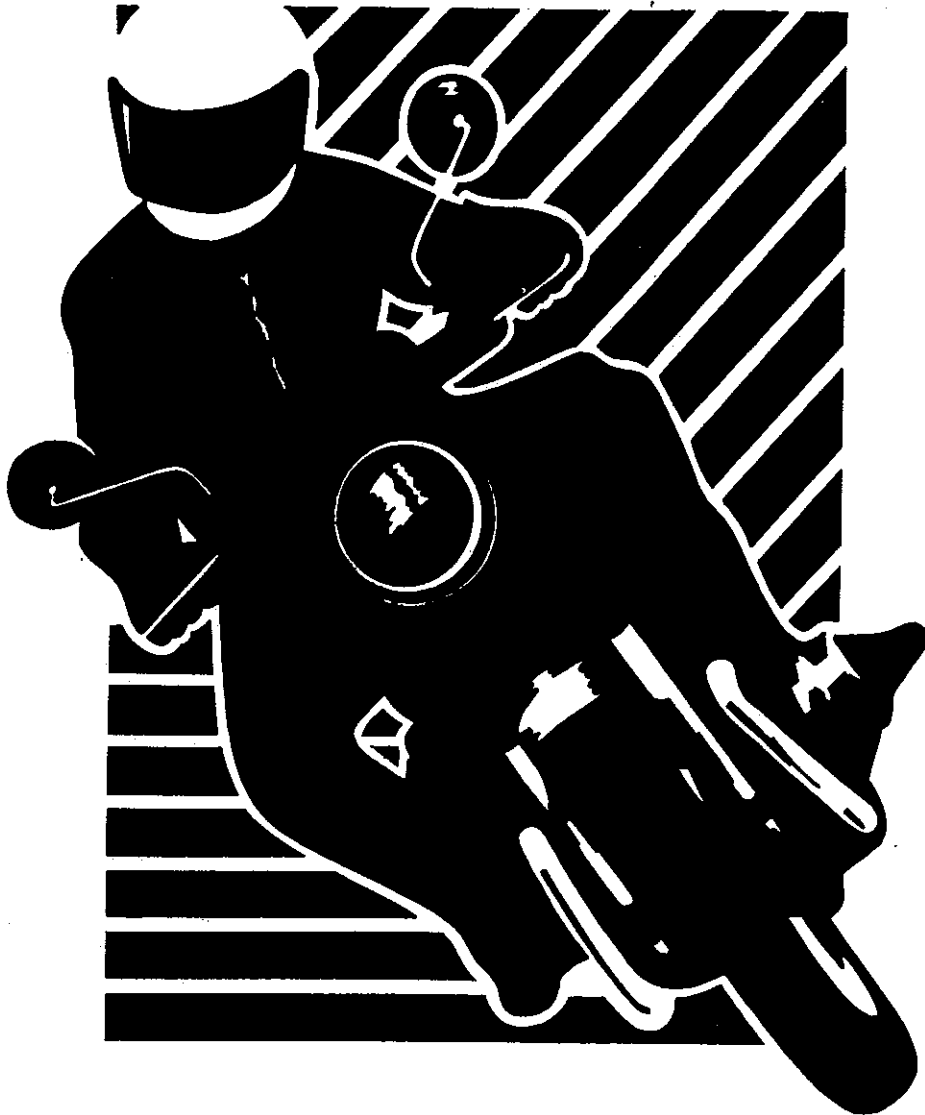


SEPTEMBER 86

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

SEPTEMBER 1986

SUNDAY 7th.	RAINBOW CREEK. 8.30 KBCP 9.45 Hallam.	Come with Hans and visit this Independent State down near Cowwarr/Heyfield. Lunch at Moe, then either North or South? to home (Yallourn Power Stat.if time)
SUNDAY 14th.	MANSFIELD. 9.00 KBCP	via those enjoyable "twisties" the Black Spur.
SUNDAY 21st.	HILLS RUN. 9.30 KBCP	Join with Geoff Webb as he takes us on a tour of the Dandenongs, via Warrandyte and Healesville then onto Pakenham and home.
SUNDAY 28th.	HISTORICAL RELICS RIDE. 9.00 KBCP.	Peter Dwyer will lead us to either Yea or Noojee area. Depending on the weather - NO sloppy dirt roads wanted! To seek out remnants from a bygone era. Any historical relis is invited to view the Historical Relics

OCTOBER.

FRIDAY 3rd.	GENERAL MEETING Club Hall 8.15 Sharp.	Apart from the usual natter and coffee, a special treat for those attending will be a 45min slide show of Ben and Janet's European Tour. Don't miss it!
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SATURDAY 4th. and SUNDAY 5th.	SWAN HILL WEEKEND. Time to be determined for start.	Refer seperate article, or contact Ross King/Peter Dwyer.
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WHO'S NEWS

Long time member Gary Lloyd is of to Perth to live; (Refer membership list for address). All the BEST to you Gary from the Club. Rye

Bye Bye

Raffle tickets are now available. Winner will be drawn at December Meeting.

No wedding for Keith Finlay, his Z1300 left him for a SIGNPOST!! Heard Keith is trying Acupuncture for his elbow injury. Being a FEMALE acupuncturist I hope she's pricking your arm and NOT arming your P...k! O,,

Ouch

Congratulations to Libby (Club Captains girlfriend) on her 21st Birthday. The party should be one "Hell of a turn" as Libby told me "WHEN I'M NOT IN BED I'M DRINKING. At the Chinese Banquet she proved her point.

M
Whoopee

Also at the Chinese Banquet, our Social Secretary REVEALED a couple of things about herself.....Nice SEE-THROUGH top Sue.

Vince Green is doing OK in U.S.A./CANADA, having travelled 34,000kms on the Goldwing so far. (Must be impressed as he has bought 2nd Goldwing for \$5500US) Seemed he entered a few gymkhana events at a bike rally (eight in fact) and won EIGHT trophies. Then entered THE 86 WINGDING, biggest Goldwing meeting in America and claimed another THREE Trophies.

You can bullshit Finlay, what he means is we haven't come to fisticuffs YET!
was Phil Duffy's response to Keiths comment on how smoothly the Constitutional
committee is working.

On Lake Mountain ride Mick Fagan kept his promise to, girlfriend, Barbara,"To show her Australia", starting from the GROUND UP.

Unselfishly Gary Osborne laid his bike down to avoid hitting Barbara, fortunately injury and damage was slight. Nice one Gary.

Keith Finlay seen on Yea ride hooning about on John Paynters 750 Turbo.

. Brmmm
Brmmm

If you like a leisurely lunch try the Strath Creek Pub....2 hours is leisurely.

Margaret Wurster was telling us "what a SHY boy Kenny is"!! Should we tell her the truth.

Thanks to John Arrowsmith for the use of his home and the Motorcycling videos after the Chinese Banquet, it capped of a great night.

More Who's News

Bens GPz550 has now clocked up 90,000km and the cylinder bore is ONLY 1mm over top limit.

Cheap days ride for those who went to Puckapunyal, not only FREE admittance to Tank Museum but also FREE snags for lunch courtesy visiting Scout group.

Ben got an unscheduled bonus courtesy Philippine Airways, 10 days of DIARRHOEA.

It could only happen in America! An accident involving a motorcar and a horse, in which the car driver was killed, a court ruling found the car manufacturer liable. For not making a car strong enough to sustain horse damage!

Heard Hans is fitting Kawasaki valve shims to the K100 and not the genuine BM part . The reason.....their cheaper.

Ben's article didn't tell about the STEAMY NIGHTS he and Janet spent in Manila!30°C overnight and 35°C during the day - Hot Stuff.

As from January 1st 87 the Vic Government will drop dual license FEEs for motorcyclists. Unfortunate if your license runs out before this time, at \$54 + \$54 for the six year period its not cheap.

WAFFLE

Honda have made it into the Guinness Book of Records. It seems they have sold a staggering 16 million of their 49cc four stroke single engine worldwide.

Wow

All you hard chargers out there saving up to buy the BIMOTA DB1 (Pantah Engine) better hope the Oz\$ sinks no further as the price will be \$18,000 plus.

\$\$\$

Ben Warden is currently formulating a Census form for use by Club members. From the information obtained he hopes to gain an insight into the Clubs history and the changes that have evolved since its inception. Watch for this form.

The Committee is seeking members advice as to whether we retain the existing Dispensary Hall for future meetings or seek another more comfortable and more modern venue. Your thoughts and ideas can be relayed to any committee member.

"HALF WAY EUROPE 86" by Ben and Janet, cont.

WEDNESDAY 21st MAY;

Hopfgarten, Free Day!

eating snitzel at local restaurant when local youth orcherstra (25 member) gave free concert, mainly in English.

THURSDAY 22nd MAY;

Hopfgarten - Lauterbrunnen (Switzerland) 365 easy miles, magnificent scenery through Julier Pass up from St.Moritz, snow 12 feet deep at summit, mountain tunnel 10 km long - pollution bad.

FRIDAY 23rd MAY;

Lauterbrunnen, caught tourist train to Jungfraiyoch (3454mt/ 11333ft above sea level) the highest station in the world. Taking 1hr 45mins each way, further 100mts in lift to Spinx observatory for views of Eiger and many other mountains. Magnificent. Also saw Ice Palace, scientific display, restaurant, glaciers and took many photos.

SATURDAY 24th MAY;

Lauterbrunnen - St.Goar (Germany) 340 miles.

Rained first 150 miles, forced to pay for autobahn sticker at border by Swiss guard (\$25) but not fined. We gambled, and lost, camped on Rhine river - clogged with river traffic, mainly giant tankers and large paddle steamers.

SUNDAY 25th MAY;

St.Goar - Nurburgring, 125 miles return.

German motorcycle Grand Prix. Track fantastic, seats 250,000 - only 1/3 full, perfect day. Gardner 2nd on pole, dived with Sarron and Baldwin all day for 2nd, Baldwin 3rd, McElrea 4th, Paul Lewis (Aust) 12th. Also saw 80cc, 125cc, 250cc and sidecar races. Cost \$21 (Aust) good value.

MONDAY 26th MAY;

St.Goar - Amsterdam (Holland) 280 miles. Slept in boat - floating Hotel. Went to Volendam, coastal tourist village. Ate smoked eel, best chips, Walked around Amsterdam. Hash, coke, Marijuana, we were asked numerous times by local drug dealers. Blundered into "Red Light District" with its almost naked call girls on display in the windows. Window shopping takes on a new meaning.

TUESDAY 27th MAY;

Anne Frank's house, spent a cople of hours. Got lost walking streets.

WEDNESDAY 28th MAY;

Amsterdam - London, 382 miles. Madurodam minature village including railways,airports,shipping,waterfalls,bridges,buildings,cathederals, petroleum works,nudist beach allto scale. Did tour inside Windmill, now replaced by pumping stations and movable dykes. 30% Holland reclaimed land.

WEDNESDAY 28th MAY; cont.

BMW's all running out of petrol as not wishing to into Belgium or French money.

Sally ferry from Dunkirk, enormous. Semitrailers, buses, cars, multilevel. Arrived back in England, got lost on M25 trying to get back to London, arrived 12:15 AM. TOUR FINISHED.

About to embark on second lap of Europe at own pace to include Spain and Greece.

Ben 14/6/86

#

PUCKAPUNYAL 3/8/86

HANS (K10ORS) ROD (VF1000F11) BEN (GPz900) MURRAY (XJ900)
DARREN (FJ1100) IAN & KERRIE (GT750) PETER (GT750)

Despite what was on the itinerary Ross Bradshaw was unable to attend, so he "volunteered" Ben to lead the way. We left KBCP at 9.30 am and went along the Boulavard and out to north to Romsey for morning smoko. We arrived at Puckapunyal and checked out the Transport Museum. We saw old horse drawn carts and army trucks and some old motorbikes, including a Harley. We then went inside the display rooms that were full of photos from different world wars, and of army vehicles including bikes in some very unusual situations. After that we went over to the Tank Museum, which was also very interesting. We saw tanks and scout cars from both world wars. There was a bunch of Boy Scouts enjoying a B.B.Q. and being prepared as they always are, managed to find some snags and hamburgers for us. Having checked out these huge lumps of iron, we headed off for a quick return trip to Whittlesea, where we split up, after a great days ride.

Rod.

= = = = =

Why don't "Black Babies" play in sand-boxes?
Because the cats keep covering them up!!

Before leaving home the morning looked bleak. Fog was thick at Altona and it was very cold.

I arrived at the KBCP at about 9.20am and found Ben, GPz900R, Ian and Kerry, GT750, Tony GUSTUS, XJ900, and a new rider Wayne SUMNER on a VF750F already there. After the usual instructions we left for the Lilydale pickup with Ben leading.

Headed out of town via the Kew Boulevard then the Eastern Freeway to Templestowe, Warrandyte etc. and arrived at Lilydale just after 10 am.

Waiting there were Mick FAGAN and friend Barbara who is over from Germany for 6 months on BMW R100RC, Frank BLOXHAM, R80GS, Gary OSBORNE on XJ 900, Peter MORELAND, GPz1000RX, Ross GABRIEL, Suzi. 250 (first ride) and Jim and Maree on near new K100 RT also on their first ride with the club. It was a good turn out with 11 bikes all told and 3 pillion passengers.

By now the weather was beaut. The sun was shining and there was no fog at all to be seen.

We left Lilydale at about 10.30am for Marysville. Ben lead the bunch out via Coldstream to Healesville then up the Black Spur to Narbethong, St. Filians to Marysville for morning tea.

Due to the beaut weather there was very heavy traffic on the roads which was especially noticeable in the Spur area where cars just could not pass one another easily. We spent most of our time on the right side of the road overtaking the cars.

After morning tea we left for Lake Mountain where we arrived at about 12 noon. All the roads leading there were dry and snow was very sparse at the sides. We rode right up to the top car park where we dismounted and after some discussion decided to 'climb' to the summit which by the way is 1433 feet above sea level.

All except Jim and Maree McNAB headed that way with the quality of the snow improving the further we went away from the car park.

After reaching the top we threw some snow at each other. We were all quite warm from the walk up there. A short time later it was decided to walk to the Alps Lookout a short distance along some vague track. Both Mick and Gary managed to lose their footing in the snow which might have been an omen for what was to come later.

At the lookout the views were terrific and clear as far as one could see. No smog up here. A few pictures were taken and some more snow thrown before we headed back to the car park.

After a short discussion it was decided to go to Warburton for lunch. Jim and Maree were aware that they were holding us up somewhat. They were made tail rider/s saying that they would meet us at Warburton. Before heading off heard Mick say something like 'no fanging'. He should have stuck to that.

Rode down the mountain to the main road then turned left onto the dirt. This dirt was very smooth and wet and slippery if not careful. I followed Ben quite briskly to Cumberland Junction where we decided to wait for the rest. A short time later Wayne arrived on the scene and told us that Mick and Barbara had fallen on one greasy corner and Gary who was trying to avoid them on the ground had also come to grief. No one was hurt. When they finally arrived at the Junction we could not find any additional marks on FAGAN'S battered BM but Gary's near new bike showed some distress at having been dropped. Still, the damage was only minor. Jim and Maree turned back where the others came to grief not liking the dirty conditions at all and left the ride. I wonder if we will see them again.

We then continued on down the Reefton Spur at the traditional brisk pace to Warburton for lunch. Peter MORELAND called it quits there and went home. The rest of us later headed to Launching Place where Mick and Barbara left the ride. We others turned off to Healesville where Gary and Ross parted our company. The remainder rode on to Yarra Glen where the ride broke up at 4 pm and 245 km of a most enjoyable ride on a beautiful day.

By the time I arrived home at Altona at 5 pm I had covered 340 km for the day and after re filling the tank found I got 49.3 mpg (17.35 Km/l) for the days outing. Not bad considering the speeds reached at times.

Yea. Sunday August 17.

Hans K100RS, Greg K100, Andrew K100RS, Ben GPZ900R, Ross XJ900, Keith GPZ750 Turbo, Murray XJ900, Peter GT750, Ian & Kerrie GT750, Rod & Libby VF1000FII, Ross RG250 HB.

The weather reports indicated the possibility of rain but that didn't stop 11 riders and 2 pillions turning up at KBCP for the trip to Yea. The slightly later start was appreciated as most of us had been to the Chinese Banquet the night before, finishing in the wee small hours watching bike racing videos at John Arrowsmiths.

We headed out on the Tullamarine Freeway and made an early stop at the Gellibrand Hill Homestead, situated just north of Tullamarine Airport. This homestead, built by early settlers in the area, is being restored to its former glory and is a good way of stepping back in time. Headed north from here through Donnybrook, Wandong and on to Broadford which was where the rain began to fall. The next stop was a never to be forgotten counter lunch at Strath Creek.

After ordering lunch we sat down with a drink and began to waitand wait....and wait. After about 90 minutes some of the meals began to arrive on the tables. Two meals did not turn up at all and two turned up different to what was ordered. All in all, a giant stuff up. I think it would have been easier to order pork at a Jewish wedding!

With lunch eventually over we headed off towards Yea via the Goulburn Valley Highway. By this time it was absolutely pouring and all types of weatherproof clothing were proving to be not quite so. Ross King, who was leading the ride, was confronted by a calf on one of the corners. First it was going to cross the road, then it was not, then it was. Nearly had veal all over the front of the XJ.

We only stopped in Yea to let Ross (RG 250) top up his tank before heading off through the hills. Ben made good use of this stop to hand an itinerary to two prospective rev heads on GPz 900 r's who had also stopped for a break.

We broke up in Whittlesea at about 3.30 pm with only 220 km on the clock. If we ever have a re-run of that ride it will have to be in the dry and we will have to by-pass Strath Creek.

Murray (XJ 900)

GPz900 x3 (Ray Thomas, Ken Wurster, Ben Warden), GT750 (Ian Payne), Z500 (Danny Dallalama), K100RS (Tom Saville and Andrea Sirninger, and Hans Wurster).

The forecast was abysmal, the weather worse. It rained all day and was quite foggy around Lavers Hill reducing speeds to a walking pace of 80 km/h. But it was still an enjoyable ride with a chance to improve our wet weather riding and slithering techniques across the Otway's mud.

Ken lead us along the normal back roads to Laverton by-passing the West Gate Bridge. I liked the way he just cruised past the police car. Ian was tail man, and later Danny.

First stop Lorne for morning tea. Then on to Apollo Bay and Port Campbell with a petrol stop at Lavers Hill for those in need.

I took up station behind Ken while crossing the very slippery ten kilometres of dirt across the Otways. With Ken leaving three inch deep *S* tyre tracks I knew what to expect next. I think my ribbed pattern front tyre probably reduced front tyre sliding a mite.

At the end of the dirt we waited for the others. Surprisingly Danny appeared before Tom, the K100 obviously a handful two-up in the mud.

Now tucked in behind Ken, with Tom right behind me, the fog thinning fast, we made haste. Rushing down the mountain I glanced in the mirrors and saw Tom was not behind me. All was well though. After seeing my front end wash out on a tight, sandy corner he had stopped to warn the following riders.

More excitement as the road opened out onto the high cliffs near the Twelve Apostles and Loch Ard Gorge. We were greeted by a fierce southerly and driving rain. Bikes with full fairings did battle with the elements, struggling to stay on the right side of the road.

Port Campbell milkbar was as busy as always. We acquired a table. But where was Danny? Ringing out his socks, rumour had it.

The effectiveness of wet weather clothing was assessed: everyone's gloves were wet, even Ken's with over-mittens. Ian and Hans, wearing *Bellstaff* pants, had damp crotches; Tom and Andrea wearing *Line 7* one piece suits were completely dry, apart from a little condensation. My leather jacket was sodden and leaking profusely through the stitching and miscellaneous holes on the arms. Ken's *Bellstaff* jacket was also leaking at a patch on the arm. Those of us wearing "gumboots" had completely dry and warm feet, and only Danny who had his wet weather pants tucked into his boots had sopping wet feet.

Hans reluctantly threw away his soggy Melway pages, after many years faithful service. And Tom recalled the time Mick Fagan passed him doing 120 km/h, minus his bike!

After refuelling at Port Campbell we headed back through Simpson to Colac and down the highway to Geelong where we dispersed.

Home by 5.00 or 5.30 pm after travelling about 550 km. The bike needs a thorough wash, a new chain, and a new cam-chain tensioner. The odometer tripped over 75,000 km on the ride and in October the bike will be two years old.

Ben (GPz900)



MOTORCYCLE
TOURING CLUB
OF VICTORIA
P.O. Box 453,
Richmond, 3121

SWAN HILL WEEKEND

The Date Saturday, Sunday, October 4, 5, 1986.

The Place Pioneer Settlement Lodge, Swan Hill

The Lodges (two) are located close by the Pioneer Settlement, Swan Hill and within walking distance of the town. Each consists of various sized bunk rooms with a central kitchen and lounge/dining room. Dinner and breakfast are included in the tariff and linen is provided; the meals have been "consumer tested" and can be thoroughly recommended.

Swan Hill has quite a lot of interest - the Pioneer Settlement, of course, the paddle steamer cruise on the Pyap, the Sound and Light, old homesteads and historical relics (couldn't resist it - "Anyone we know?"), not to mention the wineries.

It's about 340km from Melbourne on fast highways (not too fast) but we will probably have to leave earlier than 9.30 as mentioned in the itinerary.

Bookings

We have booked for only TWELVE, so don't delay.

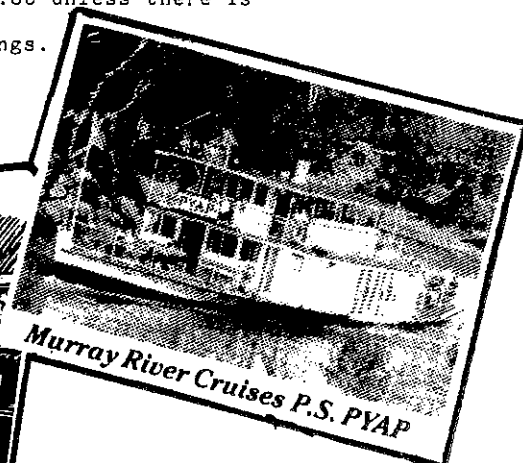
The tariff is \$20 each (dinner, bed and breakfast) and we need your money by Monday, September 15th, unless bookings are filled earlier.

A leaflet will be posted out on receipt of your money.

Cancellations - there are no refunds after 15.9.86 unless there is someone else available to take your place.

Enquiries

Ross (03)370-9479 or Peter (03)398-2322 evenings.



HURRY - FILLING FAST!!

Detach

Motorcycle Touring Club of Vic
PO Box 453, Richmond, 3121

BOOKING APPLICATION-SWAN HILL WEEKEND

Name.....

Address.....

Postcode.....

Phone (0).....Home/Work

Please find enclosed \$ at the rate of \$20 per person dinner, bed and breakfast.

Names of others in group (if applicable).....



M.R.A. PROMOTIONS PTY. LTD.

P.O. BOX 389, CAULFIELD EAST. 3145

TEL. (03) 211 5127

10th July, 1986.

TO ALL VICTORIAN MOTORCYCLE CLUBS.

PLEASE READ THIS OUT AT YOUR NEXT MEETING.

Dear Club Members,

you are probably aware of proposed changes to the registration / 3rd party system in Victoria. During this financial year the Government plans to increase premiums for motorcycles over 500cc by nearly 100 %. There will also be massive increases for smaller bikes. Cars will only pay around 25 % extra.

However, unjustified increases for motorcycles are only part of the threat. The new system, "Motorcare", will reduce benefits to you, in the case of injury due to a motor accident, and strip you of your rights in law. In effect you will be a pensioner at the mercy of a public services assessor. The new system will not reduce fraud. It will make it harder to detect.

The Road Safety Bill 1986 will allow the department of transport, Victoria Transport, to change the rules by regulation without going through Parliament. The Explanatory Notes, supplied with the draft of the new Bill, indicate that areas affected will include : registration and transfers, conditions of licensing, use of trade plates, mass and dimension limits, safety standards and the classification of motor vehicles.

In other words, public servants at VT will be able to draft regulation, change the rules and implement them without going through Parliament. I believe that this is a major threat to the consultation process even with the Subordinate Legislation (Review & Revocation) Act 1969, 1985, in place. For information on this Bill ring Mr. Gavin Jackson. 03) 63 3406. The Victorian Automobile Chamber of Commerce' Motorcycle Industry Division, discussed these matters at their July meeting and they are most concerned.

The Road Safety Bill, 1986, means major changes. The Government has not given interested groups sufficient time to study the draft. The Government's advisors, the public servants at VT, are not renowned for entering into meaningful discussions with interested groups or listening to expert advice, particularly where motorcyclists are concerned. The Road Safety Bill, 1986, should not go before Parliament until there has been adequate consultation. The Spring Session of the Victorian Parliament sits in September so we don't have much time.

For more information on these issues, or for the name, address and phone numbers of your local MP's, please ring me during business hours on 03) 211 5127. You can contact the Law Institute of Victoria on 03) 602 2315 to register a complaint about the proposed 3rd party changes.

Lobbying has been successful in getting rid of front number plates, the 80 kph pillon speed limit and the introduction of rider training and more. The Road Safety Bill, 1986, will remove the 80 kph limit on P & L plate riders and the discriminatory dual licence fee system. We have lobbied hard for these sensible improvements over the years but the issues above are a real threat to your rights and to the consultation process. We can beat them and save each rider up to \$90 per year, per head if we start lobbying our MP's now. Please ring me.

2/

2.

Bad publicity and the call to ban bikes on 60 Minutes recently have shown the need to generate positive media coverage for motorcycling. This has prompted MRA Promotions, the VACC MID and Australian Motorcycle News to work with the Victoria Police and the Melbourne City Council on projects that will generate good publicity for motorcycling.

October is National Motorcycle Month. Plans are underway to have the Mayor of Melbourne declare the month open with a road safety message to the media from Elizabeth St., on October 1st.

On June 17th., 1986, the Assistant Commissioner for Traffic, Mr. Reg Baker, wrote to me. "I look forward to our continued co-operation to increase safety for the motorcyclists on our roads and the development of a joint MRA/Police programme to highlight motorcycle safety throughout the month of October."

On Monday, October 6th., Reg Baker will call a special media conference at the St Kilda Rd., Police Complex. Motorcycling will be represented by Stewart Strickland (VACC MID), Editor Chris Beatty (AMCN), Miss Lisa Prescott (MRA Geelong) and myself (MRA Promotions). We hope to be able to launch a television campaign promoting training and motorcycle safety throughout Victoria during October.

The annual Driver Awareness Ride to Geelong will leave Elizabeth St., Melbourne at 2 PM on Saturday, October 18th. The 2nd Motorcycling is Magic Rally will be held at the end of the ride for those who wish to stay overnight. In 1985 some 5000 motorcyclists took part in the Driver Awareness Ride and it generated a lot of positive media coverage.

Toy Run '86, Melbourne's 9th, will be held on Saturday, December 13th. For the last 5 years the event has been held in the City Square. There are moves under way to move it to Victoria Square in Elizabeth St. The motorcycle industry is getting behind the event and some City bike shops have already agreed to stay open longer on the day and offer and advertise Christmas specials. This will mean you can attend an event that will give motorcycling a better image and do some bargain hunting at the same time.

A final point. The costs incurred in fighting the court cases to rid the roads of road furniture that is dangerous to motorcycles has been enormous. Some \$20,000 is needed to cover court actions fought to make the roads safer for you. Needless to say this debt will effect our ability to lobby against the unjust \$90 odd that you will have to pay extra each year if the Government gets its way on 3 rd party.

A special fund has been set up. We urgently need donations to save the Association. You can help by sending a personal donation or by taking up a collection or by running a raffle at a club function.

Cheques should be made out to "Yellow Brick Fighting Fund". Please post your donation to P.O. Box 389, Caulfield East, Victoria. 3145.

Ride Safe, *Damien*

Damien Odoignon
Director.

THE yellow brick road stoush still has a ripple effect.

The Motorcycle Riders' Association, which staged a marathon legal challenge over the yellow tram-line divider blocks, has had its application for Legal Aid rejected.

The court says it is liable for about \$200,000 in legal costs. It says the association's actions were still negotiations pending over the Legal Aid decision. An appeal has also been made directly to the Attorney-General, Mr Kennan.

The MRA based its claim for Legal Aid on the argument the road safety issue was a public

which was not a private matter. The organisation has launched an appeal to motorcyclists to help it raise funds for the costs.

What upset MRA president Warren Jackson almost as much as the theft was that the thief or thieves emptied filing cabinets and generally left the place in a mess.

"There was no need for who ever did it to carry on like that," he said.

3rd Pa. Information / Mr. Clive Alsop / Law Institute.

Page 20-The Sun Living Supplement, Tuesday, July 15, 1986

AS IF things were not bad enough for the MRA.

I Late on Sunday night the MRA Shop was broken into and an \$1800 professional video tape recorder and some cash was stolen. MRA president Warren Jackson almost as much as the theft was that the thief or thieves emptied filing cabinets and generally left the place in a mess.

"There was no need for who ever did it to carry on like that," he said.

June 5th - June 9th, London

After completing the Eurocycle's months tour Janet and I spent a week in London recuperating and preparing to travel on our own. Mechanical preparation involved a routine service on both the CBX550 and the GT550 including oil and filter changes, new plugs, checked pad wear, and set the valves on the CBX after buying a Haynes manual. I also tightened the chain, bought tax (rego.) holders, and a headlight bulb for the GT, it being compulsory to ride with lights on in some countries.

Financial preparation: aquired 500 pounds in Thomas Cook travellers cheques on VISA card credit; Janet wired home for \$A1000; 1 month *Green Card* insurance cost me 14 pounds and Janet 22 pounds (age again), and taxed (registered) the GT for a further 6 months (22 pounds).

Other details: waterproof pants (17.50 pounds), *Collins Map of Europe* (4.95 pounds) - excellent though bulky; haircut and washing.

Thursday 5th - Sunday 8th, London - Geneva (Switzerland) 900 miles.

Caught Hovercraft from Dover to Calais (25 pounds and 33 minutes) and headed south through France and east to Switzerland and a friend's house staying in Youth Hostels at Eu, Tours, and Lyon, by-passing Paris - just another big city. Again we had to adjust to right hand side riding, having unlearnt it after one week of l.h.s. driving in London. The weather was generally cold though dry. Our aim was to avoid the motorways/autobahns, especially in countries such as Spain, France, and Italy where you had to pay for the privilege of using them.

Youth Hostels cost \$4-7 for bed and sometimes breakfast, depending on which country you are in. At Eu we stayed in an ancient, fortress-like building attached to a church. It was a maze of corridors and high ceilinged rooms with a spiral staircase. Along the route we visited Chateau Chenonceaux, located in the middle of a large river, one of the many castles dotted all over Europe, especially France.

I bought a *Bagster* tankbag and base for my Kawasaki 900 and, due to its bulk, eventually shipped it back home, the cost of airmail quite prohibitive. With luck I will see it before Christmas.

Lyon Hostel proved difficult to find: we managaed to locate the same intersecting street names, in another suburb on the other side of town! Ho-hum.

Sunday 8th - Friday 13th, Geneva. Day trips.

It is always very pleasant to stay with rich friends, especially after rigorous travelling. This house was ultra modern with many unusual features including a nuclear bomb shelter - a compulsory fixture in new buildings - having 10 inch solid concrete walls, door and window. They used it as a store room!

Switzerland (and Germany) is the land of the large capacity motorcycle. In about the first 20 minutes I had seen the latest offerings from the Japanese Big Four (including GSXR1100's), and various Harleys. Honda VFR750's were everywhere - they were only *coming to your planet soon* when I left Australia. I also spotted a couple of V-max Yamahas - very impressive at traffic light drags.

It took four days and 5 trips to the Spanish Embassy before we finally managed to get a 1 month visa. *Closed on Mondays or lunch 12-2pm* were some of the unexpected delays. The rest were as the result of bureaucratic red tape. We each filled out the 28 question form in broken, ambiguous English, 3 times. (They don't have a photocopier). Eventually, after dropping off all the relevant documents at 8 am one morning we were able to pick up our stamped passport the same day, costing \$A10.

In the meantime we devised routes connecting up some of the nearby mountain passes and tourist attractions, with the help of local tourist bus itineraries.

With Janet pillion on the GT we spent a day (179 miles) riding around Geneva Lake through Lausanne to Aigle and up through Pillon Pass (1546m), - the snow line is about 1000m at this

time of year - stopping off at Chillon Castle. It is founded on 12th century ruins and has been rebuilt successively until it's present state in the 15th century. A lowered drawbridge connects the castle to the lake shore. It is surprisingly large with 3 magnificent halls turned into museums containing knights armour, battle implements, goblets, artifacts, and fire places. The rest of the 29 room castle is a maze of bedrooms, turrets, walls, prisons, stables, and dressing rooms. Well worth the 3 Swiss Francs.

The expected mountain views were somewhat thwarted by misty rain, but the novelty and peacefulness of riding through snow covered mountains along uncluttered roads, often following raging snow fed torrents, was ample compensation.

A change of pace included visiting the Geneva Natural History Museum, and Carouge, the old historical part of town. But it was the attraction of Mont Blanc, the highest mountain in Europe (4807m) which drew us to Chamonix, just over the border in France. The cable car was closed for maintenance, so we headed for Martigny through the Forclaz Pass (1527m) and the Pas de Morgins (1369m). The views were fantastic.

Saturday 14th - Sunday 15th Geneva - Tarascon - Barcelona (Spain) 565 miles

It was while photographing a nuclear reactor - France has the greatest number in the world - that I discovered that my camera was not zooming correctly. 13,000 km of vibration sitting on the tank had taken its toll. The warranty was in London. Hmm.

The monotony of 200 miles of vineyards was broken by crossing the Pyrenees and entering Spain. At last some tight twisty roads. A 40 km traffic jam along the beach road heading for Barcelona gave us an indication of how big the city would be. The main drag is 8 lanes wide, all in the same direction! The drivers are very aggressive. If you are not moving when the traffic light changes to green, the trigger happy, horn blowing Spaniards are quick to respond with a blast.

Monday 16th - Wednesday 18th, Barcelona

Checked out another castle returning to find 3 gloves and some food missing from the tankbag. Ho-hum. Rode to Montserrat and visited the cathedral at the top of a rocky mountain housing the *Black Madonna*. Later that night my passport, travellers cheques and insurance papers, and Janet's camera were stolen from our unlockable hostel room while we played cards in the next room. It later transpired that two hosteliars had lost their complete back packs!

We spent a morning in the Barcelona Police Station getting a *police report* needed for all claims on travel insurance and to facilitate travellers cheques and passport renewals. The police would only give us one set of multi-choice type forms - *You were attacked with a (i) screwdriver (ii) knife* Janets name did not appear on the report and it was only after we made a desperate commotion that they finally relented and appended her name.

Thursday 19th, La Almunia (near Zaragoza between Madrid and Barcelona) 280 m

The Australian Embassy (to renew passport) and the Tamron (lens) service centre were in Madrid. So I organised to pick up American Express and Thomas Cook travellers cheques in Madrid also.

Things were a little grim at this stage. No cameras, no money, and more importantly the CBX was loosing power at high revs. Finally at Lleida we stoppped at a shadeless service station - 33 degrees C and hot. In 3 hours I swapped the plugs and coils with the GT, drained the carbies, removed and cleaned the petrol tap, and cleaned the airfilter. A test ride after each variable was altered proved nothing. Days later I decided it had to be the air filter. It was. The plugs and pipe were sooty, poor running at high revs and excessive fuel consumption. In the meantime I was left pondering float levels, carburetor synchronisation, cam chains and black box ignitions. After attacking the *luft filter* with a knife, economy and power immediately improved and on one day we managed 245 miles before reserve which equated to 70 m/gal. Not bad considering we sat on 70-80mph, mainly 80 (130km/h) all day.

On route to La Almunia we witnessed a fierce electrical storm culminating in a torrential downpour. Travelling along barren high plains, the atmosphere was quiet and eerie, the

landscape almost lunar, devoid of human structures. Deep blue and white cumulo-nimbus storm clouds towered over distant purple mountains, red parched soil, golden wheat stubble, and bleached white rocky outcrops. A gale crosswind saw tumble-weeds scurrying across the road, lightening-a-prancing. And then the rain came. We sheltered under a leaky overpass, donned wet weather gear, watched and waited in deafening silence. Janet saw the lightening hit the farm house aerial and the resulting shower of sparks. Only a tell-tale reddish brown plume of smoke drifting lazily remained for me.

Friday 20th - Sunday 22nd, Madrid (Capital of Spain) Day trips.

After filling out a couple of 40 question forms my travellers cheques were replenished. Janet bought a replacement camera - hopefully travel insurance will cover it - and I scored a temporary passport. The 3 hours suggested time to fix the lens now sounded like 3 weeks and 40 pounds. It was not until London that it was finally fixed on the spot, gratis! A loose screw was the culprit.

We spent a day at the Prado Art Museum - really three museums - containing works from Picasso, Breughel, Ruben, Dycks, and Goya. Picasso's Guernica standing about 24 x 8 feet and its associated sketches proved the most interesting.

Toledo, the old capital was a worthy day trip. The city is maintained in the original style with modern buildings built in the same style. The streets are only wide enough to fit a motorcycle through, cars being required to park near the city gates. We visited the cathedral which dominates the skyline, a museum of artifacts with all the documentation written in Spanish, and El Greco's house.

Later that evening we joined a group of Australians going by train to a bull fight. The coliseum was only partly full - 3-4,000 fans, it being a mid-week cheap night. Bull fighting is very ritualistic and macho, and variously intriguing, cruel, sadistic, noisy, bloodthirsty and barbaric. With someone explaining the finer technical aspects of the *sport* to us, we were quite happy to leave after the sixth slaying, which turned out to be the last for the evening.

Returning to the hostel we stopped at the city square. The election results, interspersed with pop-music, were being telecast on a giant video screen. Thousands of people had gathered, awaiting the start of the World Cup soccer match due to be televised live after the election speeches. The ruling socialist party was returned to power, and Spain lost to Belgium in the play-off.

Monday 21st -Thursday 26th, Madrid - Andorra - Chamonix (France) 340+165+300 m

We were now in some sort of European mini heat-wave. Every day was hot and dry with a cloudless sky. Great weather for riding.

Trying to buy an air filter for the CBX (it was effectively running without one and the pipes were grey/white = lean) was much harder than expected. The particular *F* model is not sold in Spain, France, Switzerland, or Austria. Of course it took 3 Honda shops in each country to work this out.

Meanwhile the well looked after chain had died. In Honda Pau (France) I cut a continuous DID chain to length (using workshop facilities.) But no split link would fit so eventually, with the help of 3 mechanics, we bashed the pins to hold the side-plate on. I heard later there is a special tool for doing this.

We detoured through the Pyrenees to Andorra, and had lunch at the top of the mountains, the pass some 2,407m high. The roads were great, bikes everywhere.

Later in France we were stopped for a registration check by sub-machinegun wielding policemen. They pointed out the bald front tyre on the GT. Ho-hum. Next day we bought a Dunlop 100/90 at Montelimar for about \$A130 (ouch), some fast talking saving us a 2 hour wait until siesta had finished. The mechanic gesticulated that the front pads were worn on the right hand side. They were almost through.

Friday 27th Chamonix (France)

Caught 60 person cablecar (filled to capacity with climbers, skiers and tourists) up Mont Blanc to Aiguille du Midi (3842m), and then a 4 person red cable car (but only Janet and I each way, luckily) across the glacier to Point Helbrunner and Italy. While queuing I spoke to a tired Swiss rider on a battered, heavily loaded (including jerry cans) Tenere XT600. He had spent the previous 3 months riding around Africa and the Sahara Desert, falling off many times. The bike was a bit rattly now, only running on 3 (of 4) valves. He was glad to be going home.

It was another cloudless sky and hot (1 degree C! at the summit), a perfect day. The cablecar rides took 75 minutes each way which gives an indication of how big this mountain is. The engineering feat alone is impressive: the cable span is the longest single span in the world linking two mountains across a glacial valley. As the Americans were fond of saying, the views were *awesome*. Mountaineers were climbing sheer rock faces, teams were attempting the summit, and skiers mere specks below, parachutists coming from somewhere. (*Mont Blanc has claimed 45 lives in the past year, with 4 more last weekend.*)

Tea was with 30 funny French cyclists who had ridden 1000 km in the preceeding 5 days and were heading back to their wives the next day. The red wine provided at no expense by the hostel cook flowed freely.

Sat. 28th - Mon. 30th, Chamonix - Reutte (Austria) - Kitzingen (Germany) - Hannover 306+208+270 miles

Heading north-east through Switzerland we travelled 300 miles of twisty roads in one day, the highlight being lunch atop the Furka Pass (2431m). It is the Great Ocean Road of Switzerland, bikes galore. Problems with the GT now included a dragging clutch, leaking rear shocker, broken rear tyre, and recently worn steering head bearings which gave the impression through esses of the front tyre sliding as the bearings *clicked* back to straight ahead. I changed my riding style to cope, in the process learning about torque reaction and rear brake fade (trying to save the front pads). And with a little more ground clearance I may have caught the guy on the GPz600!

Konigsschloss Neuschwanstein or King Ludwig's Castle at Fussen (Germany) is the best in Europe. It is unbelievable. Taking 17 years to build with only the top 2 stories (of 5) and kitchens complete, work ceased upon the discovery of King Ludwig and his personal physician's bodies in a nearby lake, less than 100 years ago. A guided tour of the *Disneyland Castle* was well worth the 6 D.M., despite being amongst the other 8-10,000 people who pass through each day.

We stopped to buy postcards at Liechtenstein along the route, also catching the World Cup final on a Youth Hostel TV.

Tuesday 1st July - Wednesday 2nd, Hannover

Stayed with John and Helma Harmeyer in another magnificent house equipped with a workshop. Stock brake pads (\$A50 for 1 set) and an air filter were at last obtained. Failed to find a suitable split link so attacked it with hammer, etc. to slow loosening.

Thursday 3rd - Friday 4th, Hannover - Kreuzburg (West Berlin) 200 miles

Went to Honda Hannover and fitted Dunlop to rear of CBX, replacing 17,000km old Metzeler. Nothing available for GT. Ho-hum. I had to pull out the CBX wheel and install it which took about 2 hours because the disc has to be removed (normal on CBX's thankyou Mr Honda) and the front sprocket had to be removed to loosen the continuous chain sufficiently to remove it from the rear sprocket. The disc and axle had rusted in. Blah! Again the weather was hot - very hot - 36 degrees C, and sticky. Finally headed for Berlin.

Missed the Berlin autobahn exit and ended up going through the wrong checkpoint, a definite no-no. The guards spent 45 minutes working out what to do with us. They wanted the proof of ownership papers for the bikes which we did not have. They asked *me* what *they* should do! Eventually they got sick of us and waved us on. Friends later told us we were lucky not to be fined, let alone sent back to the correct checkpoint.

Spent a day in East Berlin after negotiating *Checkpoint Charlie*. The people are very poor, the cars 2-stroke boxes. After an hours queuing we climbed the television tower for views of the city, checked out a large domed building, and a war memorial housing the *eternal flame*, and noticed

many bullet riddled and bomb scarred buildings. The city is drab, with many buildings covered in scaffolding (which quite often has been there for many years!). Most buildings have not been rebuilt since WWII and piles of rubble (as a result of the *saturation* bombing) remain.

After walking many kilometres we returned via Checkpoint Charlie - as slow as ever - and walked back along *The Wall* admiring the colorful graffiti and murals, staying with friends of friends of etc.

Saturday 8th Kreuzburg - Hannover, 204 miles.

With Ina on the back of the CBX with Janet, we were treated to a guided tour of West Berlin. We visited a large flea market with many racks of used leather jackets; the botanical gardens; the cathedral portal remains and replacement church/monument - the organ grinders were in full swing; and the old station front portal remains.

The queue at the border was 1 km long so we cruised up the outside and pushed in. Other bikes followed suit. The guards mixed up our rego. numbers on the visas but after some phone calling figured it out.

Sunday 6th - Monday 7th, Hannover

The Schutzenfest (shooting festival) - similar to Moomba was reaching a climax, the mass parade of 140 bands from worldwide ending up at a giant amusement park. Janet survived 4 rides, though I was queasy after one. Checked out Parliament House and the aquarium (including electric eel) before being driven home in the black Mercedes in time to catch the Wimbledon Mens Final at the civilised time of 3pm. Becker (German) beat Lendl in 3 sets.

Next day went to Hameln - Pied-piper town, and saw the bells and clock chime, and the German variation of Gothic architecture, illustrated in the 16th century houses and churches.

Tuesday 8th and Wednesday 9th, Hannover - Charleville/Meziers (France) - London (390+257 miles)

Weather cold and wet, GT's bald tyre and steering characteristics not improved by wet twisty roads. Travelled through Luxembourg and Belgium. Brushes on starter motor turned to dust and had to bump start for a couple of days. Caught ferry from Calais to Dover and headed for London and *home*, having now accumulated some 19,000 km.

We were now flat broke again. A tour of the London sights was undertaken. We visited Madame Tussauds and the Planetarium, the Thames Barrier and associated scientific displays; took a ferry ride up the Thames to Tower Bridge; visited London Scientific Museum, the Cutty Sark and Gypsy Moth; and Greenwich Observatory near Hastings. Then Janet went to Inverness in Scotland to see the Lochness monster leaving me to deal with the dealers.

I sold the GT privately and the CBX to a dealer. The CBX was the harder to sell as the cam chain tensioner needed replacing, it had a *short frame* - as a result of a head-on bingle, and it is generally considered a dud bike. It is also very hard to work on. The money lost on the bikes was partially recovered thanks to the dollar dropping from 72.5 to 60 cents American in our absence.

All up we travelled about 20,000 km.

We arrived in cold Melbourne on Thursday 31st of July after surviving 4 nights in Manilla to make Friday's Club meeting and lead Sunday's ride. I would recommend Europe on a bike in summer to anyone.

Ben and Janet

CHINESE BANQUET 16th AUGUST.

A group of 30 members and friends attended this social evening, with only Ben, Tony and Geoff arriving on "PROPER" vehicles.

With much hilarity and fine spirits the 10 courses were soon demolished.

The contingent then headed for John Arrowsmiths for Port and Videos, the usual corner marking system was employed - Funny it doesn't work as well at Night and in Motorcars. Which subsequently saw a few lost enroute, and HORRORS, Ross King and Peter Dwyer "the Keepers of the PORT" where LOST.

Thanks to the diligent efforts of Geoff Webb they were soon rescued and joined the others. A fine showing of videos, past Bathursts and Swann Series, capped of an excellant evening. Thanks to John Arrowsmith and Geoff Webb for this memorable night.

#

RALLY CALENDAR.

SEPTEMBER 6th/7th

PUMA RALLY.

Rocklands reservoir,
near Balmoral Nth/West Vic.

SEPTEMBER 13th/14th

BLACK NIGHT RALLY.

Kyalite, 400km from Melb. near
Balranald NSW. Contact Q.L. Club
(03) 451-433, 434-2095

SEPTEMBER 20th/21st

TUNING FORK RALLY.

Near Ballarat,
Yamaha O.M/c.Club
P.O. Box 167 Fitzroy 3055.

OCTOBER 11th/12th

RENNAN RALLY & CASTROL 6Hr.

Oran Park, \$25 for weekend.
Enquiries (02) 81-2762.

OCTOBER 18th/19th

BILL STALKER RUN & MOTORCYCLING is
MAGIC RALLY.

Meet 12 noon MRA shop, Elizabeth
Street Melb. for run to Geelong and
Rally.

OCTOBER 25th/26th

SPAGETTI RALLY.

MOTORCYCLE TOURING CLUB OF VICTORIA MEMBERSHIP LIST

20-8-86

Life Members

Brown, Ken	294 McKinnon Rd., McKinnon, 3204	578-3403 (H)	Honda 175CD
Carron, Fred	38 Valentine St., Ivanhoe, 3079	49-2776 (H)	
Leahy, Les	8/70 Lyndhurst St., Richmond, 3121		Honda XL600
Philferan, Peter	19 Aird St., Camberwell, 3124	813-3518 (H)	Honda 750 Four
			Kawasaki GT750
Shearer, Len	798 Ferntree Gly Rd., Wheelers Hill, 3170	561-2857 (H)	

Full Members

Adams, John	43 Chomley St., Prahran, 3181	51-5049 (H) 654-3644 (B)	Honda CX650
Arrowsmith, John	6 Wenden Rd., Mill Park, 3082	404-3660 (H)	Kawa GPz1000RX
Barnes, Mick	5 John St., Williamstown, 3016	397-1640 (H)	Yamaha RZ350
Bloxham, Frank	41 Albert St., Mt Waverly, 3149	277-5212 (H)	BMW R80 G/S
Bradshaw, Ross	81 The Boulevard, Ivanhoe, 3079	497-1586 (H)	Suzuki GS1000G
Browne, Murray	2 Ethel St., Oak Park, 3046	306-5430 (H)	Yamaha XJ900
Clifton, Gary	22 Greig St., Reservoir, 3073	469-5362 (H)	BMW K100RT
Collins, Chris	158 Koroit Crk Rd., Williamstown, 3016	647-6729 (B)	
Dallalana, Danny	133 Mitchell St., East Brunswick, 3056	386-0453 (B)	Kawasaki Z500
Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378 (H)	Honda 400 Four
Duffy, Phil	9 Blackmore St., North Sunshine, 3020	311-1013 (H)	BMW K100RS ou
Duffy, Robyn	9 Blackmore St., North Sunshine, 3020	311-1013 (H)	Honda CX650
Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322 (H) 398-2322 (B)	Yamaha XJ900
Entwistle, Brian	6 Carnsworth Ave., Kew, 3101	862-2111 (H)	BMW R100RS
Fagan, Mick	13 Eden St., Cheltenham, 3192	583-7848 (H)	BMW R100CS
		663-2201 (B) after 7pm	
Finlay, Keith	41 Bradshaw St., Essendon, 3040	337-9881 (H)	Kawasaki Z1300
Fitzsimmons, Wayne	67 Oakhill Ave., Reservoir, 3073	478-0252 (H)	Honda CX650
Green, Vince			
Gustus, Tony	43 Chapman Ave., Glenroy, 3046	306-2309 (H) 338-0122-252	Yamaha XJ900
Heath, Robyn	5 John St., Williamstown, 3016	397-1640 (H) 488-2411 (B)	Yamaha RD350
King, Ross	23 Nicholson St., Essendon, 3040	370-9479 (H) 688-3400 (B)	Yamaha XJ900
Lloyd, Gary	Flat 8, 818 Canning Highway, Applecross, W.A., 6153		
Miskin, Rod	18 Linlithgow St., Mitcham, 3132	874-5569 (H) 420-2237 (B)	Honda VF1000FI
Moreland, Peter	38 Kidderminster Drv., Wantirna, 3152	221-6346 (H)	Kawa GPz1000R
Morgan, Faye	PO Box 133, Sunbury, 3429	744-5718 (H)	Honda CB550F
Morgan, Geoff	PO Box 133, Sunbury, 3429	744-5718 (H)	Honda CX500
Orborne, Gary	11 Aberdeen Rd., Blackburn Sth., 3130	877-3231 (H) 699-4955 (B)	Yamaha XJ900
Payne, Ian	Flat 2, 16 Rempton Rd., East Malvern, 3145	211-5549 (H) 568-6600-311	Kawasaki GT750
Paynter, John	66 Kingsley Rd., Airport West, 3042	338-8835 (H)	Kawa GPz750 tu
Pollett, Brenda	13 Eden St., Cheltenham, 3192	583-7848 (H) 689-8422 (B)	
Pope, Wayne	11 King St., Croyden, 3136	725-3467 (H) 387-7077 (B)	Honda VF1000F
Saville, Tom	2 Firth St., Doncaster, 3108	848-7867 (H)	BMW K100RS
Sirninger, Andrea	Shop 147 Chirnside Park Shopping Centre, Chirnside Park, 3116		BMW R65
Smith, Greg	P.O. Box 372, Carnegie, 3163	569-5022 (H)	BMW K100RS
Steckelenburg, Bob	9 Hastings Rd., East Hawthorn, 3123	82-1866 (H) 592-0636 (B)	Yamaha XJ900
Thomas, Ray	4 Sherlowe Cres., Viewbank, 3084	458-4984 (H)	Kawasaki GPz900
Thompson, Daryl	20 Mavista Ave., Glen Waverly, 3150	232-1537 (H) 657-6455 (B)	Yamaha FJ1100
Towns, Janet	108 Edgevale Rd., Kew, 3101	819-3040 (H) 347-2322 (B)	Kawasaki GPz550
Warden, Ben	51 Airlie Rd., Montmorency, 3094	439-8015 (H) 344-5233 (B)	Kawasaki GPz900
			Kawasaki GPz550
Watterson, Darren	4 Bainbridge Crt., Kilsyth, 3137	725-3444 (H)	Honda CX500
Webb, Geoff	11 Stymie St., Kingsbury, 3083	460-3559 (H) 478-8422 (B)	Kawasaki Z500
Whalley, Bruce	13 Park St., Coburg, 3058	383-1846 (H) 602-7550 (B)	Ducati 860
Williamson, Craig	46 Heather Ave., Essendon, 3040	337-4764 (H)	Honda CBX750F
Wissmann, Lloyd	46 Byron St., Elwood, 3184	531-7003 (H)	Honda CX500
			Yamaha 850

Wurster, Hans
Wurster, Ken
Youdan, Jack

21 Medford St., Altona, 3018
21 Medford St., Altona, 3018
22 Fort St., Mt. Waverly, 3149

Young, Chris
Young, Gary

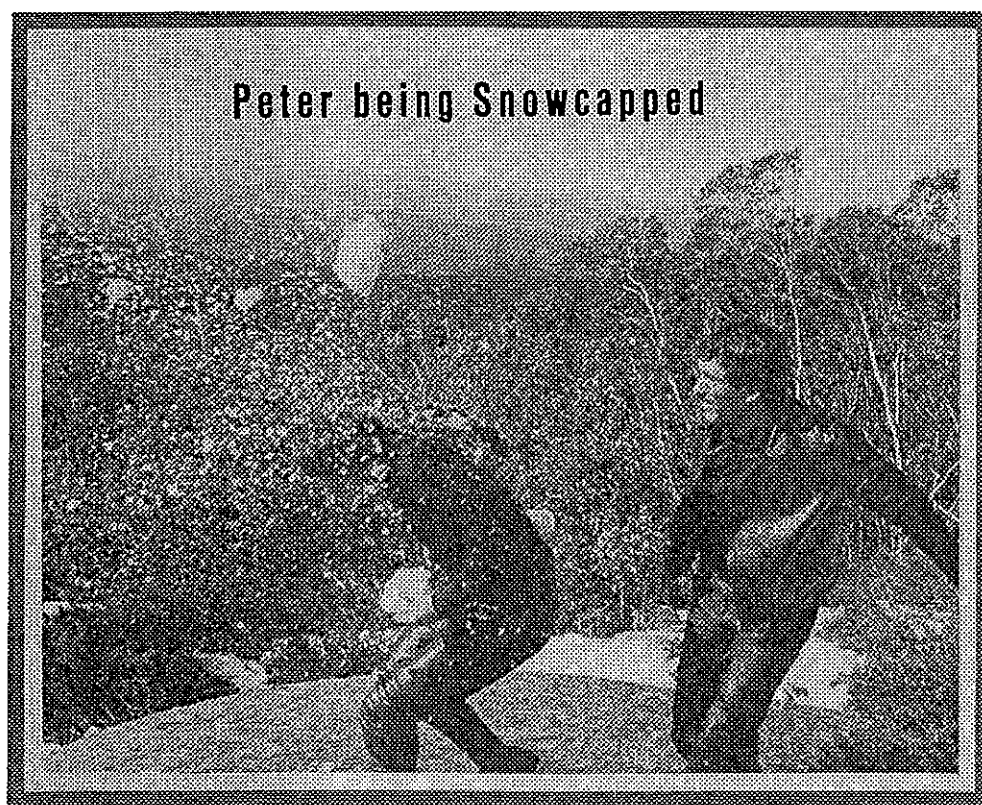
119 fawkner St., Essendon, 3040
4 Armstrong Grv., Yarra Glen, 3775

398-5575 (H) 392-3235 (B)
398-5575 (H)
232-3564 (H) 311-6555 (B)

730-1248 (H)

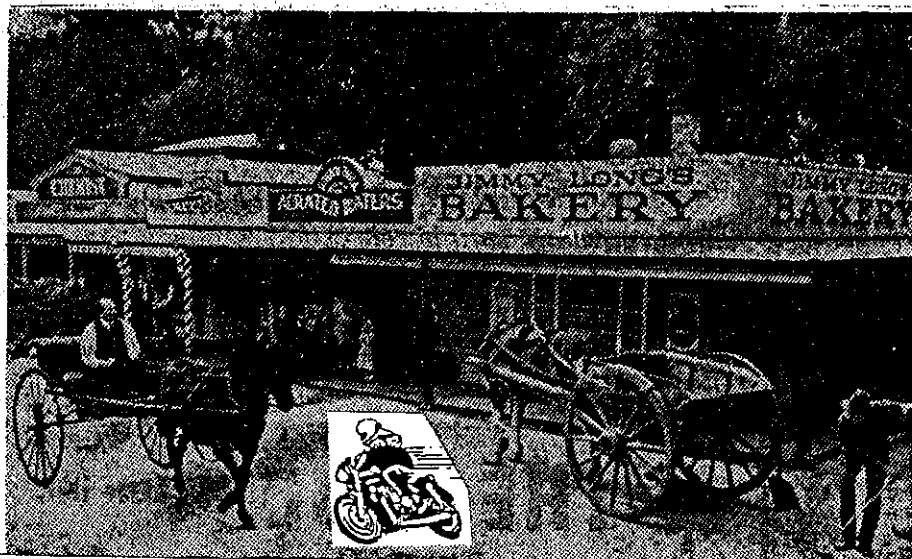
BMW K100RS
Kawasaki GPz9
Kawa GPz1000J
BMW K100RS
Kawasaki GPz7
Kawasaki KLR6

LAKE MOUNTAIN 10th AUGUST



Where the good old days never really ended.

PIONEER SETTLEMENT * SWAN HILL



SWAN HILL WEEKEND



**MOTORCYCLE
TOURING CLUB
OF VICTORIA**
P.O. Box 453,
Richmond, 3121

The Date Saturday, Sunday, October 4, 5, 1986

The Place Pioneer Settlement Lodge, Swan Hill

The Lodges (two) are located close by the Pioneer Settlement, Swan Hill and within walking distance of the town. Each consists of various sized bunk rooms with a central kitchen and lounge/dining room. Dinner and breakfast are included in the tariff and linen is provided; the meals have been "consumer tested" and can be thoroughly recommended.

Swan Hill has quite a lot of interest - the Pioneer Settlement, of course, the paddle steamer cruise on the Pyap, the Sound and Light, old homesteads and historical relics (couldn't resist it - "Anyone we know?"), not to mention the wineries.

It's about 340km from Melbourne on fast highways (not too fast) but we will probably have to leave earlier than 9.30 as mentioned in the itinerary.

Bookings We have booked for only TWELVE, so don't delay.

The tariff is \$20 each (dinner, bed and breakfast) and we need your money by Monday, September 15th, unless bookings are filled earlier. A leaflet will be posted out on receipt of your money.

Cancellations - there are no refunds after 15.9.86 unless there is someone else available to take your place.

Enquiries Ross (03)370-9479 or Peter (03)398-2322 evenings.

Detach

Motorcycle Touring Club of Vic
PO Box 453, Richmond, 3121

BOOKING APPLICATION-SWAN HILL WEEKEND

Name

Address

Postcode

Phone (0) Home/Work

Please find enclosed \$ at the rate of \$20 per person dinner, bed and breakfast.

Names of others in group (if applicable)

.....

