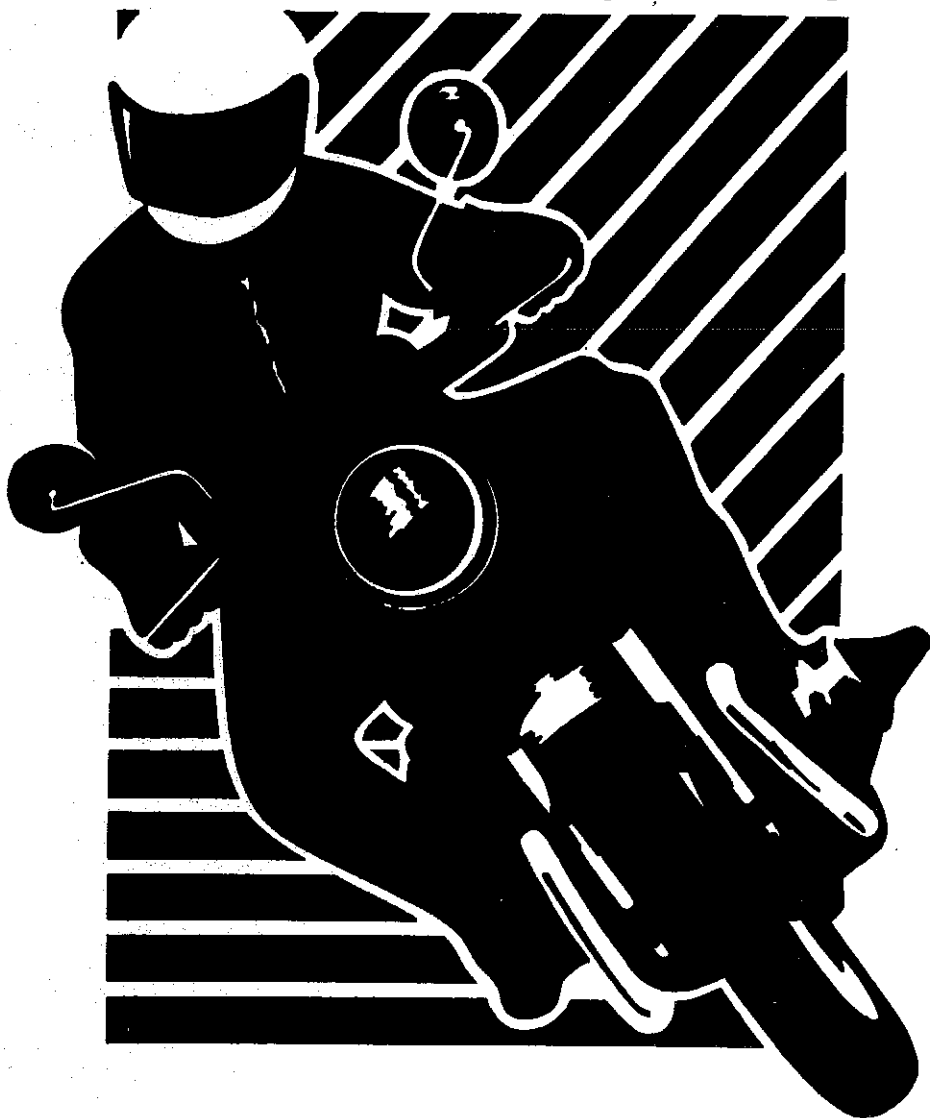


SEPT. 87.

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

SEPTEMBER 87

SEPTEMBER

SUNDAY 6th.

UPPER YARRA DAM & BBQ
with ULYSSES CLUB.
9.00 KBCP
10.15 Lilydale.

For details refer to last months
newsletter.

SUNDAY 13th.

MALDON.
Carman's Tunnel &
Steam Train Ride,
9.00 KBCP.

Ian Payne will lead us out through
Ballan and Creswick to Maldon. After
lunch a short train ride will be
taken, followed by a guided tour of
the local Gold Mine. (Costs \$2.50 &
\$1.50 respectfully).

SUNDAY 20th.

SALE.
OMEGA NAVIGATION TOWER.
8.30 KBCP.
9.45 Hallam.

Today's ride will take us to view
this controversial facility down at
Woodside in south east Gippsland.
Some great roads, with NO dirt will
be encountered.

SUNDAY 27th.

APOLLO BAY.
9.00 KBCP.
10.00 Laverton.

Usual route to Geelong and Anglesea
then GO road to Lorne and Apollo Bay
for lunch. Home through the Otways
and Deans Marsh.

OCTOBER.

THURSDAY 1st.

GENERAL MEETING.
Club Hall 8.15 Sharp.

General natter night with discussion
on the coming social events,
ie, Swan Hill Weekend,
Historical Relics Ride,
and Counter meal / Video night.

SUNDAY 4th.

EILDON.
Fraser National Park.
9.00 KBCP.
10.30 Yarra Glen.

From the Glen to Healsville and the
Spur, Marysville, Taggerty and the
Nat. Park. Home via Yea to breakup
at Kinglake or thereabouts.

WHO'S NEWS

Congrats to Jack Youdan our Economy Ride winner with an excellent 20.19km/l.

Hans performing an oil change on the K100, could not find the special oil filter removal tool. On removing the filter cover of the bike guess what he found !!!!!

Police revenue would have been bolstered by 6 to 8 club members while on the Tulla Freeway had we not been on the Economy ride.

Heard some male members residing in the Bayside area, are conducting their own regular video nights.

September Birthday Greetings to those two lovely boys (although their mothers think so, we know the truth) Ben and Murray.

The August meeting Door Prize, a combination Compass/Temperature gauge. presented to Murray....here catch....Oops....crash, now registers a permanent 20°C all year round. Very comfortable.

The tables in the lounge bar of the Bendigo hotel would not need wiping down, amazing what Ben and Tony's tongues can achieve.

See Vicki's off the liquids, seems she drove the porcelain bus four times over the Bendigo weekend.

Hear the girls refer to the Vice Pres. as Ethnic Ben. Must have something to do with his "Roman Hands"

After Bendigo, the Editor has been commissioned to write a book...."How to meet and impress local ~~bikes~~ girls"

An alternative to the Swan Hill weekend; VICTORIAN WIMA RALLY or MOONDYNE RALLY
Will be held on the 10th & 11th Oct. 1987, on the banks
of the Goulburn river, at Arcadia. Just south of Shepparton.
Lamb on the spit for Saturday night, plus Gymkana on Sunday
with usual awards. For more details contact Brenda Pollett.

BLACK NIGHT RALLY 1987, will take place on the 12th & 13th of September. Held on private property at Kyalite NSW. For details phone QL Club. 451433 or 3596869.

What a musical lot....at the Italian Banquet the secret came out about some of the boys unusual instruments! With Tony and a Piano, Ben with a Clarinet and Simon an Oboe. Murray admitted to Fiddling a lot and Ian recalled his feet Hum.

Bookings are coming in very well for this weekend and at present we have vacancies for about nine.

Because of the distance, you may find it difficult to see everything you wish leaving on Saturday, so don't forget the Friday option.

On Saturday, October 10th, the annual "King of the Mountain" event is on at Wycheproof, about an hour's ride from Swan Hill. Contestants in this event have to run to the top of Mt Wycheproof (the only hill for miles around) carrying a heavy bag of wheat and it's quite amusing (for the spectators!). Leaving Friday will allow you the option of attending this unusual bit of insanity. We may even have an MCTCV entrant, eh??

Dear Editor,

I have just completed a tour of the North Island, New Zealand on my Honda CB900. The bike behaved like a gentleman, the maps were reliable, the weather excellent, the camp sites and motels good.

As a middle-aged Anglican priest I am fairly used to people's reactions to me on a large motorbike. My colleagues look on me with a mixture of benign sympathy and deep suspicion, wondering whether the Peter Pan part of my personality will demise before I debase between the massive four cylinder block and a burst tyre. Some, I suspect, are only waiting to say "I told you so", or preferably "I told him so" while they conduct my funeral service.

The problem, of course, is a matter of image. It is clear that many feel that the dog collar is best seen on a bicycle with my cassock floating gently in the wind.

Then there is the image of "the bikie". Only certain types are expected to ride the big bikes. Macho-muscular, insensitive, oily yobos who are only concerned with leaving the normal citizen holding his ears or terrifying them as he leaves them looking up his exhausts.

At petrol stations it is evident that too many label the motorcyclist into a lowly socio-economic group, while others glare out of passenger doors as if you are a mixture of a freak communist or a rampant fascist. At best they simply look

sideways and suspect they are getting a first class view of some gang-banging bikie.

Now I must confess, (appropriate word) that when I'm in a playful mood I get a certain kick out of undoing my front zip and revealing a dog collar which should suggest to the normal citizen that I am not a

communist or fascist gang-banger who lives behind barbed wire in some bikie bastion. I usually do this in those garages where the pump attendant studiously walks around me to serve the two or three cars first which followed me in. If he gets to the fourth car my playful mood becomes icy and something less than saintly.

Now this may sound perverse, but when the pump attendant spots the dog collar (thus forcing a sudden image change in his mind), and I get good attention, I feel just as hot under the collar because if I had a t-shirt on I still expected to be treated as a customer and a human being.

However, back to my New Zealand tour. I did not travel with my clerical garb on because I was on holiday and clerical gear beneath my zip ups can be a sharp reminder of the heat in that place which is frequently mentioned in hell and damnation sermons.

Pump attendants varied; some were excellent, others gave me the treatment and thought that half a litre of spilt petrol on my tank and gear would improve my smell.

Shop keepers took one look at my motorcycle outfit and shut their tills while fellow customers took a stronger grip on their purses and handbags.

The classic was a motel where I had booked in advance. They had a vacancy sign outside and before I could open my mouth I was told the vacancy had gone. When I explained to the owner, who had called his pet bull dog into the office, that I was already booked in by phone, the look of gloom and disappointment on my host's face will always be a sound memory.

On the other hand, in another motel, the host offered me her garage in case my bike got wet. Am I turning paranoid? We were in the middle of a drought with no sign of rain, was it simply that the dear lady wanted the unsightly monster off her forecourt in case it gave the wrong impression?

Thank goodness for the friendly waves from fellow motorcyclists as we pass on the highways, or the restaurant owner who was more interested in the expiry date on my American Express card than my bike clobber.

To fellow motorcyclists, keep those waves and flashing lights going, it's nice to know someone appreciates you!

A Sangster,
Wanganui, NZ

August 2nd, 1987

Castlemaine Economy Ride

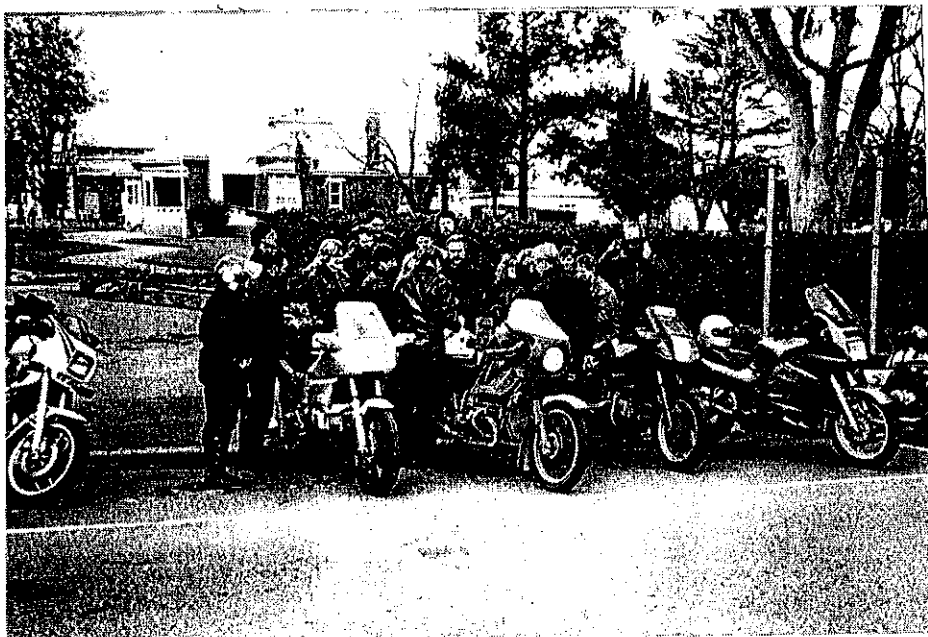
name	bike	odometer	litres	km/l	m/gal	pillion
			after 217km			
Ross Gabriel	GSX1100EFE	4,082	14.84	14.62	41.3	-
Geoff Craig	GTR1000	7,519	14.84	14.62	41.3	-
Gary Osborn	GTR1000	11,929	13.0	16.69	47.1	Sue Wells
Mick Fagan	R100CS	93,662	14.4	15.07	42.6	Barbara
Hans Wurster	K100RS	67,235	12.9	16.82	47.5	-
Jack Youdan	K100RS	42,534	10.75	20.19	57.9	-
Darryl Woodman	XJ900	88,114	16.5	13.15	37.1	Yummy Montague
Tony Gustus	XJ900	44,792	10.77	20.15	56.9	-
Murray Browne	XJ900	33,058	13.54	16.03	45.3	-
Ben Warden	GPz900	115,976	11.23	19.32	54.6	-
Ken Wurster	GPz900	55,000?	13.17	16.48	46.5	Ann Hall
Ian Payne	GT750	36,747	10.69	20.30	57.3	Kerrie Gooding
Bob Steck	GT750					
Chris Stavridis	RZ250	21,298	?	14.8	41.8	-
Darren	BR250	17,318	8.5	25.5	72.1	-
Ivor Montague	Z250C	29,115	8.7	24.9	70.45	-
Sally	GS125	15,116	6.0	36.17	102.1	-

Comments:

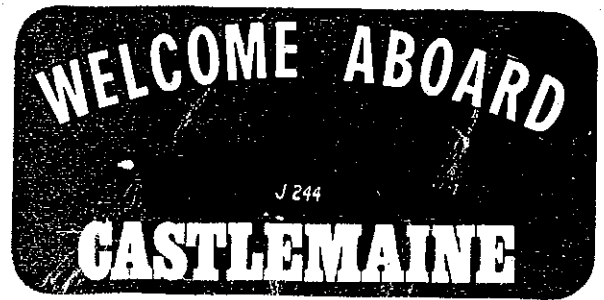
Congratulations to Sally who achieved the best economy with over 100 m/gal. Of the bigger bikes, Jack narrowly beat Ian (with Kerrie pillion). Jack and Tony never rode faster than 100 km/h. I followed Bob sitting between 115-125 km/h. The smaller bikes basically rode hard just to keep up. Hans, Gary, and Geoff rode at *normal* Touring Club speeds.

Ben (GPz900)

* * * * *



Who won?



BREAKFAST RIDE.

9th August, 1987.

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

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

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

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

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

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

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

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

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

Approx. Km Travelled:- 228.

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

Ross K. XJ900.

Colac ? 16/8/87

We left Kingsbridge carpark at 9.35 am for Laverton where we picked up Hans (K100) and Gary (BTR1000) . Hans led us towards Geelong at a sedate 140 Kph where Iva and Yummy (GPZ 1000RX) and Daryl (XJ-900) left the ride due to mechanical problems .

On to Angelsea for morning tea and breakfast after much discussion of the merits on various brands of front tyres i mentioned to Hans i would have to buy a new helmet to contain my grin this being my first trip down the Great Ocean Road with horsepower in reserve .

Had pirelli phantoms fitted saturday morning so as Hans led me out of Anglesea i was still unsure of what the tyres would hang on like . Ben and Gary soon tired of sitting behind me and the next time i saw them was at Apollo Bay .

We passed the sign marking the start of the Great Ocean Road and the grin slowly gets bigger . I quickly realised that 250 Kgs. is alot harder to throw around corners then 130 Kgs. . The fact was brought home even more with Les (RZ-350) sitting right up my clapper .

By the time we arrived in Apollo Bay Hans , Gary , Ben and Vicky had already taken off to the shop for lunch . We ate lunch in the park and decided that Colac was a waste of time so after filling up the bikes we headed for Lavers Hill . The road was dug-up for about 15 K. so the pace was slowed down a touch don't remember much about the next few Ks. except it was bitumen speeds were up and the grin was getting bigger . Hans said earlier there was a bit of dirt road but when the dirt turns to mud and slush the bikes become a bit of a handful .

We eventually got back onto sealed road and the pace got faster . I set off chasing Hans , Gary , Ben and Vicky back towards the Great Ocean Road and thought i was doing real well until one corner that had me braking to late and ending up on the right or wrong side of the road which ever way you look at it . The difference in technique between riding a little bike and a big bike is obviously quite different Les is still trying to use me as traction around corners .

Back on the Great Ocean Road and heading towards Lorne . It's a pity I have to travel so far to get to this stretch of road I have only been down here twice on a bike and i find it's very addictive . Getting back to the ride i'm finding just how far the bike will lean before the center stand touches earth . Arrive in Lorne needing petrol and find Hans and Gary already filled up . We stopped for a drink and a bite to eat .

Back on the bikes and heading for Deans Marsh . The road upto the top of the ridge is double line and full of 45 k. corners . The road between Deans Marsh and Winchlesea is great for

fast touring with 150 k. sweepers in abundance .

From Winchlesea to Geelong and then onto the Laverton breakup . Traveling along Geelong road at a good pace we seemed to pass most other traffic . Arrive at Laverton and while we wait for Les , Gary and Ben pass comments as to length of time my rear tyre will last . I'm fast finding out that it's going to be a full time job keeping the bike on the road . Gary and myself say goodbye and head for home after just on 500 k.

Just a few comparisons between the two bikes I have had since being in the club .

Suzuki RG 250 WE-1

Suzuki GSX 1100 EFF (FF BEN)

Fuel consumption is better with 14.5 kpl (GSX) compared to the 9 kpl (RG) . Comfort wise the GSX is 100 % better than the pocket rocket with me getting home from a ride now and not being a physical wreck for the next week . The lack of vibration when compared to the little bike is great .

We started of in the city with a heavy drizzle and i really thought about going home . Most of the day was patchy sunlight with a few spits here and there . The weather didn't turn foul again until we got back into the city .

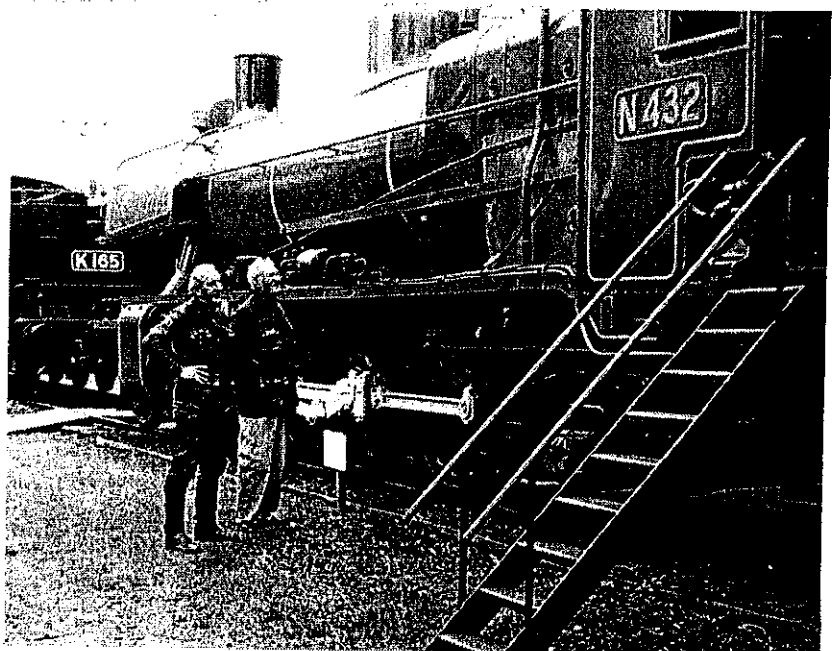
I had better finish this as it's starting to get a bit disjointed . All in it was a great ride , a great group of people and good weather .

BREAKFAST RIDE



Hello Sailor

Ross Gabriel GSX 1100 EFFFFFFF



I always wanted to drive one of those

BENDIGO WEEKEND 22/23 AUGUST.

Ian + Kerrie GT750, Ross GSX1100, John GPz900, Rod + Linda VF1000, Gary GTR1000, Peter D.XJ900, Ken + Ann GPz900, Tony XJ900, Peter P. GT750, Murray XJ900, Ben + Vicki GPz900, Visiters Allan + Anita XJ750, Peter + Beryl GTR1000.

Eleven bikes with six pillions left KBCP. on a beautiful sunny Melbourne morning heading for what promised to be an enjoyable weekend at Bendigo.

Battling our way through the Saturday morning traffic was a bit of a drag, but once we passed Tullamarine Airport, the city, smog and most of the traffic was behind us.

Heading for Lancefield the wind picked up and the temperature dropped. We stopped here for morning tea. Linda was feeling cold so I, being the perfect gentleman (?) gave her my waxed cotton pants to wear. They were about five sizes too big but its better than being cold.

We all headed off again and had to run the gauntlet of a cycle race. When I was a kid I was taught to ride "single file Indian style" Not these blokes, they were five or six abreast on a narrow country road. I finally managed to get passed them and open up the throttle for a bit of a blast.

I was following Peter on the GTR around a long right hand sweeper when I saw him move from the middle of the road to the left side, then off into the dirt, Still cranked over, the bike wobbled, missing the white marker posts by inches. Sticks and stones were flying everywhere and I slowed. I was sure he was going to loose it, but he managed to regain control and get back onto the road. He must be a dirt bike rider from way back.

Another interesting bit was coming around a bend and seeing a crossroad sign with "DANGER" written below it. Next thing there is a Stop sign staring at me, grab the brakes and hope like hell ! I managed to stop but not so Ken, he was on the other side of the intersection doing a U-turn with a rather embarrassed look on his face.

Tony had joined the ride somewhere in the middle of nowhere and we headed into Bendigo for lunch. We checked into the Albert Hotel and sorted out who was sleeping where and with whom.

After a quick bite to eat we headed for the Bendigo Goldmine and the guided tour. After putting on a hard hat, with a light on it, we headed down the shaft to the second of seventeen levels. Here the guide took us along the tunnel and demonstrated various equipment used for mining. Once back on the surface there was still plenty more to see, and well worth a visit. The mine was closed in the 1950's as gold was only \$30 an ounce and it was no longer economical to run, today gold is worth over \$600 an ounce and work is underway to reopen the mine as it has been estimated that only 17% of the gold has been extracted.

We left the mine and headed to Bendigo Pottery, here we met up with Allan, Peter, Anita & Beryl who were going back to Melb. We walked around the old kilns and then just relaxed in the sunshine. Ben picked up one of the local birds, and Vicki didn't even mind. It was only a duck that had waddled over to us, he assures us the liquid left all over him was just water of its feathers!

After this we visited a Winery on the other side of town, Real little tourists aren't we? A quick taste of the local drop and its back to the Albert. The bikes were put to bed in a garage at the back of the Hotel and it was time to rip into the grog. I mean have a few sociable drinks before dinner, which we had down the road at the Shamrock Hotel, it was reasonable and Peter D also joined us.

After filling our bellies we returned to the more relaxed surroundings of the Albert. On the way Tony was seen attempting to ride the new spring mounted road signs. By this time most of us were in a good mood (tipsy), and my memory is a bit clouded. But I do remember Ian showing us how to pick up the local girls, unfortunately they stood up and left. I don't know why, he only asked if they were the "local bikes"!

Tony was up to his usual tricks, making port disappear, Vicki retired early as she was feeling ill. Must have been something she ate. Later in the evening, (I am) a few of us were feeling a little hungry so a quick trip to the Pizza shop next door got rid off the tummy rumbles.

I decided to hit the sack and tried to get into our room but couldn't. Murray had the key and was nowhere to be found. The manageress comes to my rescue and unlocks the door and there inside is Murray ripping into an icecream, very strange? Later on Murray is seen trying to increase the volume of the swimming pool from the first floor balcony. Also some shady characters were seen climbing through the window into Ian & Kerrie's room. The mind boggles.

Next morning there were a few sore heads but most of us pulled up alright. The kitchen was full of activity as everyone cooked their own breakfast. There was bacon, eggs toast, coffee, tea, cereal and as much as you could eat.

After breaky some of us went for a walk up to the lookout and at about 10.30 left the Albert and went to see a Eucalyptus Distillery. We had a guided tour of the place and the method of extracting the oil was explained. Eucalyptus oil is used in many products such as soap, candles, medicines and cough lollies. It is also ideal for removing chewing gum from hair. But how did it get there in the first place?

Then we went to the Epsom Market for lunch and to check out the bargains. John and I bought a pair of sunnies for only \$9 each. It was now raining as we left for a fairly uneventful ride to Romsey where the ride broke up. I think everybody enjoyed themselves and many thanks to Ian for organising a great weekend.

Rod Miskin.

JOHNS HILL & ITALIAN BANQUET, 30th AUG.

At the carpark; Murray XJ900, Geoff + Christine Z500, Tony + Katherine XJ900, Craig CBX750, John RX1000, Simon GS1000, Ben + Vicki GPz900, Ian GT750 plus new riders Darren BR250 and Phillip K100rs. (immaculate 83 model bike and only 16,000km old).

With the non appearance of Gary O. I was co-opted into leading, Gasp, horror, I had only arrived at the carpark to check on the banquet numbers and had expected to head straight back home, as arising late I had thrown my leathers right over my pyjamas and rushed into town to just make the start.

So with summer gloves, no earplugs, little petrol and the bikes suspension still set extra hard (For pillion & gearsack) what was I to do? The show must go on and go we did. Not knowing where Johns Hill was, we decided a leisurely jaunt through the hills would do.

After being scrutinized by no less than three Police cars we headed for the Boulevard and attracted the attention of a fourth. We found the Boulevard blocked due to an impending Fun Run, not being officially stopped we continued on sedately and gained a white K100, with blue lights, as rear rider over that section. Onto the freeway and out through Warrendyte and Kangaroo Ground to Yarra Glen. At this point I accepted Ben's offer to lead for the rest of the ride as I had more important matters to attend to (like getting dressed).

The route then went.....Healsville, Woori Yallock, Emerald and around the back of Cardinia Res. to Berwick. On one bumpy section of the road, bikes suspensions were tested to the limit. From Berwick to Dandenong and Carnegie.

Along the way Bob Stekelenberg was encountered PUSHING his newly aquired BMW to the nearest Servo for petrol.

At the restaurant our ranks were further swelled with the arrival of; Pat, Arthur, Jan, Kerrie, Liz, Rhonda (and Geoff junior), Peter, Greg, Mary, Heather, Sue, Mick and Lyn. In all totaling twenty four members and friends.

Over the next four hours we gormandized our way through;

- 1/ Antipasto,
- 2/ Polpetti in Sugo Napolitana,
- 3/ Arancini,
- 4/ Macaroni al Sugo,
- 5/ Pollo Arrosto,
- 6/ Moka Mousse,
- 7/ Cappucinno.

An added bonus was the birthday cakes of both Christine and Kerrie, (to bad we couldn't fit them in, we were all too full). Congratulations to both girls.

From all accounts a very pleasant way to spend a Sunday afternoon, thanks to all who attended

Ian Payne.

MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST

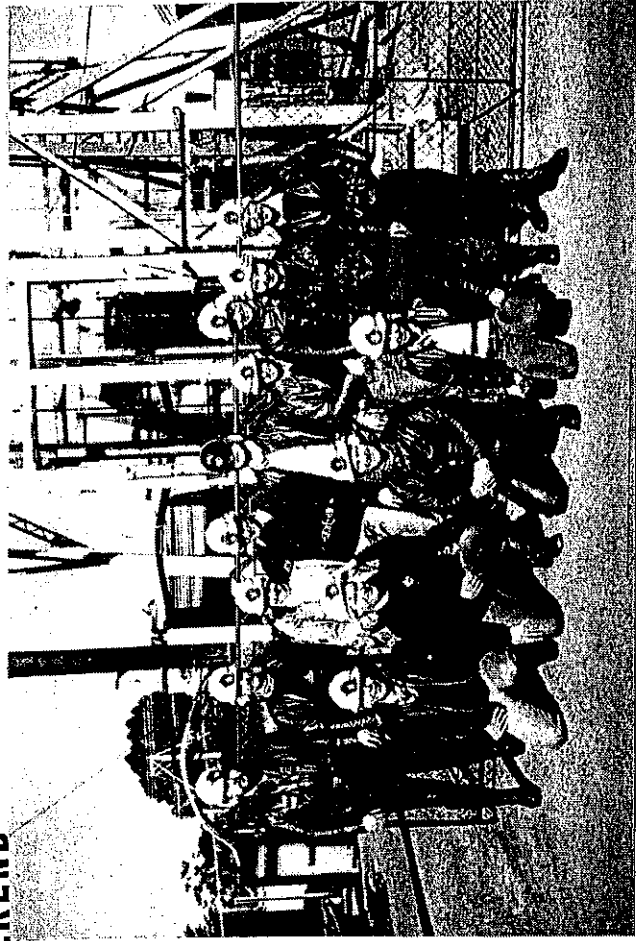
19-8-8

Life Members	Address	Home	Work	Motorcycle(s)
Brown, Ken	294 McKinnon Rd., McKinnon, 3204	578-3403		Honda 175CD
Carron, Fred	38 Valentine St., Ivanhoe, 3079	49-2776		
* Leahy, Les	3/5 High Rd., Camberwell, 3124	29-6505		Yamaha RZ350
Philferan, Peter	19 Aird St., Camberwell, 3124	813-3518		Honda 750 Four Kawasaki GT750
Shearer, Len	798 Ferntree Gly Rd., Wheelers HL, 3170	561-2857		
Full Members				
Adams, John	3/4 Chomley St., Prahran, 3181	51-2870	654-3644	Honda CX650
Barnes, Mick	5 John St., Williamstown, 3016	397-1640	543-2644	Suzuki DR 600
Bloxham, Frank	41 Albert St., Mt Waverly, 3149	277-5212	420-8277	BMW R80 G/S
+ Bradshaw, Ross	81 The Boulevard, Ivanhoe, 3079	497-1586	603-4111	Kawa GTR1000 Suzuki GS1000G
Browne, Murray	2 Ethel St., Oak Park, 3046	306-5430		Yamaha XJ900
Clifton, Gary	3 Green St., Prahran, 3181	519-3083		BMW K100RT
Dallalana, Danny	133 Mitchell St., East Brunswick, 3056	386-0453		Kawasaki Z500
Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		Honda 400 Four
Dunn, Andrew	16 Foch St., Ormond, 3204	578-9489		BMW K100RS
Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
Fagan, Mick	33 Flowerdale Rd., Moorabbin, 3189	555-7651	663-2201 after 7pm	BMW R100CS
+ Gabriel, Ross	46 Diamond Ave., Glen Waverly, 3150	232-1272		Suzuki GSX1100EFF
* Gleeson, Sally	4/113 Beach Rd., Mentone, 3194	580-9589		
Gooding, Kerrie	2/16 Repton Rd., East Malvern, 3145	211-5549		
* Gustus, Tony	18 Kingston St., Mordialloc, 3195	587-2921	791-6099	Yamaha XJ900
Heath, Robyn	5 John St., Williamstown, 3016	397-1640	488-2411	
* Inglis, John	25 Hook St., Altona Meadows, 3028	369-2371		Kawa GPz900R
King, Ross	23 Nicholson St., Essendon, 3040	370-9479	688-3400	Yamaha XJ900
* Miskin, Rod	7/2 Fifth St., Parkdale, 3194	587-2268	420-2237	Honda VF1000FII
* Montague, Ivor	4 Russel St., Sth Caulfield, 3162	578-8056	651-5862	Kawa GPz1000RX
Moreland, Peter	38 Kidderminster Drv., Wantirna, 3152	221-6346		Kawa GPz1000RX
Moreland, Sue	38 Kidderminster Drv., Wantirna, 3152	221-6346		
Osborn, Gary	11 Aberdeen Rd., Blackburn Sth., 3130	877-3231	699-4955	Kawa GTR1000
Payne, Ian	2/16 Repton Rd., East Malvern, 3145	211-5549	568-6600-311	Kawasaki GT750
* Piller, Vicki	6 Berringa St., Parkdale, 3195	580-1125	344-5551	
Pollett, Brenda	13 Eden St., Cheltenham, 3192	583-7848	689-8422	
* Saville, Tom		848-7867		BMW K100RS BMW R80 G/S Yamaha RZ500
* Siminger, Andrea		848-7687		BMW R80 G/S BMW K100
Smith, Greg	P.O. Box 372, Carnegie, 3163	569-5022		Kawa GT750
+ Stekelenburg, Bob	9 Hastings Rd., East Hawthorn, 3123	82-1866	592-0636	Yamaha XJ900
+ Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Kawasaki GPz900
Warden, Ben	51 Airlie Rd., Montmorency, 3094	439-8015	344-4047	Kawasaki GPz550
Watterson, Darren	4 Bainbridge Crt., Kilsyth, 3137	725-3444		Honda CX500
Webb, Geoff	11 Stymie St., Kingsbury, 3083	460-3559	470-1455	Kawasaki Z500
Whalley, Bruce	13 Park St., Coburg, 3058	383-1846	604-7379	Ducati 750GT
Williamson, Craig	46 Heather Ave., Essendon, 3040	337-4764		Honda CBX750FE
Woodman, Daryl	48 Maribymong Rd., Moonee Ponds, 3039	370-1865	651-2791	XJ900
Wurster, Hans	21 Medford St., Altona, 3018	398-5575	392-3235	BMW K100RS
Wurster, Ken	21 Medford St., Altona, 3018	398-5575		Kawasaki GPz900
Youdan, Jack	22 Fort St., Mt. Waverly, 3149	232-3564	311-6555	Kawa GPz1000RX BMW K100RS

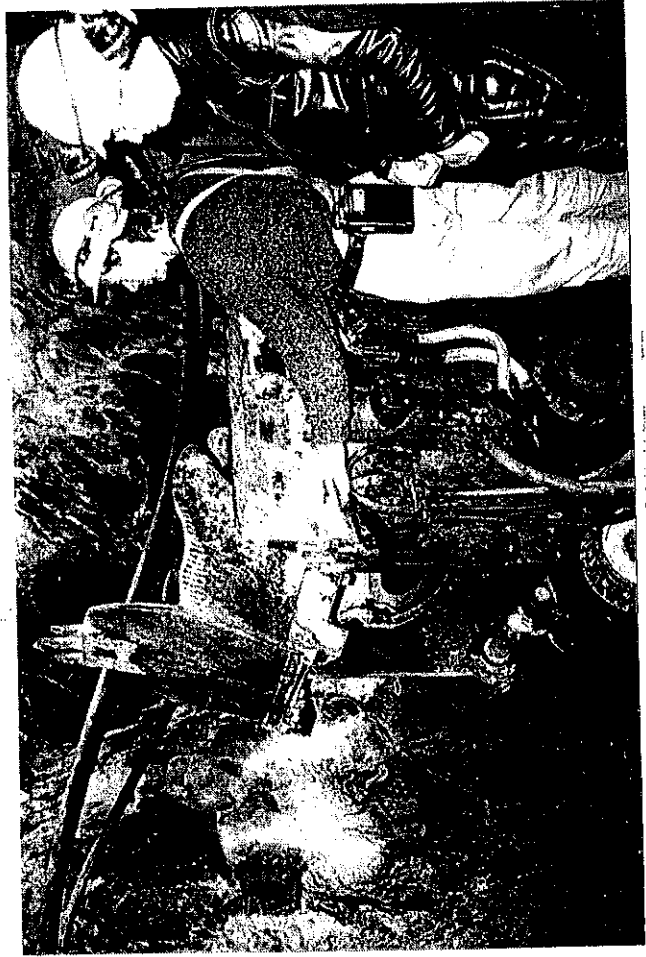
* changed address or phone number since last listing

+ new bike since last listing

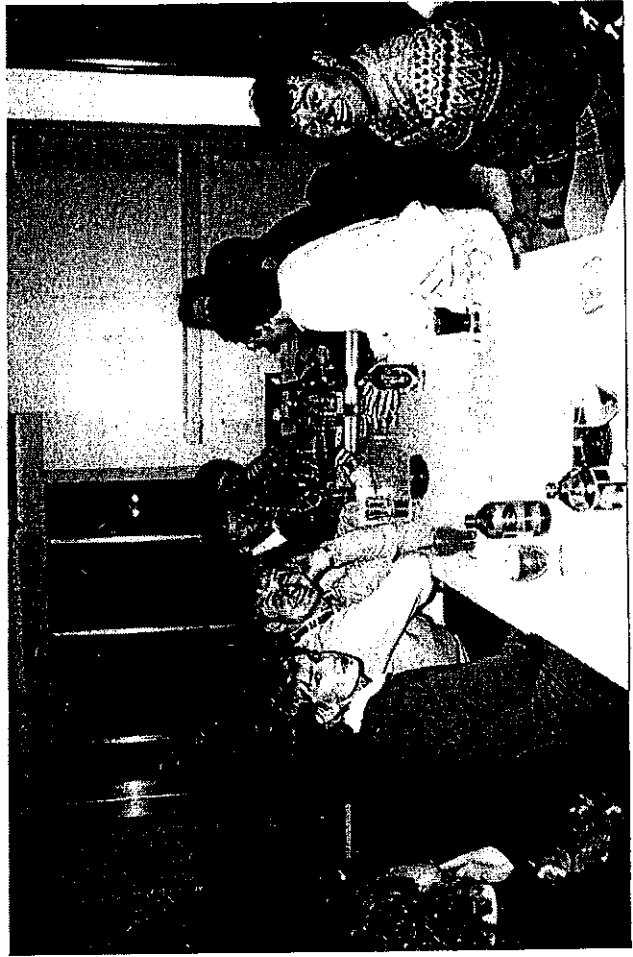
BENDIGO WEEKEND



IT'LL NEVER FLY



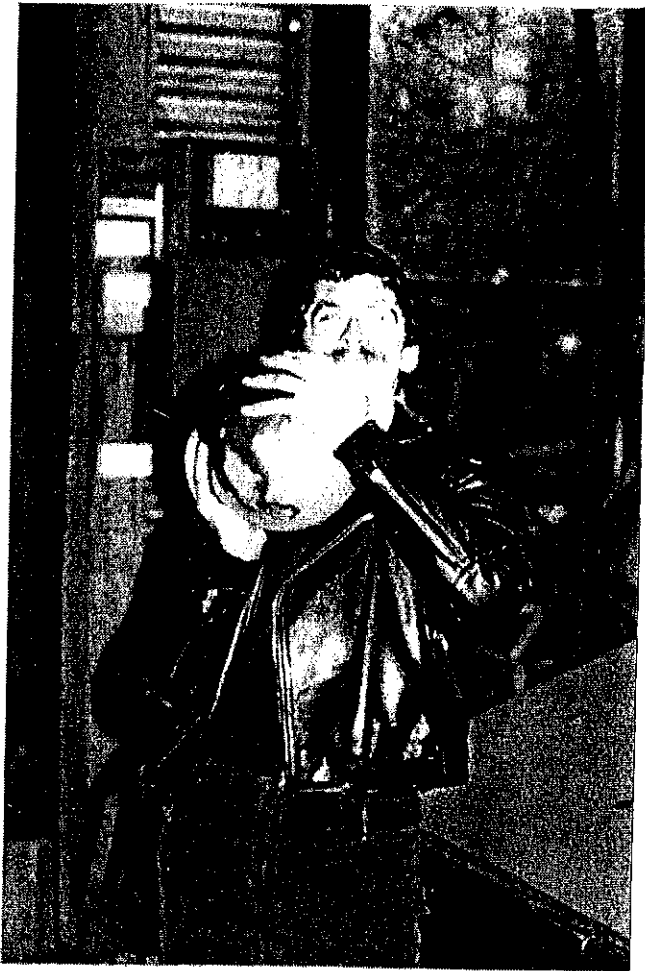
GOING DOWN



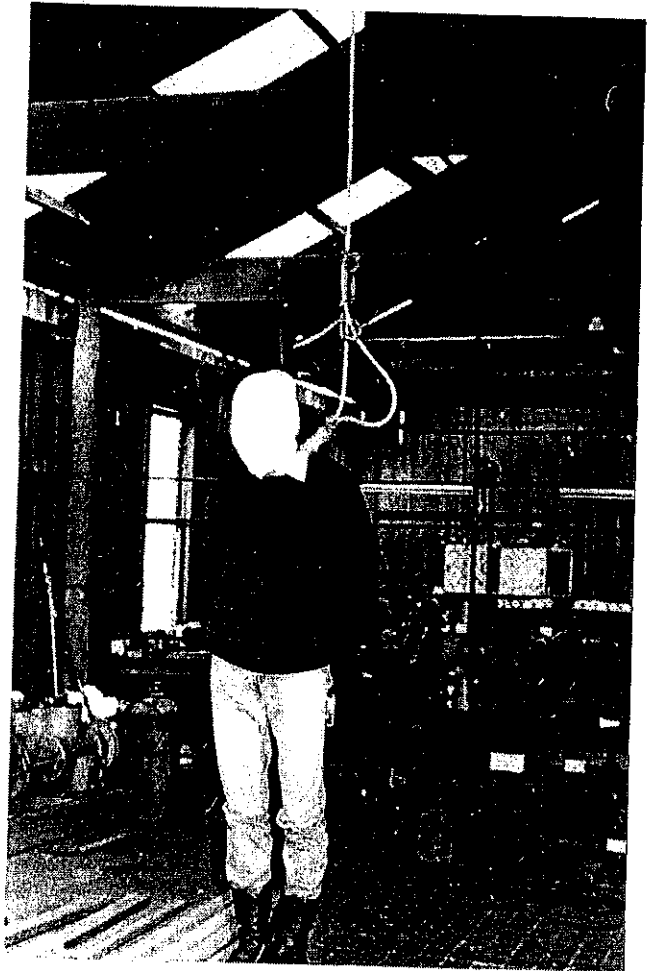
THE "BOGGER"

HAPPY LITTLE VEGEMITES

BENDIGO WEEKEND



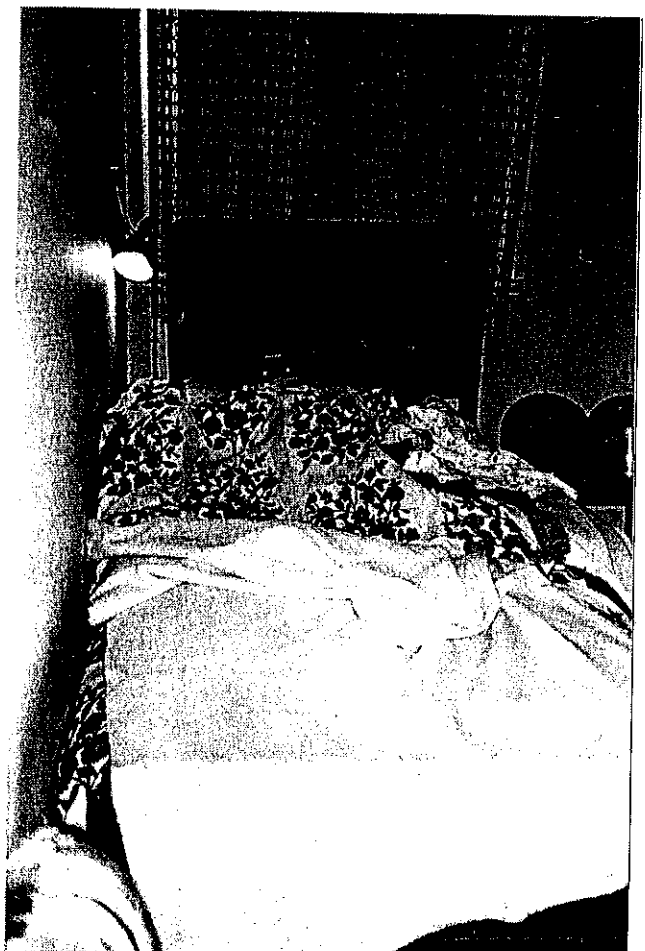
Tony having a BALL



Ben just HANGING around



We are NOT amused



Strange BEDfellow

LETTERS TO THE EDITOR.

Ian,

Copy of letter from R.T.A. for inclusion in next magazine.

It might help/confuse the issue regarding refund/rebate
on the dual license issue.

Regards

Geoff Webb



Road Traffic Authority

Driver Licences

Contact: P. Falconer 345 4491 345 4491
Our reference 191/157
Your reference
Date: 20 JUL 1987

Mr Geoffrey H Webb
11 Stymie St
KINGSBURY 3083

560 Lygon Street
Carlton Victoria

Address mail to:
Road Traffic Authority
P.O. Box 777
Carlton South Victoria 3053

Telephone: 345 6922

Dear Mr Webb

LICENCE NUMBER; 18671153 EXPIRY NUMBER 5/10/92
13/2/88

I acknowledge your letter received 1/7/87 concerning a
refund on fees under the combined licence system.

The refund only applies to licences both of which were due for
renewal from 11/6/86 to 30/4/87 inclusive. According to the
Authority's records one licence was due for renewal on 5/10/86
and the other on 13/2/85 therefore, no refund is payable in this
instance.

However, as one licence type was paid between 11/6/86 and
30/4/87 the renewal fee of the other type, when due, will be
\$3.00.

Yours faithfully

M. Dirago

for Peter Falconer

SUPERVISOR LICENCE CORRESPONDENCE