



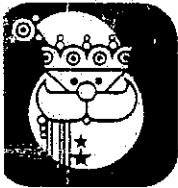
DEC 89



# Good Vibrations



**HOLIDAY  
CHEER!**



**SEASONS  
GREETINGS**



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria



# ITINERARY

## DEC 89/JAN 90

SATURDAY 9th.

CLUB CHRISTMAS BBQ.  
Fairfield Park.  
(Melways: 30 J12)  
12 Noon to 4 PM.

Our free BBQ will once again be held at this popular spot near the "Boathouse" so grab some drinks & come along to share the festive season with friends.

SUNDAY 10th.

Mt SABINE.  
Apollo Bay.  
9.30 KBCP.  
10.00 Laverton.

Join with Les Leahy as we head to Anakie then the back roads to Apollo Bay. After lunch up to Mt Sabine then along the ridge road to Lorne (some dirt) then inland to Deans Marsh and finish at Geelong.

SUNDAY 17th.

REEFTON & BLACK SPURS.  
9.30 KBCP.  
10.30 Yarra Glen.

Come along on the LAST Ben's twisties for the 80's & equalize your tyre wear, or just take things easy and view the spectacular scenery around these parts.

TUESDAY 26th  
to MONDAY 1st.

CHRISTMAS CAMP.  
Halls Gap.  
26/12 - 9.30 KBCP.  
Or make own way.  
(Refer Map)

Pack your camping gear & head for the Grampians where we have booked some un-powered sites at the Halls Gap Caravan Park. The Park is situated right in town opposite the shops. Look for Club Flag.

### JANUARY 1990

SUNDAY 7th.

Mt FRANKLIN.  
Daylesford.  
9.30 KBCP

Here's your chance to view a real live? extinct VOLCANO situated 11km North of Daylesford in the heart of Spa country.

SUNDAY 14th.

MIRBOO NORTH.  
9.30 KBCP.  
10.15 Hallam.

Join with Tom Saville as we traverse the variety (twisty) of roads leading to this Sth Gippsland town. \*\*A smidge of dirt\*\*

FRIDAY 19th.

STEAVENSONS FALLS.  
Mitcham Hotel.  
Cnr Whitehorse rd and  
Mitcham rd, Mitcham.  
(Bring a Torch)

Our first NIGHT RIDE for 1990. Meet at the Fireside Bistro at 7 PM for a meal, Once finished we head for Marysville to view these 83 Mt tall floodlit waterfalls. (The Black Spur at night IS different!) Then back to Tom & Andi's place in Doncaster for coffee.

## Itinerary cont. Jan/Feb. 1990

SUNDAY 21st.

SKIPTON CAVES.

9.30 KBСР.

Bring a Torch and  
Overalls.

Come along with Tony Gustus as we head to Skipton and the Mt Widderin Caves, (Victorias largest volcanic caves) then lunch at Skipton before heading to Parwan (SE of Bacchus Marsh) for another trip into the bowels of the earth.

SATURDAY 27th  
to MONDAY 29th.

INVERLOCH - CAMPING.

9.30 KBСР:

10.15 Hallam.

On this Aust. Day long Weekend we will be camping at the FORESHORE RESERVE, (cnr The Esplanade & Ramsay Blvd) for Saturday & Sunday while on Monday we once again will participate in the local Aust. Day Parade.

MONDAY 29th.

INVERLOCH PARADE.

\*\*\* 9.00 KBCP \*\*\*

Come with Graeme Frampton to participate in this exciting event. A good roll-up will help promote the Club and motor-cycling in general, so please try & attend.

FEBRUARY.

THURSDAY 1st.

GENERAL MEETING.

Club Hall 8.15 Sharp.

Yes the first one for the year and guess what? We will be calling for ideas for the forthcoming itinerary. So over the Chrissy Hols have a think where you would like to LEAD a Club ride.

SUNDAY 4th.

WALHALLA.

Cricket Match.

9.30 KBСР.

10.15 Hallam

Our annual grudge match will again be played against the QL Club on that lofty pitch. As usual the QL'ers will head down on Saturday & camp overnight. If wanting to do the same meet them at the Yorkshire Stingo Pub (Hoddle St) on Sat at 10am. Details Tony Gustus, Ph 587-2921

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TASMANIA:- Those intending to go in March 1990 had better book shortly as berths on the Abel Tasman are filling fast. At this stage approx 16 members are confirmed. No itinerary or group sight seeing has been planned as several memberes have opted to Do-their-own-thing, but no doubt groups will form as this trip draws closer.

MOTORCYCLE TOURING CLUB OF VICTORIA ( INC. )

General meeting held 2nd November 1989

Jika Jika Community Hall.

Present: 27 members and visitors.

Chair: Ian Payne.

Apologies: Graeme Frampton, Hans Wurster, Pam and Andrew Dunn.

The minutes of the previous general meeting were accepted by John Riddett sec Col Waddell.

Correspondance: Nil

Treasurer's Report: Income \$ 62.90  
Expences \$ 95.18

Club Captain's Report:

Steve Leyland thanked the leaders and rear riders that conducted this months rides.

October -8th: Tooborac - Australian Trials Championships.

14 bikes, 15 people, 300km.

-15th: Meeniyan

19 bikes, 20 people, 500km.

-22nd: Smeaton Watermill

18 bikes, (1 car) 22 people, 350 km.

-29th: Circe Ride

15 bikes, 17 people, 566km.

Full reports in November Magazine.

General Business: December meeting & Christmass Supper please bring a plate, and B.Y.O. Drinks.

Sat. 9th December B.B.Q. at fairfield Park.

Tas Rally '90 at Mathinna 15 people booked to date.

Snowy Mountains support vanat meeting to carry camping gear and non perishable food.

R.T.A. Videos of Right Rider tapes.

Door Prize: Rod Miskin , Degreaser (and can of baked beans.)

## WHO,s NEWS

Congratulations to Barry Ekin & Rosemary who Tied-the-Knot on 2nd of December. For the honeymoon they'll leave the GSX750 at home and have a go at navigating the waterways around Mildura aboard a Houseboat.

Congratulations also to Wayne Pope & Michelle who Pledge their Troth, Exchange Rings, Take their Vows and Enter into Matrimony on December the 16th.

Tom Saville upgrading his FZR for a new FZR with EXUP. Seems Tom has already found he can grind the exhaust on the RH side so has ordered another system that gives more ground clearance PLUS another 12 HP!

Gary Clifton back working for IPEC, on his first day unloads the truck in record time. (No he wasn't using his new CBR1000) Seems someone anonymously helped him...  
....."I've been ROBBED"

INVITATION:- The Ulysses Motorcycle Club have invited MTCV members to join in their Toy Run on Sunday 10th of December. Run starts at Cranbourne Food Plus at 9.30am. For more details Phone Barbara Maggs, (059) 982424.

# More Who,s News

New member Darryl Chivers found out recently how slippery new tyre are when his new rear let go causing some gravel rash to his CBR600.  
Darryl almost repeated the above while going through the Christmas Hills twisties when a leaking rocker cover gasket started to lubricate his back wheel & tyre!

Potential member Lou, ex-Canberra, found out how destructive Victorian roads can be when while on the Omega run the constant pummeling stripped the threads securing the RH mirror on his Laverda RGS1000. Then on Switzerland Ranges ride the main fairing bracket bolt shears (thank goodness for fencing wire) and the LH Mirror threads strip!

On Circle Ride, Tom did some bush-bashing on the FZR while avoiding a finely gravelled corner in the Fraser Nat. Park, then with much arm waving alerted following riders of the hazard.

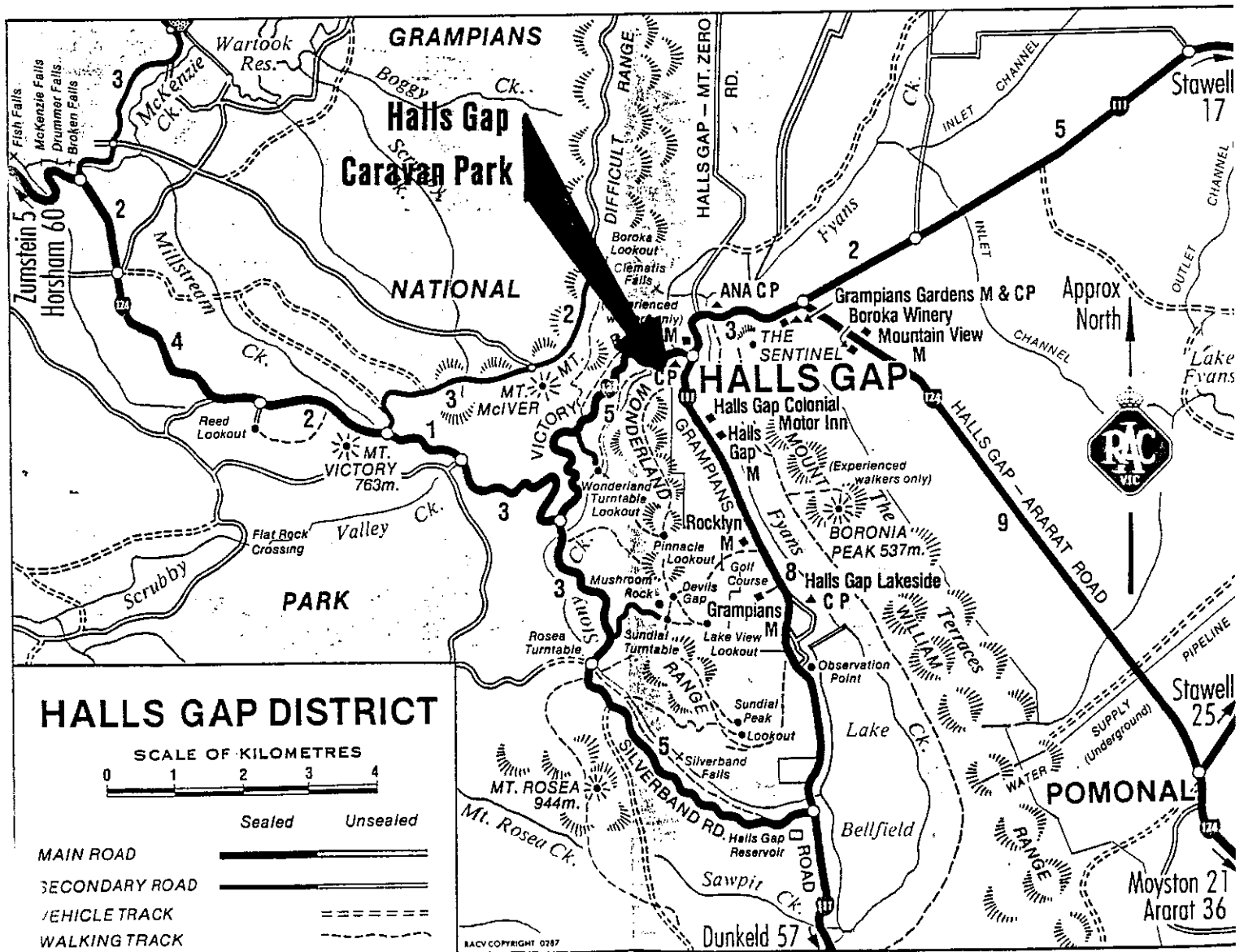
Derek Tomlinson trading his CBR1000 for a new GSXR1100, when told how unsuitable they are for pillions, replied "No problems, Sandra's getting her own bike"

WANTED:-

Past Itinerary Cards. Especially, August - November 1982  
and December - March 1980/81. Also anything prior. Contact Ben Warden.

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## CLUB CAMP 26th Dec - 1st Jan.



At 9 AM sharp, six bikes left the KBCP and travelled the usual route via the Kew Boulevard, Warrandyte, Christmas Hills to Yarra Glen.

There our numbers swelled considerably to include the following riders and pillions ; -

Andrea	KR 1	Ben	ZX 10
Eric	"	Neville	RX 1000
Tom	FZR	Rod & Rosie	Honda F2
John	"	Tony & Wilma	XJ 650 ( 1st ride)
Steve	GPz 900	Gary	FJ 1200
Jack	GSX R 1100	Mark	FZ 750
Alec	Katana 1100	Hans	K 100 RS
Luke	GPX 750		

After the usual spiel re corner marking and destinations etc., we left Yarra Glen at 10 AM precisely. As Gary and Velga had just started to have 'breakfast', they were left behind.

With myself leading we headed via Healesville up the Black Spur to Marysville. Due to recent heavy rain, there was water running across quite a few of our favourite corners of the 'spur' making it quite treacherous for the unwary. From Marysville on to Buxton then Thornton for a short break ( $\frac{1}{2}$  hr) for refreshments and smoko.

We then carried on through Eildon, up and down through the twisties of Fraser National Park to Alexandra and then via the back roads to Molesworth and then Yea for lunch and fuel.

Here we waited for about an hour and a bit before finally the rear rider arrived. It turned out that Mark came to grief with his FZ 750 on one of the corners in the National Park area. There were quite a few of our riders there to lend a hand and get his bike going again. Mark was not hurt by the fall but decided to go straight home from there. Jack YODAN said it was the same corner that brought him undone some time ago on his 'K'. Due to this mishap the one hour scheduled stop became one of 1  $\frac{3}{4}$  hrs.

During the lunch break here met Anita who was up there with her kids to do some gold panning and also Danny DELLALLANA Z 500 who was returning from the King River Rally.

Finally got mobile again and headed for Seymour. (John and Eric left the ride at Yea ) Then travelled via Puckapunyal and Tooborac to Heathcote then Reedesdale, Kyneton, Trentham and the terrific fast sweepers down through Blackwood to Greendale then into Myrniong for fuel as Steve was just about dry. After a short stop here headed down to Bacchus Marsh then the back roads to Werribee and then on to my place at Altona where we arrived at 4.45 PM.

Here found my wife Margaret had knocked up some salads and cold and hot drinks were available and the BBQ ready to go.

PTO/ -

Also found Ian and Kerry had arrived there by car, and Dot and Vicki also arrived later on by car. Ken and Ann also turned up for the BBQ with Ann bringing along literally heaps of snags, compliments of the Altona Council. They were much appreciated. Thanks Ann.

We then got stuck into the food and drinks and talked well into the night until the last had left.

A pity that a number of riders had left the ride early. All I can say is that they missed out.

The ride itself was a shortish 485 km door to door for me. There were only minimal stops (apart from the delay with Mark) during this tour but after all we are a Touring Club. I hope you enjoyed the ride and the BBQ.

PS. We should do this more often.

Margaret & Hans K100 RS

and 'JACK'

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PHILLIP ISLAND

19th NOV.

Participants:-

Tom FZR1000, Andi KR1-250, John Clowes FZR1000, Eric Makin KR1-250, Sam Sirianni GPz900, Steve Kemke FZR1000, Terry Spackman SRX600 & ex-member Peter Camerleri GSXR1100.

Highlights:-

Eric christened his knee-scrappers.

Terry exceeded the limits of his SRX (minor cosmetic damage only).

Tom rigged a Vidoe camera to his FZR and did a few laps following other riders - Very interesting watching the different riding styles.

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## To get You in the Mood.....

And down by Kosciusko,  
Where the pine clad ridges raise  
Their torn and rugged battlements on high,  
Where the air is clear as crystal,  
and the white stars fairly blaze  
At midnight in the cold and frosty sky  
And where around the overflow the  
reed-beds sweep and sway  
To the breezes and the rolling plains are wide  
The man from snowy river is a household word today  
And the stockmen tell the story of his "RIDE"

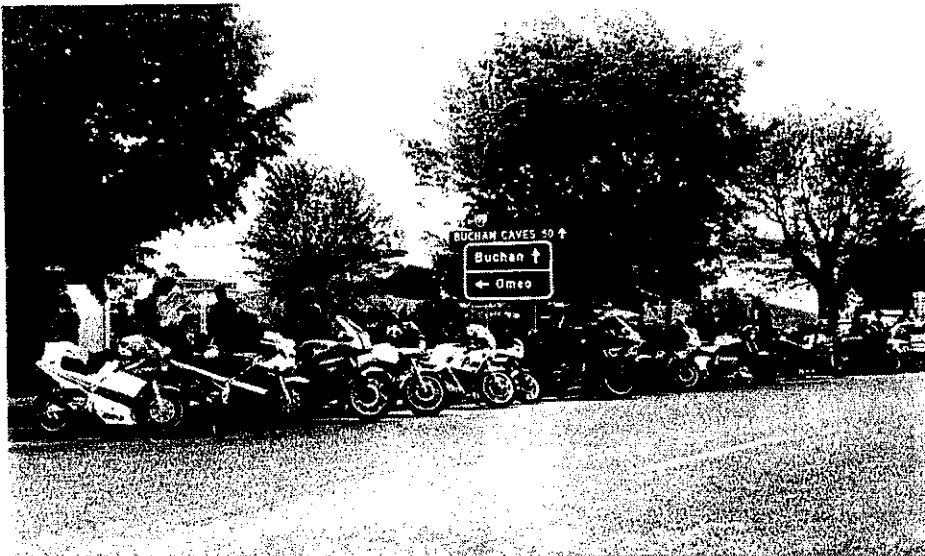
(Ode to Banjo Paterson)

At Hallam; Tom K100RS - Equipped with Radar detector (leader), Hans K100RS, Jack K100RS, Les K100 (Rear rider), Rob K100RT (3rd ride), Sam GPz900, John FZR1000, Eric KR1, Ben ZX10, Darryl CBR600 and me (Steve GPz900).

The group leaves the servo about 10mins late, due to the absence of some notable members, so Rita (who couldn't accompany Sam due to work commitments) happily volunteers to point any stragglers in the right direction. First stop Moe for fuel, and our numbers are swelled by the arrival of Andrew & Pam K100RS also Andrea KR1 and Anita CBR250, then by the time we reached Bruthen (lunch) we had been joined by Luke GPX750 and Ian & Kerrie XJ900. It was also along this stretch that Tommy found his radar detector "WORKS" but for a Ducati rider, who was showing us how fast he could go with an open-face helmet on. his luck just ran out!

At Bruthen there's a Milkbar and two Servos, the Milkbar was open, so no problem for lunch. But the Servos weren't and with 50klm to the next petrol it was cause for a little concern, but most had been taking it relatively easy and would risk it, but Eric who was already on reserve decided to syphon some petrol from John's tank while the rest of us took photos.

Before leaving Tommy made the comment "if you don't like this road give



up motorcycling" I agree, great road surface with plenty of curves in all shapes & sizes and lots of them. All up about 120klm to Omeo and some of the best scenery in the Country. Once mobile it didn't take Tom long to get motivated & being the eternal dreamer I tried to keep pace, which I did for about  $\frac{1}{2}$  a dozen

corners, then he opened the throttle. Not long after another "K" headlight loomed ominously in the rear view mirror, could only be.....yep, Hans and very much in the mood too. Once again my pace quickened & so did my heart rate.

The Servo at Ensay was open and a welcome sight to most with a good number of riders fueling up. With Tom in plain view, Ben rides right on by!!! Thinking he had not seen us Tommy takes off after him.....in the interest of party unity & out of sympathy for the Editor, I'll leave it at that. We were further delayed when Rob's RT runs completely dry, but our trusty little syphon made short work of that problem. During this extended delay the fine, warm weather turned into a mini monsoon, fortunately it was only brief and a few klms out of town it was fine & warm again so with dry roads it didn't take long to get back into it.

cont,



The first Camp site was just north of Swifts Creek & set deep in a valley next to a swiftly flowing river, very well chosen. Our illustrious driver (who had sacrificed a week of his Philippines holiday just to help with the driving) was already pissed, er, I mean happy to see us. On ya Arther and son Danial. Those who were booking accommodation in Omeo, did so, and those pitching tents 'Bent' their tent pegs. The unnaturally hard ground certainly frustrated all our attempts so we made do and hoped for a calm night. (Our tent pitching trials and tribulations paled into insignificance as we watched Les, Sam & Jack attempting to erect their bachelor tent-Ed).

While all this was happening, Peter P GT750 and Greg R80G/S (2nd ride) turned up then a little later Felicity on her GSX550 (2nd ride). Now the stage was set to "PARTY" so a quick trip to the Swifts Creek Pub was required to pick up provisions, with Ian riding shotgun on the back of the Kwaka we were soon back & raring to go. Having all the creature comforts (car fridge, BBQ's, Eskies, tables, seats etc) courtesy of the van made the evening all the more enjoyable, so after much chin-wagging around the campfire I called it quits about 1.30am.

Omeo was by far the most popular camp for the weekend as Les, John, Eric, Peter P, Andrew & Pam were not continuing on with us also Anita & Greg were taking the short cut over Mt.Hotham to Harrietville. The rest of us poured our belongings back into the van for Arthur & Danial to ferry



it to Adaminaby via the shortest route while we took the longest, well almost!

Tom leads us back down the Omeo Hwy (leaving tell-tale signs on most corners-Ed) to Bruthen where we waited about 10 minutes for Ben & Darryl to arrive (they had stayed in the Pub). Also allowed Luke to catch his breath after 'a moment' on one of the tricky corners. Then on to Buchan for fuel and it was here that Ben noticed a nail in Sam's rear tyre. After much debate and argument the decision was made to remove the nail and plug the hole, then plug it again, then hit it with the Finilec then finally inflate the tyre and head for Cann River & lunch.

It was now hot and sunny and after refueling we headed north to Bombala, Cooma (fuel) and Adaminaby for supplies (steaks). The roads had been terrific, lots of everything from tight twisties, sweepers, straights and even 17kml of dirt that shook my fairing loose (but nothing that tightening a bolt didn't fix).

cont.

Camp #2 was about 40klm from Adaminaby at Three Mile Dam which is situated right in the heart of the Snowys, Arthur had been here for some time and was again "happy" to see us. After we set up camp the couples (Tom+Andrea and Ian+Kerrie) made use of the portable shower while the rest of us took photos.....of the scenery, er, frees, lake and bikes. Once again the partying went well into the evening and not even a drop of precipitation could dampen our spirits. (Its a wonder you can remember that it rained at all Steve?-Ed):.

The next day's weather didn't look too promising for the coming trek, again Arthur headed directly to Harrietville and we said our good-byes to Flik (Felicity) who was off to Queensland. After waiting 15 minutes for Ben & Darryl (who again had stayed in a Pub) we could wait no longer and left without them, fortunately they eventually caught up. The roads were very winding and now wet, so took the opportunity to take in some of the breath-taking scenery there was even some snow still visible by the side of the road at one place. The rain now began in earnest & didn't stop all day

Basically the route went from Camp #2 over Tumut Dam to the Murray Valley Hwy then along to Tallangatta & lunch (where we said our farewells to Jack) then down the Keiwa Valley Hwy and across Tawonga Gap to the Ovens Hwy then south to Harrietville.



Just before Harrietville the Kwaka konks out, it had been playing up most of the day but this time she was going no further. Ben, with all his experience on 900's suggested the carbies may have sucked in some water due to the constant rain & draining them may help. This I did & was soon on my way, Thanks Ben. Andi, who thought I was out of fuel sent Arthur, in the van, on a mercy dash back with some juice

## Snowy Mountains cont.

But we missed each other, so when I arrived at the camp everyone was huddled around the fire in WET clothes, seems all the DRY clothes & gear was in the van !!!

Camp #3 was on a 5 acre property situated a couple of kilometres south of town and belonged to a friend of Tom, Andi & Anita. It was set in a valley bordered by a swiftly flowing river, our hosts name was Dick and his trusted companion was Boots (hound).

More of the group opted for the Motel this time (Ben, Darryl, Rob) and also Greg and Anita, who had made it over the top of Mt.Hotham without any dramas. Then there was Luke who decided to head for home, at this stage a nail was discovered in Ben's rear tyre. This time Hans attacked it and had it fixed in less than 5 minutes.

The rest of us took up Dicks invitation to a hot shower and a BBQ (those roo steaks and stew was great). After our meal, into the van and down to the Pub for a rip-roaring rage then back to Dicks for a yarn around the campfire while enjoying some home-made cheeses and pickled walnuts - yum.

The final days group comprised of Tom, Andi, Hans, Rob, Darryl, Ben, Sam, Greg, Anita, Ian & Kerrie and Steve. After extending a heart-felt thanks to Dick & Boots for their hospitality which made our stopover most enjoyable we headed for Bright, Myrtleford then the back roads to Milawa and Swanpool. It was along this stretch that we encountered a large strung out group of cyclists, one of which decided to head for the RH side of the road as Tom was alongside, some pretty hasty evasive action then took place with the bicycle just clipping Tom's boot but remaining upright - Phew. (Its debatable who got the biggest fright Tom or the cyclist, but you can bet the cyclist will look more often before trying that stunt again) The Bicycle Groups leader was told of the incident and we left it at that.

Along to Bonnie Doon then Break up at Yea. According to my odometer 1750 kilometres with only two punctures and some water in my carbies, no spills and no fines. Thats pretty good going, my only complaint.....it was all over far too quickly. I still can't decide which I enjoyed more the days (riding) or the nights (partying) but one things for sure the key elements that ensured this weekend was a complete success was, Toms organising, his van and Arthur to drive it. Also it was only at the insistance of participating members that Tom would accept any reimbursement for the running costs of the van over the weekend.

Credits and Thank-yous;

Tom/Andi:- Leading and organising the ride also for  
supplying the van.

Arthur:- For driving the van.

Rear riders:- Les, Luke, Sam, Greg & Jack.

Anita:- Use of the bachelor tent.

And all those who participated & made the weekend the  
success that it was.

Good Stuff  
Steve GPz900.

### WHAT IS A POINTS DEMERIT SCHEME?

A points demerit scheme gives you points as well as penalties if you commit a traffic offence. These points add up. **If you get enough of them, you lose your licence.**

### HOW MANY POINTS CAN I GET

#### BEFORE SOMETHING HAPPENS?

If you get 12 points in any three year period, action is taken. When you commit an offence that has points, you have to look back over the three years from that date to see if your points add up to 12.

Points are crossed off your score three years after the date of the offence that caused them. When you get points, you will get a letter telling you your total, unless there are no other points on record.

#### WHAT HAPPENS IF I GET TO 12?

If you get to 12 points, you will get a letter offering you a choice.

1. You can have 3 months' licence suspension

or

2. You can keep your licence. However, if you get any points at all in the next 12 months, your licence is suspended for six months.

#### WHAT HAPPENS AFTER THAT?

If your licence is suspended because of the points score (for three or six months) your point score goes back to zero.

If you decide to try for no points at all for twelve months, and you make it, you still keep points gained over the previous three years. Points are only crossed off after they have been on your record for three years.

### WHAT OFFENCES HAVE POINTS?

The list is on the last page.

### WHAT IF SOMEONE GIVES MY NAME WHEN THEY ARE

#### PICKED UP, OR A MISTAKE IS MADE?

You can write to the address below and explain what happened. If you're still not happy, you can appeal to a court.

### WHAT IF I AM PICKED UP IN ANOTHER STATE?

The records will be sent to Victoria and added to your total. All States have lists of offences and points that are pretty much the same.

### WHAT IF MY CAR IS PHOTOGRAPHED GOING THROUGH

#### A RED LIGHT OR SPEEDING?

If your car is a private vehicle and is photographed by a red light camera or speed camera, you will be sent a form to fill in and send back if someone else was driving. If you don't send this form in, it is assumed that you were driving and you get the points.

It's a good idea to send the papers in straight

away when you sell a car. If you don't, you might have to explain why you should not get someone else's points.

### PENALTY NOTICE SCALE FOR FIRST DRINK DRIVING OFFENCE UNDER 0.15%

Blood Alcohol Reading	Fine (\$)	Licence Disqualification
0.01 - 0.05 *	200	1 month
0.06 - 0.09	250	6 months
0.10 to 0.15	350	10 to 14 months range

\* This applies only to probationary drivers who are required not to drink and drive at all. If a probationary driver is found to have been drinking at all while driving, his or her licence is suspended for 1 month and the probationary period extended by 7 months.

Registered owners of corporate vehicles

photographed will also be required by law to nominate the driver at the time of the offence, or face a 3 month registration suspension and a \$500 fine. There are rights of appeal to a Magistrates Court.

### WHAT HAPPENS IF I DON'T PAY THE PENALTY NOTICE

#### FINE, OR IF I AM SUMMONSED TO GO TO COURT?

If you don't pay the Penalty Notice fine, you will get a letter inviting you to go to court. If you don't answer, or decide not to go, the court imposes a fine and you get points. Also, for some offences, your licence will be suspended if you don't lodge an objection to the penalty notice within 28 days.

If you do go to court, you get points if you are convicted. Even if the court takes your licence off you, you still get points. You don't get points if the charge is dismissed or if you are put on a bond.

### WHAT'S IT ALL FOR?

People who commit lots of offences like

the ones on the list are very likely to have an accident. We want these people to be more careful.

No-one wants to lose their licence. The fact that that might happen should make these people more careful.

Manager Licence Services  
Vic Roads, P.O. Box 777, Carlton South 3053.

## NEW ON-THE-SPOT PENALTIES

# EFFECTIVE

# 11/11/89

## SPEEDING OFFENCES - TOTAL PENALTIES

Exceeding the speed limit by:	On the Spot Fine (\$)	Mandatory Licence Suspension period	Demerit Points
15 kmh or less	85	-	1
16 - 29kmh	135	-	3
30 - 39kmh	180	1 month	4
40 - 44kmh	250	4 months	4
45 - 49kmh	250	4 months	6
50 kmh or more	300	6 months	6

DEMERIT POINT OFFENCES	No. Of POINTS
1. Exceeding the limit by 45 km/h or more	6
2. Following too closely	4
3. Driving at high speed (exceeding limit by 30 km/h or more, but less than 45 km/h)	4
4. Speeding (exceeding limit by more than 15 km/h but not as described in 1 or 3 above) or driving at excessive speed approaching an intersection, school or pedestrian crossing	3
5. Disobeying traffic control signal, sign or police directing traffic	3
6. Failing to give way	3
7. Driving without wearing seat belt, riding a motorcycle without helmet or driving with unrestrained passenger under 18	3
8. Driving on wrong side of double lines, or divided highway	3
9. Risking colliding with alighting, boarding or waiting tram passengers	3
10. Disregarding Notice of Unroadworthiness	3
11. Careless driving	3
12. Improper overtaking or passing	2
13. Turning or stopping without signalling	2
14. Turning improperly	2
15. Failing to keep left	2
16. Failing to dip headlights	1
17. Driving at night without headlights and tail lights on	1
18. Exceeding a speed limit by 15km/h or less	1

XJ900 Murray + Annette (leading)  
GTR1000 Gary + Velga  
XJ650 Tony (2nd ride)  
XJ900 Ian  
RGS1000 Lou (1st ride)  
GSXR750 Chris.

GS800 Graeme  
GPz900 Steve  
XJ900 Peter D  
CBR1000 Derek  
K100RS Andrew + Pam

"Dedicated to Steve Leyland - without whose persistent nagging this write up would not have been possible".

It must have been the semi-convincing weather forecast heard two days earlier that promised a fine 21°C day which was my only inspiration to arise & join the day's ride. Well I enjoy riding, regardless, like most. With brain still numb from the night before, eyes glued shut with sleep and having missed a gear or two I managed to wake up by the third set of lights on my way to KBCP.

Due to what I guessed to be insufficient numbers it was thought by some (Murray) that as we had all heard it a hundred times before, we would forgo the usual explanation of the Corner-marking system and simply begin the ride with only 12 bikes present. (Seems some of the regulars had other things to do, like working on Toyota engines or "lost the bike because of slippery new tyre" or "I don't want to wear the tyres out too much before I sell it" eh Ben, Darryl & Gaz.

Having reached Hallam we tanked up (fuel) to continue Easterly to what was to be a somewhat lengthy, enjoyable and incident filled day. Morning tea at Drouin, sausage rolls slightly burnt but yum then hurtled down the Princess Hwy towards our luncheon venue. On the way we passed Yallourn Power Station, chimney stacks billowing doing their best towards the ever-concerning Green House Effect.

Upon our arrival at Rosedale (Lunch) it was noticed that both the newer riders experienced problems with their machines. Lou, having earlier removed his right hand mirror now found that without it the entire fairing was in dire danger of disintegrating - fixed with cable ties. And Tony, who despite initial alarm at discovering copious quantities of oil gushing from his airbox breather (perhaps a slight exaggeration) was relieved to be able to complete the ride.

Onwards to Longford...and the incident of the day!!! Along a narrow patchy backroad, due to an oncoming, road hogging car it was necessary that we move over to the left shoulder, with Chris already in the gravel and slowing down and Derek approaching quickly from behind, now also in the gravel, could do little else but manoeuvre his Honda to the right of Chris missing the Suzuki by inches. Nice save Derek, guess those trail bike lessons paid off - huh?? A quick change of undies for Derek and we were on our way.

Now heading South along the Sth Gippsland Hwy we entered what I reckon to be Victoria's, straightest, longest and most boring piece of road. On and on and on....the only interesting scenery being the sign posts - "Kangaroos Next 40kms" and later "Kangaroos Next 30kms" then 10kms later "Kangaroos Next 20kms"..... Boring, Boring, Boring.

cont.

Finally I woke up just in time to make the left hander into the drive-way of the Tower grounds.

As we parked, I noticed how tall this Tower was (Gee, its BIG I thought) and it was. We entered the information & display centre and soon after there was much disagreement, some said the Tower sent signals and others said it received signals. This was soon clarified when the information video announced that it did both (I knew that). We again admired the structure's sheer height (427M) before returning to the carpark and continue the ride.

We then enjoyed a few twisties (just enough to whet one's appetite) before arriving at Narre Warren. Where we stood around and reflected on the day's ride. At this point, other than the Derek/Chris incident, the general concensus agreed that while it was an enjoyable ride there was a little too much main highway and not enough twisty, sweeping backroads.

Thanking you Murray, a most enjoyable and pleasant day.

Michael GPz550.

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KINGLAKE / PAPA GINOS

19/11/89

At KBCP;

Ben/Vicki ZX10, Gary CBR1000 (New bike), Michael GPz550, Neville RX1000, Steve GPz900, Rod/Rose VF1000F2, Darryl CBR600, Ian/Kerrie XJ900, Derek CBR1000, and Chris GPz550 (1st ride).

Route;

KBCP, Boulevards (Burnley & Kew), Warrendyte, Christmas Hills, Mt Slide, Kinglake, St Andrews, Cottles Bridge, Arthurs Creek, Doreen, Sth Morang, then Carlton and Papa Ginos Restaurant.

At the restaurant we met up with Dot, Trevor XJ900, Andrew & Pam.



**Umm, Gnocchi, Tortellini, Fettuccini, Tagliatelle, er do you just have Spag Bol?**

## Snobs Creek Fish Hatchery

3rd Dec, 1989

22 People, 17 Bikes

ZX10	Ben/Vicki	FZR EXUP	Tom/Andrea	CBR1000	Derek Tomlinson
GPz1000RX	Neville	FZR1000	John Makin	CBX250	Anita Gouthro
GPz900	Steve Leyland	XJ900	Trevor Harris	CBR600	Darryl Chivers
GPz900	Eric Hobert	XJ900	Ian/Kerrie	K100RS	Andrew/Pam
GPz900	Sam/Rita	GSXR1100	Jack Youdan	K100RS	Hans Wurster
GPz550	Michael Chan	KR1-250	Eric Makin		

A ride is never just a ride; it requires preparation. And this ride required more preparation than usual.

Earlier in the week I had done the 40,000 km valve clearance adjustment: 3 inlet shims a smidge out. Then while riding back from Phillip Island Six Hour qualifying (some racing) on Saturday I decided something had to be done about the clacking chain. A new front sprocket was sitting there ready, even though the existing one had done only 10,000km.

So there I was, 7 o'clock Saturday night, trying to loosen the sprocket nut, with 4 feet of 3/4 inch steel rod in 15 inches of water pipe over the 1/2 inch drive on the 24 mm socket, and a block of wood through the rear wheel across the swingarm to stop the motor from turning over. Firstly Vicki and then Dad steadied the machine and whacked the drive with a hammer (trying to shock the nut loose), while I applied 5 foot of leverage to the sucker practically lifting the bike off the ground. Still it would not budge. And yes, I made sure I didn't do it up too tight because I had the same problem last time and the time before. Ho-hum.

After painting with kerosene, and having tea, we returned afresh, and eventually something went snap, bang - thankfully the nut. For good measure I cleaned the chain with petrol, changed the oil and filter - resulting in a noticeable freeing up of the gearbox - and put it all back together. Washing the cosmetics would have to wait. Now for some sleep, ready for KBCP at 9.30 am.

About 12 bikes left KBCP, with Jack leading, and Vicki and I taking up station at the rear. We took a devious route out of the city because of road works. Once out of the city proper we, of course, headed along the Kew Boulevard to the Eastern Freeway. Despite group hysteria (including the use of blinkers) willing Jack to take the Thompson's Road exit, Jack bemusedly stuck firmly to the centre lane even though the rest were clinging to the far left. Such is the attraction of the Christmas Hills fang road.

The rising panic was short lived. Up Doncaster Road, and with a collective sigh of relief, left into Blackburn Road until we reached Warrandyte Road, progressing to Kangaroo Ground, Christmas Hills, and Yarra Glen via the normal route. It was made all the more interesting by a cavalcade of about 20 Country Fire Authority vehicles, with blue flashing light police escort front and rear, hurtling around the Christmas Hills twisties. (A few weeks ago it was the army on the move, now the fire brigade, who's next?)

We stopped at Yarra Glen for morning tea until 10.45am, the ride now swollen to 16 bikes. Then on to Healesville via the alternative route and over the Black Spur, where Ian and Kerrie caught the ride. Through Narbethong, Buxton and Taggerty, stopping at the Acheron Cutting lookout. Alas, no one had a camera.

A few bikes lagged behind at the lookout to give Jack and Anita a chance to get ahead. But to no avail. Two corners into the Molesworth road was a group of machines and riders clustered around Anita's slightly grazed CBX. John was fashioning a brake lever out of the original broken off one using a stone to judiciously "file" down the offending knob. Luckily the lever had an additional hole and could be reversed. (Anita had sustained a bee sting and in her haste to get off the bike, had locked the front wheel in the last 2 metres, stepping off and leaving the bike to its own devices.) Using elastoplast to restore the lever to somewhere near its original position, we were soon back on the road

again to Molesworth and back to Alexandra for lunch.

Hans departed at the lunch stop, after first checking the proposed route on Jack's map. Meanwhile the rest of us gorged ourselves on homemade pasties and the like, while sheltering from the blistering sun under "Jack's tree" or sitting on the footpath. The toilets were a good hike down to the Rotary Gardens.

Onwards through Jack's favourite Fraser National Park road, past FZ 750 corner, admiring the magnificent views of Lake Eildon and its arms. I really wished I had my camera. On to Eildon for fuel - but what was that flash? Tom and Andrea on the new FZ of course. Hmm. Nice.

I figured I would make Mansfield before I needed petrol, due to the sedate speeds. While Tom was enthusing about his bike, we touched, poked and drooled all over it.

The Eildon-Jamieson Road is a "fangers delight", but turns into dirt, and Jack, let alone GSXR's don't like dirt. Andrea was now riding the CBX, carving up the twisties, showing the boys a thing or two. Anita was riding pillion with Tom - ground clearance a real problem with the suspension set for 75kg - and getting a perspective of life in the fast lane. Andrew was giving the BM more beans than I can remember - but alas, it was short lived as the brakes faded dramatically.

Not long after this we came upon the group, en-masse. The result of the regrouping stop and discussion was, well yes, it did say "Snobs Creek Fish Hatchery" on the itinerary, and yes we were turning around right here and going back to it (near Eildon). (Not) surprisingly, the dirt road began just around the corner.

Another chance for the boys to have a fang, this time aware of corners tightening up, vehicles on the wrong side of the road, etc. I was enjoying myself too, playing catch-up. If only the tyres (front mainly) did not wear so quickly on this excellent abrasive surface. And yes my fuel consumption had suddenly gone up!

Back to Eildon and Snobs Creek Fish Hatchery, where a group discount of \$1.50 (1/2 price) was negotiated by Jack. (Neville and Derek bad us farewell at this stage.) A short video was shown followed by a play in the touch tank and a look at the various fish in the aquarium. Then buckets of fish food were allotted and it was off down to the breeding dam to feed the piranhas. The complex is much changed since my last visit, and the fish seem less accessible than those at the Trout Farm near Lake Hume Resort which we visited during the Ettamogah Pub weekend.

Homeward bound now through Alexandra where I stopped to refuel (hitting reserve at 350 km/mark, approx 52.4 m/gal two-up), informing Tom (and Anita) who acted as rear rider to Yea. Tom and Anita were now riding Steve's GPz900 while Steve tried out the Beast.

Having lost contact with the group, and now travelling down the Maroondah Highway, I realised the only way to Yea was back across the Molesworth road. The same pieces of road twice ? twice? Unlike Jack, but quite the truth. There they all were at Yea. Apparently Michael had dropped his 550 in gravel while slowing to corner mark at the Molesworth intersection. Only pride and mirror damage.

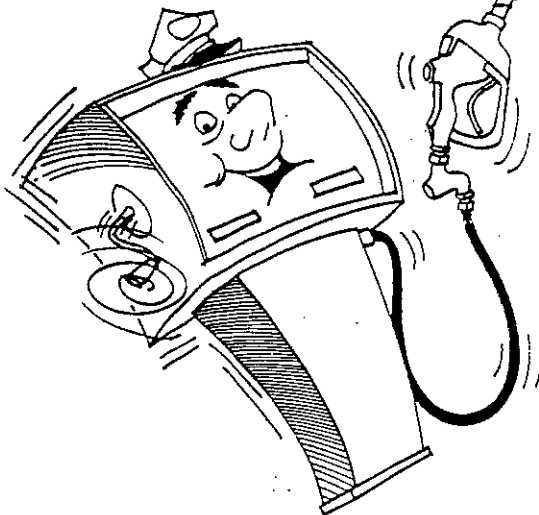
At Yea, Sam and I, and our respective pillions and gear sacks, swapped bikes, for the last blast to Kinglake West. Sam was impressed. Rita was impressed. There is nothing like horse power. (Jack had a big smile on his face most of the day too; come to think of it, nearly everyone did.) What started out as a good ride got better and better as the day progressed. Thanks Jack.

Home by 6.30 pm just in time to catch a few highlights of Wally Campbell winning the 6 hour.

Ben and Vicki (ZX10)



# FUEL...



## Fuel Facts

Fuel is usually rated according to an **octane** number, but there are two different octane ratings: the Research Octane Number (RON), and the Motor Octane Number (MON).

To rate a fuel in terms of a RON or MON the oil companies use a single-cylinder four-stroke engine, and a mix of two control fuels: iso-octane and n-heptane. For the RON rating, the engine is run at 600rpm, for MON it's 900rpm with optimised ignition timing.

The percentage iso-octane used in the control fuel which best replicates the fuel being tested gives the RON or MON 'octane' number. For example, Australian Super achieves a RON rating of approximately 97 RON and 86 MON. This article uses the RON numbers where reference to octane ratings is required. (Note that the octane can vary slightly according to the source of crude oil, refinery, brand of fuel, time of year, etc.)

All fuel contains lead, which occurs naturally in greater or lesser quantities

in crude oil. The amount of lead in fuel is usually rated according to the amount — in grams — per litre. The chemical symbol for lead is Pb (Plumbum, from the Latin), and the lead content is thus usually expressed as gPb/l. Australia unleaded contains 0.013gPb/l.

We can examine fuel according to RON and lead.

Fuel	Octane	Lead
Sydney Super	97	0.4
NSW Super	97	0.84
ACT Super	97	0.84
Vic Super	97	0.3
Qld Super	97	0.84
SA Super	97	0.84
WA Super	97	0.84
NT Super	97	0.84
Tas Super	97	0.45
Avgas (High)	130	1.28
French Super	98	0.4
UK Super	97	0.15
UK ULP	95	0.013
Aus' ULP	92	0.013
Aus' Super ULP	96	0.013
US ULP	92	0.013

## CAN MY BIKE USE UNLEADED?

### BMW

The bottom line is that all post-January 1985 machines (therefore all K75s) will take unleaded.

BMW says pre-'85 bikes which were able to run on Standard-grade leaded fuel (like a 1984 R80RT) can take Aussie unleaded **provided one fill in three is of Super**. Pre-'85 bikes which needed Super (like a 1978 R65) can use Super-grade unleaded **provided one fill in three is of Super**. (Check your owner's manual to see if your bike is recommended for Standard or Super.)

### BSA

Use Super for all models except the Bantam which will take unleaded.

### Ducati

See Moto Guzzi.

### Honda

All post-1974 bikes will take unleaded, except: VF1000R, CB1100R, CB1100F, XL500, XL600, XL350 (to '82), XR250 ('84 to '85), XR500 ('82 to '85), ATC250R, CR500, CR480, CR450, CR250R ('80 to '85), CR125R ('80 to '85), CR80, RC-30 and CX500TCC.

### Harley

Hmmm. Use Super for Hogs made up to 1985. After that unleaded should be okay.

### Kawasaki

All post-1974 machines can use unleaded, except the GPz750 Turbo which needs Super or Super unleaded.

### Laverda

Use Super for all models (the Jota liked 100-octane fuel).

### Matchless

The (Rotax-engined) G80 will run on unleaded. Other machines need Super.

### Moto Guzzi

Pre-1986 Guzzis need Super. We've found that later machines can be run on unleaded, but prefer the Super-grade unleaded (naturally, because of the law, we can't advise you to use Super).

### MZ

All MZs can use unleaded

### Norton

The Classic will run on unleaded. Other bikes (Commandos for example) require Super.

### Suzuki

All machines "from the early Seventies" can use unleaded, except the XN85 turbo which needs Super or Super unleaded.

### Triumph

Don't even *think* about using unleaded!

### Yamaha

All post-1969 models can use unleaded, except 650 turbo.

## DO ENGINES NEED LEAD?

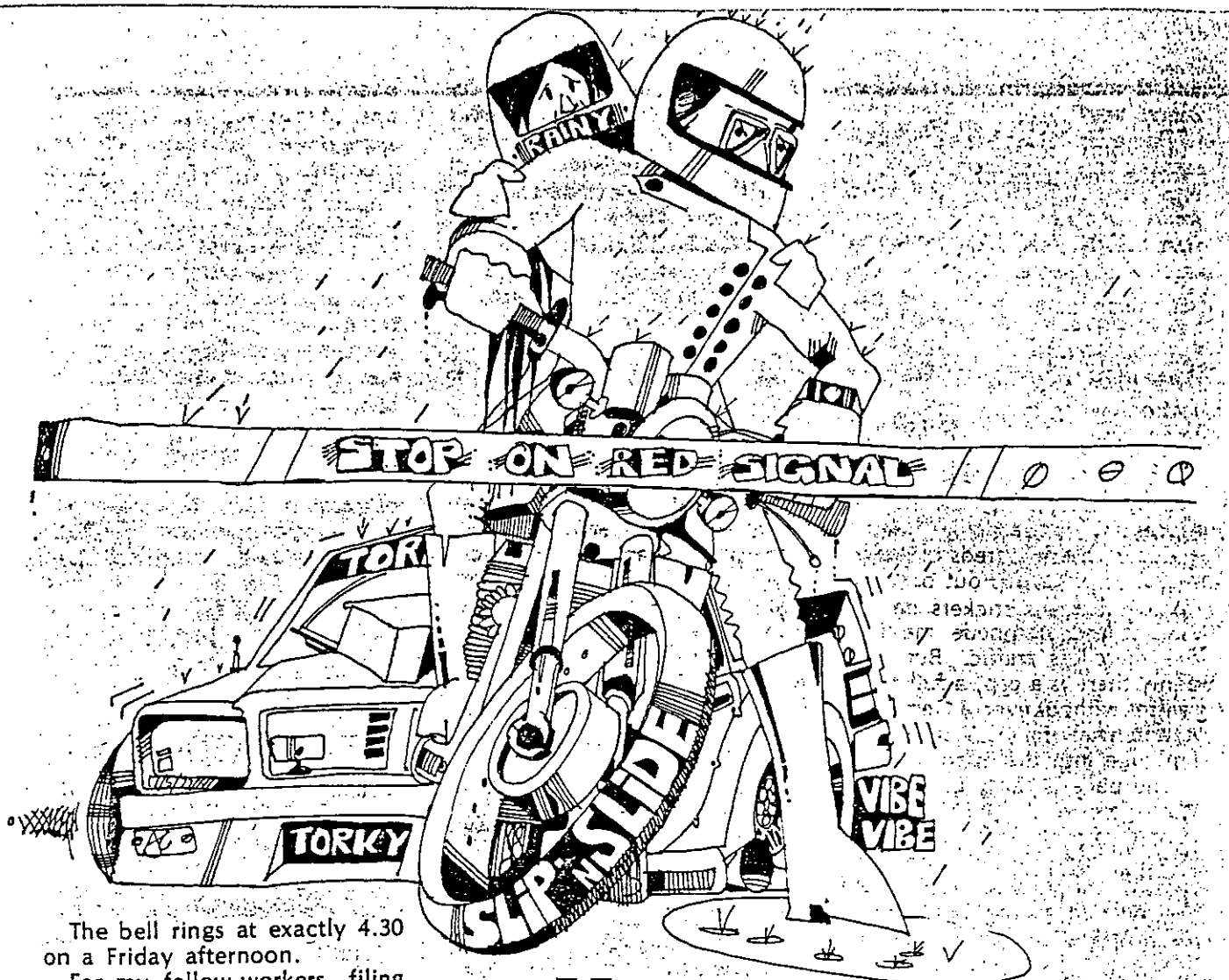
No, most don't.

There are two 'benefits' associated with lead in fuel. One is that lead can provide a protective coating and a lubricating element for valves and valve seats. Where cheapo, 'soft' metal has been used for these components, some level of lead is required for lubrication and cushioning. However, most Japanese vehicles since 1975 (and quite a few before) have 'hardened' valve components which can run happily without lead. And of course two-strokes don't have valves, so they don't need lead itself, full-stop. The likes of Triumph Bonneville and Leyland P76s, however, will suffer assorted valve horrors if made to sip unleaded fuel.

So that's got the valve business out of the way. What's the other 'benefit'? There is a popular perception that lead prevents 'knocking': knocking is a phenomenon more correctly called **detonation**, whereby a petrol engine begins to ape a diesel, as the fuel ignites through the heat of

compression rather than because of the spark provided by the ignition system. And this detonation eats pistons, rings, cylinder heads and valves. The cause? The octane rating of the fuel is insufficient for the compression ratio and/or the characteristics of the combustion chamber (though detonation can also occur because of excessive cylinder deposits, wear, etc.).

Fact: lead (in itself or its alcohol-related compounds) does not improve the anti-knock properties of fuel. It is purely and simply the octane rating that achieves this...



The bell rings at exactly 4.30 on a Friday afternoon.

For my fellow-workers, filing towards the time-clock, it is the end to another working week. To me, fifth in the queue, it is the beginning to yet another Friday afternoon Grand-Prix, a race against time, against choking, terrifying, unforgiving peak-hour traffic, and against myself.

As I clock my card and step out into the sullen Melbourne drizzle, awkwardly fumbling my helmet-buckle with trembling, clumsy gauntlets, I feel my nerves tensing, the adrenalin-pumping through my system to meet the struggle which is to follow. No wonder my poor doctor (that's a fairly figurative "poor" by the way) is so concerned about my blood-pressure.

Our vehicles, parked in an orderly row some thirty metres across the water-glazed concrete which separates them from the factory, suggest to me a Le Mans Start as I sprint towards them, waterproofs slapping against my legs. The key plunges home,

engine fires, and we're away! Second to last on the grid, I send my startled workmates skipping for the cover of their Holdens as I thunder through the pack. I am clear of the field, already several lengths ahead of Wayne's SLR 5000 Torana (with its GT stripes,

its fats, and its sporty, racing steering-wheel), and bearing down on the traffic-choked artery beyond the gates.

The trick is to find a gap between the streaming Holdens in the near lane, which is large enough to perhaps insert your front Avon, trickle along beside it in the gutter for a couple of power-poles, then drop back into first, take a deep breath, and ... MERGE! If you have done everything correctly, and if it happens to be your Lucky Day (maybe you'll win Tattsлото tomorrow!), you MAY find, when you open your eyes again, that you have made it and there you are with your own little piece of road (perhaps a full two metres of it), sandwiched between all those Holdens, breathing dinkum, true blue, Australian carbon monoxide, trickling along at minus ten kilometres per hour and mixing it with all those slipping clutches

# the stop light TT

and drumming fingers. Hang in there, boy!

However, it just happens to be raining this afternoon (Well, it was fine . . . once), the road looks slippery, and I don't particularly feel like taking a decko at some Holden's undercarriage. So I wait for a gap large enough to sneak into without any of that nasty red-lining and spinning-out business which would invite five thousand bumper-to-bumper GMHs to lock-up their aqua-jets all over my nice new Shoei. Wayne's simmering SLR 5000 is grumbling impatiently behind me, all those hundreds of horses threatening to leap out over the Custom Exhaust stickers on the bonnet and stampede me into the merciless traffic. But suddenly there is a gap, a full three metres without even a Gemini in it, and headlong my Yamaha and I plunge into the queue.

The pace is fairly good for a Friday afternoon, I only lose a couple of thou from my clutch-plates before the little short-cut through the pub car-park where we slide on a white-line and I just manage to collect myself in time to avoid collecting a couple of New Australians laden with Old Scotch, just back of the bottle store.

Down past the electrics' factory it's back to the good old stop-start stuff as I try to shuffle Fiona through the mob of Greeks and Italians spewing forth onto the street on foot and in their battered Australian cars. Wham! That's one bumper that's going to need some rearranging over the weekend. The injured party seems more inclined to deliver some more immediate rearrangements, jibbering away in double-dutch and thumping the offending Holden with a hairy fist. It's all Greek to me, and there is an opening between two Mediterranean women ahead.

These side streets are always good for a few thrills; if you play your cards right you can zap out around the Holden ahead of you and really open her up! Sometimes I can get her into

third gear, the white speedo-needle soaring into double figures!

But all too soon a Stop-sign looms above the cars ahead, and once more I'm launching into BIG TRAFFIC. Splashing nimbly down through the gutter I steer the 650 inside the five or six cars queued at the intersection, and peel off left into the service-road. Cheeky, but already it is twenty-minutes to five. Time is running out!

Three more intersections, three more red lights, and three million Holdens later I ride my steaming (it's still raining, remember) Yamaha into the courtyard and drop her onto her sidestand outside my flat. But I do not even get half way to the door before it flies open and Mandy, fully water-proofed and helmeted, bursts forth.

"Did you bring it?" I ask, glancing at my watch.

"Yes!" comes the reply, as my wife steps onto the pillion area.

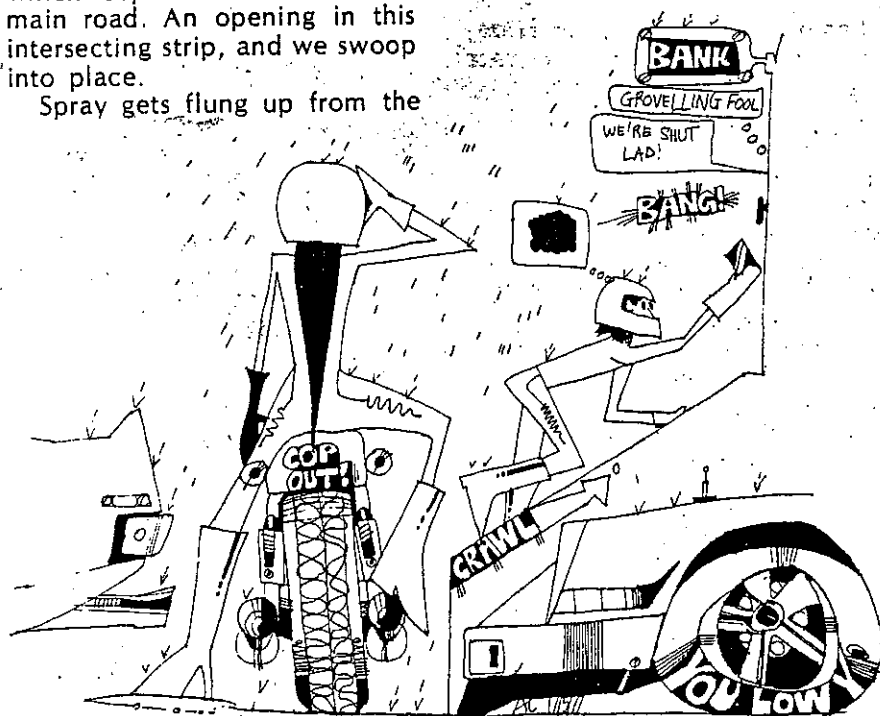
I jump on the kick-start, and gun the bike back out of the courtyard. Fourteen minutes to go!

The big Yamaha flies up the service road, gradually sizing-up a gap in the traffic directly across the concrete and grass partition which separates us from the main road. An opening in this intersecting strip, and we swoop into place.

Spray gets flung up from the

wheels ahead, fogging my visor and reducing visibility to somewhere between the instruments and my nose. I flip up the perspex, immediately collecting a piece of air-borne grit in my left eye. My vision cut back by still another 50%, we drop back several lengths as I rub the irritated eye with a clumsy leather finger. Of course it is at this moment that a great, fat, ugly, GM Bus chooses to pull out in front of us at a phenomenal 5 kmph! Fiona's back end performs some complicated little lives as I desperately fight to prevent our becoming fixtures on the bus's rear bumper. Angered and impatient (it is ten to five already) I flick the Yamaha out and around the bus, giving the driver a friendly wave — minus a few fingers — on the way through.

The lights are red. Naturally! Mandy tells me off for my reckless riding, asking me if I want to get us both killed? I don't. Meanwhile we wait, killing valuable time, in a sea of idling Holdens, reeking exhaust fumes, and filthy, grey drizzle. Then the lights go from red, to amber, to blue . . . BLUE? That blood-chilling blue beacon as a police-car escorts a wailing



## THE STOPLIGHT T.T

ambulance across our path. Let's hope they make it in time. . . .

But will we? There are little more than seven minutes left!

We get a green light at the next intersection (maybe I'd better buy that Tatts ticket after all) and almost before we know it we are coasting down towards the shopping-centre in a free-flowing flotilla of Holdens. We just might make it. . . . But the railway booms are down, red lights flashing: ring-ding-ring-ding. . . .

Damn! I unearth my watch from the saturated depths of its gauntlet and curse the Victorian Railways for allowing their trains on the roads. Mandy taps me on the shoulder and reminds me there are women present. Sorry Fiona!

The train passed, the boom gates rise, but the traffic crawls, terribly congested. Much more of this and I'll get booked for loitering! Feels like part of a GMH production-line as I slip the clutch in first gear and size up a gap between the two lanes. Might just get through . . . but I knock my right knee on a door-

handle and decide to take things a little slower. If that is possible.

At last we are there. I snick Fiona into neutral, and back her in between two parked cars.

"Quick!" I panic, and Mandy hands me the book. Yellow waterproofs flailing I fight my way through the babbling foreigners, milling office workers and pregnant women with prams. . . . It is going to be close. In a last desperate effort I crawl up to the doors of the bank just as the manager chains them from within.

"I'm sorry, sir," he apologises. "It's five o'clock."

## Membership List cont.

+	Riddett, Jon	20 Pine St, Surrey Hills, 3127	288-1946		BMW R65LS
	Saville, Tom		848-7867		BMW K100RS
					BMW K100RS
					Yamaha FZR1000
					BMW R80 G/S
#	Shearer, Len	798 F'reetregully Rd, Wheelers Hill, 3170	561-2857		
	Sirianni, Sam	7 Surrey Close, Hallam, 3803	703-2405		Kawasaki GPz900
	Siminger, Andrea		848-7867		Kawasaki KR1-250
*	Spackman, Terence	51 Main St, Blackburn, 3130	894-1473		Yamaha SRX600
	Stekelenburg, Bob	9 Hastings Rd., East Hawthorn, 3123	82-1866	587-2910	BMW R100RS
+	Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Kawasaki ZX10
%	Tomlinson, Derek	12 Murrabit Grv, Taylors Lakes, 3038	390-1878		Honda CBR1000F
%	Von Schill, Dean	<del>46 Poole St, Deer Park, 3023</del>	<del>363-2285</del>	<del>313-5502</del>	Kawasaki GPz900
	Waddell, Colin	439 Lwr Heidelberg Rd, Eaglemont, 3084	45-1433	344-2262	Yamaha FZ750
	Warden, Ben	51 Airlie Rd., Montmorency, 3094	439-8015	344-5733	Kawasaki ZX10
	Webb, Geoff	11 Stymie St, Kingsbury, 3083	460-3559	470-1455	Kawasaki Z500
	Williams, John	1/5 Kingston Rd, Cheltenham, 3192		555-4858	Harley
+	Williams, Robert	14 Burt Cres., Moorabbin, 3189	555-9640		Harley
					Yamaha FZR1000
	Wurster, Hans	21 Medford St, Altona, 3018	398-5575		BMW K100RS
	Wurster, Ken	21 Medford St, Altona, 3018	398-5575		BMW K100RS
+	Youdan, Jack	22 Fort St, Mt. Waverley, 3149	232-3564	311-6555	

\* changed address or phone number

+ new bike

# life member

% new member

Life Members - 5

Full Members - 61

Total - 66

# MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST

23-11-8

Members	Address	Home	Work	Motorcycle(s)
% Adams, Jon	1/77 Beach Rd, Mentone, 3194	583-9211	583-9211	Suzuki GSX1100F
Barnes, Mick	5 John St, Williamstown, 3016	397-1640		Kawasaki GPz500s
Bastock, Martin	1/4 Swinton Ave., Kew, 3101	861-7628	606-5080	Yamaha FJ1100
Bloxham, Frank	41 Albert St, Mt Waverley, 3149	807-5212	420-8277	BMW R80 G/S
Bradshaw, Ross	1/13 Orchid St, Heathmont, 3135	720-5317	603-4111	Kawasaki GTR1000
Brew, Max	RSD 9090 Willowgrove, 3825	051-271-222		Kawasaki GPz900
	Residential: Cnr Wilkes and Old Sale Rds			
# Brown, Ken	294 McKinnon Rd., McKinnon, 3204	578-3403		Honda 175CD
Browne, Murray	2 Ethel St, Oak Park, 3046	306-5430		Yamaha XJ900
# Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
% Chan, Michael	100 Creek Rd, Mitcham, 3132	874-3373	828-8397	Kawasaki GPz550
% Chivers, Darryl	22 Quinn St, Heidelberg, 3084	459-7798	344-7047	Honda CBR600
+ Clifton, Gary	3 Sefton St, Moonee Ponds, 3044	306-7071		Honda CBR1000
+ Clowes, John	3 Moore Ave, Croydon, 3136	723-3940	723-4041	Yamaha FZR1000
	Dallalana, Danny	133 Mitchell St, East Brunswick, 3057	386-0453	Kawasaki Z500
	Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378	
% Dodds, Chris	51 John St, Elwood, 3184	531-9379	690-2090	Suzuki GSXR-750
	Dunn, Andrew	3/17 Wimbledon Ave, Elwood, 3184	531-8034	BMW K100RS
	Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322
% Ekin, Barry	Site 106, Kingston Lodge			Yamaha XJ900
	Caravan Park, Carrum Downs, 3201			Suzuki GSX750ES
	Fagan, Mick	33 Flowerdale Rd., Moorabbin, 3189	555-7651	663-2201
+ Faldon, Bruce	71 Banff St, Reservoir, 3073	460-2979		BMW R100CS
	Frampton, Graeme	8 Norval Tce, Altona Bay, 3028	369-6332	646-1129
				BMW K100RS
				BMW R80 GS
				BMW K100RT
	Gooding, Kerrie	2/3 Leroux St, Oakleigh, 3166	563-2410	
% Gouthro, Anita	4 Ralph St, Blackburn, 3130	878-5657	895-3417	Honda CBX250
* Green, Vince	2 Dugdale St, Taree, 2430	065-523-105	065-51-0088	Yamaha XJ900
	Gustus, Tony	18 Kingston St, Mordialloc, 3195	587-2921	706-5099
% Hall, Ann	24 Cherry Ave, Altona Nth, 3025	391-5257		Yamaha XJ900
% Harris, Trevor	6/105 Locksley Rd, Ivanhoe, 3079	497-1008	654-6644	Yamaha XJ900
	Heath, Robyn	5 John St, Williamstown, 3016	397-1640	810-1511
% Hobert, Eric	79 Kallista-Emerald Rd, The Patch, 3792	756-7570		Kawasaki GPz500S
% Hutchinson, Pamela	9 Macey St, Croydon, 3136			Kawasaki GPz900
	Johnson, Nicholas	6 Inverness Crt., Croydon, 3136	725-8953	
	Kemke, Steve	3 (Lot 18) Hazford St, Healesville, 3777	059-62-4773	Suzuki GSX1100EI
	King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400
% Land, Mark	19 Locher Ave, Keon Park, 3073	469-4134	466-3971	Yamaha FZR1000
				Yamaha XJ900
				BMW K100RS
				Suzuki GSXR-1100
# Leahy, Les	3/5 High Rd., Camberwell, 3124	29-6505	889-6505	
Leyland, Steve	Honeyhush Caravan Park			Kawasaki GPz900F
	6 Leakes Rd., Laverton North, 3026			
	Makin, Eric	3 Moore Ave, Croydon, 3136	723-3940	350-3600
	Miller, Harold	25 Velma Gr., Ringwood East, 3135	870-3402	
	Miskin, Rod	18 Linlithgow St, Mitcham, 3132	874-5569	568-2189
	Moreland, Peter	38 Kidderminster Drv., Wantirna, 3152	221-6346	
	Osborn, Gary	11 Aberdeen Rd., Blackburn Sth., 3130	877-3231	
	Payne, Ian	2/3 Leroux St, Oakleigh, 3166	563-2410	550-6428
# Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Kawasaki GTR1000
				Yamaha XJ900
				Honda 750 Four
				Kawasaki GT750
	Piller, Vicki	13/125 Separation St, Northcote, 3070	489-8578	267-1666
	Pollett, Brenda	13 Eden St, Cheltenham, 3192	583-7848	555-5355
* Pope, Wayne	Lot 20B, Talbot Clunes Rd, Dunach, 3371			
% Richardson, Luke	4 Gladstone St, Yarraville, 3013	314-3801	536-3738	Honda CBR1000
				Kawasaki GPX750
				Honda VF500F