but picking one up on Friday night and riding it on the weekend wasn't really what I had in mind. Let me recap!

I had been looking initially at the ZX9 but after reading a comparison in last December's AMCN, the CBR900 began to look a reasonable mount. Some of the Pommy Bike Mags had derided the new FireBlade and actually called it a touring bike! Hmm it could have possibilities as my type of bike, but then I had the good fortune of riding Andi's R1, and apart from the power and handling I found it also very comfortable - decisions, decisions!

I'd had the RF for just over 3 years and been very impressed with it. We'd done many Touring Club rides together and also crashed together! But it was time for a new bike and as my left elbow is now weakened and more sensitive to movement, a lighter more maneuverable bike was called for.

After doing the sums the CBR9 got the nod with Don and Vince at Nova Honda doing the deal. I'd planned to pick the bike up after the long weekend but Don said they really didn't want any more K's on the RF and that he could have the Honda ready by 8pm on Friday night!

The Ride

Saturday dawned fine, but then the rain arrived. Just my luck a new bike with new tyres, new brakes and it's raining! I arrived at Hallam with 46 kilometers on the clock and was greeted with looks of disbelief "A Fireblade". After the 'talk' from Ben, we headed off down the highway bound for Moe. I'd initially opted for rear rider but eventually Bruce took over as this allowed me to travel at a pace more suitable to running-in the bike. We used the usual detours through Pakenham and Drouin then out to Ellinbank and Yarragon before the parallel highway run into Moe for a break.

First stop the 'Gents', then the Bakery for some freshly baked goodies that we consumed back at the bikes. This gave me a chance to check out the details of my "Now Dirty" new bike for the first time in daylight!

After a leisurely break, we headed off through Tyers, Toongabbie, Heyfield, Maffra and Stratford where we refuelled and enjoyed a pleasant cup of coffee at the Mad Cow Tearooms. The tearooms have become a regular stop for us so we had got to know the proprietor, ex-Superbike racer Mark Fissenden. Funnily he commented Ben didn't seem so wide-eyed as the last time we were there!

As the rain had now stopped, we looked forward to the magic Dargo road and with my tyres scrubbed in I could relax and enjoy the ride. Even though the Fireblade's suspension was still quite firm and the reputation of the 16 inch front wheel as a tank-slapper, the run down was a real hoot. After a bit of a breather we headed back and being in the groove the return trip was even better with a couple of corners finding the ground clearance limits of Trevor's FJ.

A brief stop at Bairnsdale for fuel then the mind numbing highway slog to Orbost and our over night stop at the Commonwealth Hotel. We parked the bikes around the back in an empty garage, had a quick shower then into the bar for a few quenching ales before moving into the dining room for a counter meal. All in all a very pleasant day!

Sunday 31st

Up early for breakfast and although it initially didn't look that appetizing as the ants had got in before us, it was included in the tariff and with the right amount of vegemite on your toast the ants were almost undetectable! There had been plenty of overnight rain so the roads were quite wet, but as the distance to our next overnight stop was not that far we decided to explore the 30 odd kays of twisty bitumen up the Bonang road.

After travelling 53 kilometers and now not knowing when the dirt started, we stopped and reluctantly decided to head back. But what a sensational road!

We returned to Orbost for coffee and toasted sandwiches while Ben planned out the days route, but for me, having already covered just over 500 kays I had decided to return to Melbourne and clean up the bike in readiness for the 1000 kilometer first service.

Thanks to Ben for leading and organizing this great ride.

Ian Payne (Honda CBR900)

November Who's News

The **MTCV Home Page** has taken 133 hits during November and 96 hits during October. The page was down for a couple of days early November – the server was turned off accidentally.

Seen at the **October Social Sip, The Canada**, 596 Swanston St, Carlton: Ian Payne, Tim Walker, Dianne Welsford, Rob Matricciani, Mandy Flower and Theo Kalkandis. Only six people. Seeing these people live out east, are making the effort to attend, and the geographical population centre of Melbourne is somewhere near Camberwell, the Committee is looking for a new Social Sip venue in an easterly location, maybe as far as Doncaster. Make your suggestions known to any of the Committee.

No January General Meeting, but a magazine will be produced and posted.

The Club has booked some unpowered sites at Mt. Buffalo Caravan Park Porepunkah for the period 26th December to 2nd January at the same location as last year. If you need to book annual leave then hop to it. The location provides access to great roads and many tourist attractions. The caravan park is well maintained and attractively sited on a junction of two rivers. About 22 MTCV people camped there last year, riding a mixture of dirt and road bikes. The township of Bright is nearby and the shopping centre caters for most basic shopping items. There is a supermarket, various restaurants, pubs, two service stations, and tourist shops. Contact any of the Committee for more details.

The **Girls Ride** on 14th of November ably lead by **Andi Sirninger** attracted 18 female motorcyclists. According to Ian, one rider on a Yamaha R1 had a lucky escape when she failed to negotiate a bend, but then the armco railing guided her around the corner with only a few scratches. "What am I going to tell my husband?" was all she could say!

December 11th will be our **free Club BBQ**. This event will once again be held at Fairfield Park and is free to financial members of the Club. There are normally about 40 or so members, families and friends, so come along and join in the festive season.

Cup Day Long Weekend (Second Day, Second Half) by Trevor Harris

The weather was about to get fine, and the track was about to get dry and fast.

Leaving Orbost for the second time today, Ian headed back to Melbourne, and the remaining four took the Princes Highway to Cann River. By now, the rain had stopped and the roads were dry. After refueling, we set off up the Cann Valley Highway, an older Ducati 750 in our sights. Ben and Rhys led, Trevor followed and Bruce brought up the rear. The section of road works that was not finished last year was also not finished this year; Ben has a theory that the locals are drawing it out in order to keep on working, as there is not much else in the area to provide employment. And we passed the Ducati, of course.

At Rockton Junction we regrouped, ready to travel the 65 km logging road to Narrabarba. This was the road the Rhys had been looking forward to All Day, after experiencing it the previous year at what was implied to be 'interesting speeds'. Sending Bruce off first (*No, you can't stop for a smoke!*), after a short wait we headed off in pursuit. To my surprise, there was an unsealed section only a couple of corners in - apparently I didn't hear Ben telling Bruce about this feature. It only lasted a couple of hundred meters, then we got into it.

I settled in behind Ben, with Rhys taking Tail. What a road, there should be a lot more like it! High-speed sweepers, plenty of vision and no traffic. After five minutes, we sighted Bruce at the end of a long straight, and I thought that we would pass him very shortly. Surprisingly, this took another ten minutes to achieve, with Ben and I passing him on the outside of a very f-a-s-t left hand sweeper. He commented later that there wasn't much cornering clearance left for my FJ to use as we passed him. I lightly touched the foot-pegs twice along this road. Not bad for an FJ at the speeds we were going. Ben and Rhys seemed surprised by this; they were obviously expecting much more contact from the heavy beast.

Sadly for Rhys, the condition of the road had deteriorated somewhat since his last visit. It had been knocked around by the trucks, and had been patched up in a very average manner for most of its length. On one right-hand corner, Ben actually was on the wrong side of the road all the way around, just to avoid the numerous patches; I was attempting to do the right thing and stay on my side of the road, though I have to admit it was pretty rough going.

Waiting at the end of this road for Bruce, Rhys gave vent to some bad words - he couldn't get into the groove due to the sub-standard surface, and this, on what had been a bloody good surface only a year ago. Bruce was only a few minutes behind; it seems the way to make this man go harder was to deny him a smoke break. He was gonna have one, even after being told the next stop was only 14 km away at Kiah!

So we headed for Kiah for food. Bruce had another smoke, the whippet didn't want to play with us, only watch. Those dogs look so skinny! Then we got mobile again via Eden and Pambula, to Womula for petrol. Heading back inland we rode to Bombala, passing through Candelo, Wyndham and Cathcart. This was more open, and the speeds rose to suit.

We checked in at the hotel at Bombala, then went to Delegate to check out the action in what Ben and Rhys described as a one-horse town. The road there was very open, and it didn't take long to travel the 31 km. As anticipated, life in Delegate was proceeding at a very relaxed pace.

After a while we couldn't take the excitement of watching the world go by any more, and returned to Bombala. Dinner was at the RSL, then back to the pub for a couple of beers and then bed.

Orbost/Bombala Weekend

(Monday - Third Day)

Ben	ZXR 750 (Leader)	Trevor	FJ 1200
Rhys	ZX-7R	Bruce	FJ 1100 (Tail)

3:00am. The delivery truck arrives, and the **bright** outside lights come on. Right outside my window. About half an hour later it leaves, the light goes out and I go back to sleep.

8:00am. Time to get up, breakfasted and ready to roll. The weather was brilliant, Saturday's rain had definitely gone and we were ready to cut loose.

9:00am. We all head to the gas station for fuel, then it was up to Cooma along the Monaro/Snowy Mountains Highway. Fine weather, open road, minimal traffic, quick progress. Then it was south to Maffra, on to Dalgety, cresting a hill gave us a postcard-like view of the snow-capped mountains, set off by the clear blue sky. Ben told me later that one of them was Kosciusko; I couldn't pronounce it let alone recognise it. On to Jindabyne. 180 kilometers in 2 hours; my notes have the word "Fun!" for this period.

This was the fuel / morning tea stop. Ordering a burger resulted in one of the quickest "That'll be \$3.50" I've yet encountered! The weather was warmer so it was time to swap gloves. During the meal Rhys told us of his mishap on one of the corners we were about to cover - the moral was essentially "Don't Sleep and Ride, or you'll be a Crashing Idiot". Hindsight points to the body's natural reaction of wanting to rest/sleep after a meal.

Taking the Alpine Way, we were just getting into it when we encountered the dreaded Toll Station at the entrance to the Kosciusko National Park. What is 'Transit' in a NSW State Park? The board lists this as \$Free, while bikes are charged \$6 and cars \$14. So we paid the \$6, and headed past the stabilization works where the land-slip occurred last year. There is one hell of a lot of drainage pipes protruding from the retaining walls; the lesson seems to have sunk in that the water should be allowed out of the soil, not sealed in.

The road got very interesting, the wild black horse that gave us the eye must have got the shits, going by the amount of fresh fertilizer on, what seemed like, every other corner. The road is not yet sealed all the way, so after descending a steep, twisty hill we regrouped, ready to tackle the 5-6 km of dirt. The oncoming vehicles were either fast 4WD's or fast Falcon utes with roo bars. I started to wonder if it was the same ute that knew of a loop and was going around and around just to confuse us. Back on the seal, Rhys took off along the 70-ish km of twisties; great road, we should all try it again some time. In some places it's cut through the rock, so there is only enough room for two lanes - an interesting experience at speed.

Khancoban was the next stop, where we regrouped, refuelled and grabbed some food. There was a couple of old tractors out the front, so I had a nosey at them. Not having seen a toll station on this side of the park, I asked Ben what the situation was regarding the toll. He said that we were supposed to purchase a permit at the gas station, but I couldn't see anything to advise this. Maybe next time we should go through the park the other way? We decided that we would go straight to Walwa from here, leave our gear at the pub and then spend the afternoon in the hills. So it was back over the state line into Jeffland following the Murray River to Walwa Pub.

Leaving Walwa, we headed back to Tintaldra and went up the Elliott Way (great road) and down a interesting, tight section to one of the 'pondages' for the Tumut 2 power station for a regroup. Ben and Rhys headed off, I followed, and Bruce brought up the rear. It was the last we would see of Bruce for a

while.... The condition of the roads got a bit crap through here, but thankfully only for a short stretch. The first three took the road past the Cabramurra turnoff to Kiandra on the Snowy Mountains Highway. Bruce didn't. (Ben's notes refer to "climbing up steep, shitty road"). We waited at the Kiandra sign on the Snowy Mountains Highway intersection for a while. Still no Bruce.

So we three went back via the same roads, and then into Cabramurra, looking for Bruce, and fuel for the ZX-7. We didn't find Bruce, but did find that unleaded was 89.9 cents per liter in Australia's highest town. The gas pump was controlled remotely from the store; you had to pay first and pump second. It was also obvious that one architect had designed every building in the place; the theme never changed, only the size of the buildings.

By now it was late afternoon. Retracing our steps, it was back along the Elliott Way to Walwa, with no sign of Bruce or his bike. There was a very definite sign of a kangaroo hopping along the road straight towards me on one stretch, my first encounter with a live, road-going roo. I braked and honked the horn. The roo did a sharp turn and fell over, then headed for the trees. Ben said that there were a few more along that stretch, but I didn't see them.

Pulling up outside the pub we were wondering what to do next about our missing member when Bruce's voice comes from the window! He had followed the route proposed earlier in the day, and had gone to Khancoban, turning right at the Cabramurra turnoff. But it sounded as though he had enjoyed his travels through the countryside, taking more of a tourist approach and actually viewing the scenery, rather than tearing through it.

After parking the bikes behind the pub for the night, it was into the pub for dinner and a couple of beers. It was the night before Cup Day, and the locals were having a fundraising activity called a *Calcutta*. Sounded strange when one of them described how it worked, but they were getting into it. And we were getting into appreciating the figure of the waitress.

I didn't know until the next morning, but I had left the FJ's park light on all night...

Trevor Harris (Yamaha FJ1200)

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Victorian Motorcycle Council Inc.

Minutes of October General Meeting 1999

General Meeting No.34

14 October 1999

Officers

Andrew Davenport	Chairman	present
Detlef Lamp	Treasurer	present
Chris Czajka	Secretary	

Opening

The Chairman opened the meeting at 8.18 pm and welcomed representatives.

Chris Swalwell (Z Owners) is now resigned to being perpetual scribe.

Apologies

Triumph Owners, Hells Angels-Nomads

Minutes

Motion : That the minutes of the meeting of 9 September 99 be confirmed as correct.

Moved Detlef (BMW), Seconded Andrew (Norton), Carried unanimously .

Correspondence

In – Letter of support re-Wire Rope Barriers from BMW Club, Bank Statement

Out – Minutes, LAMs questionnaire

Treasurer

Bank statement – balance @ 6/10/99 - \$2495.92

Income \$70 VMAC sitting fee

Liabilities, PO Box fee, postage

Agenda Items

- **Wire Rope Barriers** : Letter of support from BMW Club
- **LAMs / 250 cc Learner restrictions** : Detlef responded to further questionnaire with a preference for no restrictions on learner motorcycle use and, as a second choice, 150 kw/tonne limit with no other restriction, subject to review of continuation of 150kw restriction after agreed period.

General Business

- **Club Permit Scheme or equivalent** : Andrew provided a copy of AOMC article on South Australian scheme.
- **Ride to Survive Day** : Jim provided leaflets to be distributed for 24 October 99.
- **FEMA Conference** : Paul Webster is representing MAG-Vic and Victorian motorcyclists, with Greg Hirst from NSW Motorcycle Council and Robin Martin from Ulysses, at the FEMA conference in Europe. Subjects will include standardised crash reporting methods and diesel fuel spillage problems.
- **Licences** : Jim described problems with current Victorian licences not clearly showing motorcycle use, ie. motorcycle use is represented by a code which is not explained on the licence, making it hard to prove outside Victoria that one is entitled to use a motorcycle.
- **VMC Pamphlet** : Jim provide draft pamphlet for consideration after some minor editing it was approved for distribution to clubs.
Motion : That VMC pay for the mail-out.
Moved Andrew (Norton), Seconded Detlef (BMW), Carried unanimously
- **Lane Splitting** : The Australian Road Rules may not allow the practice of riding between two lanes of stationary vehicles. We will follow this up in the latest draft of the Rules.

The meeting closed at 9.50pm

Next Meeting : ANNUAL GENERAL MEETING 1999

Meeting No. 35,

11 November 1999,

The Baden Powell Hote
Victoria St., Collingwood
Starting at 8.00 pm SHARP

Day 4 Bombala

Tuesday 2nd November

Walwa Pub is definitely a cut above the Bombala and Orbost pubs. It was better maintained and the rooms were cleaner and larger. It was so good in fact that Rhys thought we should move the Tallangatta Weekend to Walwa. Maybe. One of the best things about a trip like this is staying in the small town pubs: they are full of interesting characters, and having stayed in three different pubs in three nights, we had met our share of them. And I think logging town pubs seem to attract a special breed of character. But that was the evening entertainment. It was time to load up for one last time and head for home.

Onto the highway and immediately you are into it: glorious sweeper after sweeper, dipping and weaving around the hills, following the water line of Lake Hume. It opens up a bit and the senses tingle. Yep, that blue oncoming Falcon had three aerials – Rhys confirmed it had the lights as well. Apparently not hunting ...

We rounded the last big right hander over the long bridge before picking up the Gundowring road parallel to the Kiewa Valley Highway for 26 km of cruising. A lot safer than the Highway. Across the Dederang Gap where Bruce was passed by a young woman driving fast, obviously knowing the road backwards. Sweeping around a beautiful left hand, off camber, nominally 60 km/h corner, I was confronted by a large, gravelly, road work patch. It was the worst scare of the trip. Looking in my mirror Rhys was having a bad time of it, running very wide, foot off the peg, dirt tracking. He survived. It made for an interesting conversation in Myrtleford where we stopped for refreshments.

It was now very warm. Soon enough we pushed on to Oxley for fuel, then picked up the King Valley Highway down to Whitfield. It was a very pleasant climb up into the ranges amongst the shade and cool. I passed a fully loaded logging truck, Trev coming as well, only to find the good bitumen immediately dissolve into corrugated, dusty, twisty dirt road. The logging truck clearly had no intention of slowing down, and visions of being run over by 26 wheels were uppermost in my mind. I speared off the road to let the behemoth past. Trev, fast getting the picture, did likewise a hundred metres further on.

After waiting for a reasonable time for the dust to settle we traversed the rough 6 km of dirt, regrouping in Tolmie. There was no water readily available but the local store woman came out with a jug for our use. It was greatly appreciated.

More twisties down to Mansfield, then boring highway through Bonnie Doon to finally breakup at Yarck. Home by 3.30 pm after a magnificent 4 days riding on some of the best roads in Australia. Thanks Ian, Rhys, Bruce, and Trevor for being there to share the experience.

Ben Warden (Kawasaki ZXR750)

CHRISTMAS MESSAGE (from the President)

It is hard to believe its December, with Christmas not too far away and the end of the millennium following shortly after. With this in mind, on behalf of the Committee I would like to wish all members and their families a *Very Safe and Merry Christmas and Best Wishes for the New Year.*

This year has seen the Club membership in a fairly static position and, although the Committee is concerned about this lack of growth, we're fairly certain it is due to the high cost of owning a modern motorcycle. With the increasing cost of maintenance and tyres most owners are reluctant to participate in regular high mileage rides. Also, with suburbia spreading out further and further, some of our favourite roads are becoming urban thoroughfares with speed limits lowered accordingly, and hence the increased risk of speeding fines.

All these factors have combined to see a smaller number of riders coming out for our Sunday rides. So following on from a suggestion by Ben Warden, the Committee has decided to trial a shorter ride format hoping this will encourage more members to participate on our rides. Look out for them on the next itinerary. Best wishes,

Ian Payne (President, MTCV)

