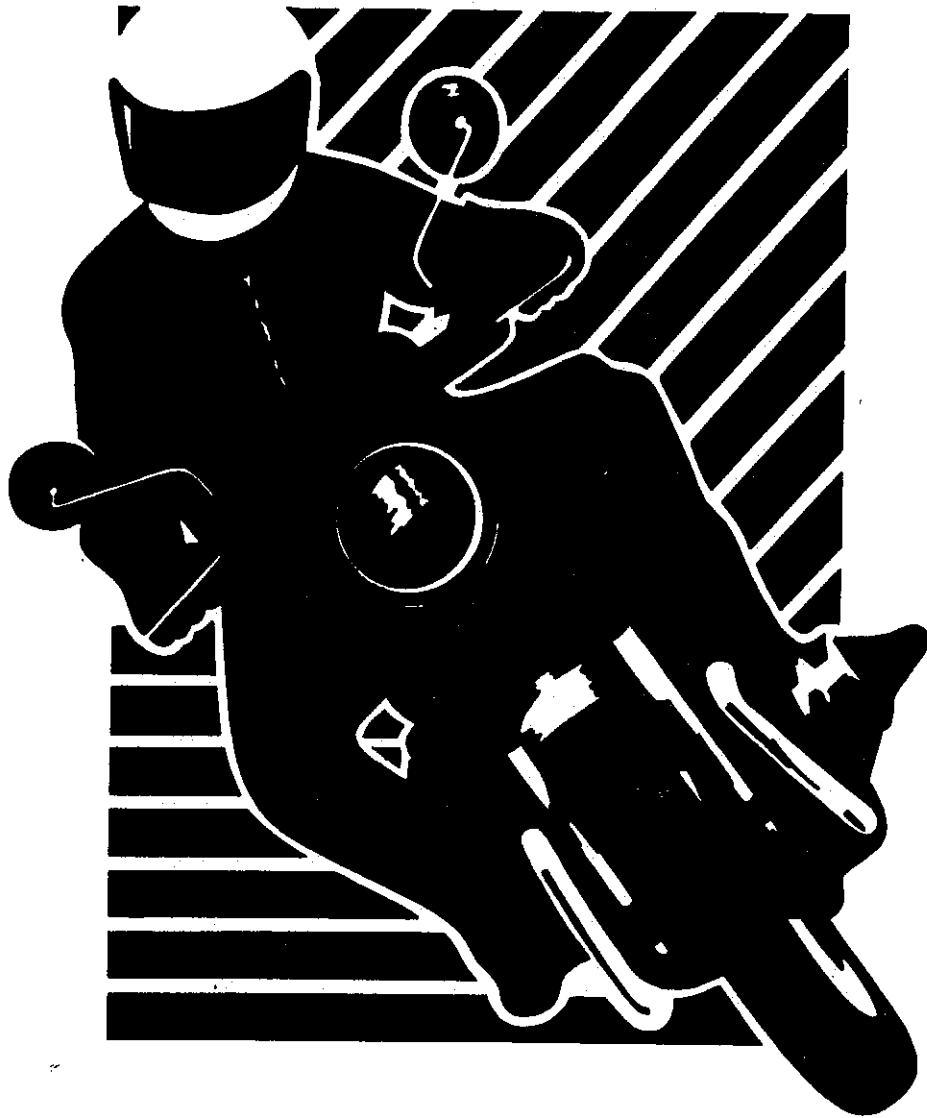


DEC 91 / JAN 92

# Good Vibrations

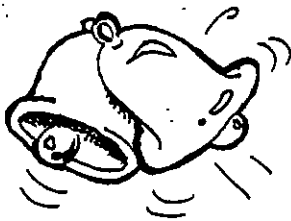


**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

SATURDAY 7th.



CLUB CHRISTMAS BBQ.  
Fairfield Park.  
Melway 30 J-12.  
12 noon till 4pm.

This "FREE" BBQ is open to all members of the Club (\$5 nonmembers) & will be held at the corner of Heidelberg Rd & Panther Place. BYO drinks as the Club will supply meat & salads. DON'T MISS IT

SUNDAY 8th.



BRUNTONS BRIDGE.  
Walhalla.  
9.30 KBCP.  
10.15 Hallam.  
Ian Payne leading.  
\*\*\*"SOME DIRT"\*\*\*  
Approx 450 Kilometres.

This trip to Walhalla will take in Cockatoo, Woori Yallock, Noojee, Willow Grove & Walhalla, where those wishing can take the 12km DIRT ROAD to see this historic iron bridge (66 metres long & spans the Thomson River). Home via Moe, Drouin Sth & Narre Warren.

SUNDAY 15th.



REEFTON & BLACK SPURS.  
9.30 KBCP.  
10.30 Yarra Glen.  
Ben Warden leading.

Back through Christmas Hills, St Andrews Kinglake, Toolangi & Healesville. Then Launching Place, Warburton, Donna Buan, Reefton Spur to Marysville the Black Spur and finish at Healesville.

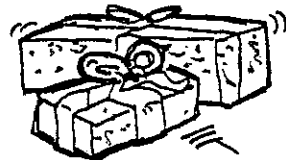
SUNDAY 22nd.



HISTORICAL RELICS RIDE.  
Powelltown.  
9.30 KBCP.  
10.30 Lilydale.  
Peter Dwyer leading.

From the Lilydale Railway station car-park to Launching Place, Warburton & Powelltown where we will view the old railway/timber tramway sites. This leisurely ride will encompass NO dirt.

THURSDAY 26th  
to WEDNESDAY 1st.



CHRISTMAS CAMP,  
Halls Gap.  
26th - 10am Laverton.  
Or make your own way.  
(Refer Map in Newsletter)

Pack your camping gear & head for the Grampians where we have booked several unpowered sites at the Halls Gap Caravan Park. The park is situated right in town opposite the shops.

## JANUARY 1992

SUNDAY 5th.

POWERS LOOKOUT  
via Strathbogie.  
\*\*\*9.00 KBCP \*\*\*  
Les Leahy leading.

From KBCP to Whittlesea, Yea, Mansfield then Tolmie & 6kms of dirt to the Lookout where we will have our pre-bought lunch. Then down to Myrrhe (6km dirt), Taton Swanpool, BonnieDoon and Strathbogie. Home via Merton, Glenburn, Kinglake and St Andrews.

# Itinerary cont.

## January 1992

- |               |  |   |
|---------------|--|---|
| SUNDAY 12th.  | KILCUNDA,<br>Swimming.<br>9.30 KBCP.<br>10.15 Hallam.<br>Sam Sirianni leading.   | Our day at the beach will begin with a run down the back roads to Wonthaggi then along to Kilcunda for some beach cricket type games and a spot of swimming. Route home will depend on time available.                  |
| FRIDAY 17th.  | PENGUIN PARADE,<br>Phillip Island.<br>Fountain Park Hotel,<br>(Melways 110 - D4)<br>7.30PM - Departure.<br>Angus Parker leading. | This night ride will begin with a countermeal at 6pm, then at 7.30pm the group will leave and head to the Island & catch the Penguin Parade. Members are then free to make their own way home or travel with the group. |
| SUNDAY 19th.  | GREAT OCEAN ROAD<br>via Lismore.<br>*** 9.00 KBCP ***<br>Luke Richardson leading.  | This early start ride will encompass approx 600kms and travel via the Brisbane Ranges, Lismore (lunch), Camperdown then home along the G.O. Road, time permitting!  |
| SATURDAY 25th | BOGONG HIGH PLAINS<br>via OMEO.<br>9.30 KBCP.<br>10.30 Lilydale.   | This Australia Day Long Weekend we will traverse some of the most spectacular country in the state. For full details & booking slip, see elsewhere in this newsletter.  |

## FEBRUARY 1992

- |               |   |   |
|---------------|---|---|
| SUNDAY 2nd.   | MEGG'S MEANDER.<br>9.30 KBCP.<br>Margaret Shelley leading.  | This leisurely ride will cover approx 350/400kms over some of the Clubs favourite roads. "Don't Miss It".   |
| THURSDAY 6th. | GENERAL MEETING,<br><u>NEW</u> Club Hall 8.15pm.<br>St.Pauls Church Hall<br>88 Station St. Fairfield. | This our first meeting of the year will be held at a different venue, so don't be caught out refer to the map in the newsletter for its location. |
| SUNDAY 9th.   | ORGAN PIPES NAT. PARK.<br>9.30 KBCP.<br>10.30 Yarra Glen.<br>Luke Richardson leading.                 | This leisurely ride will be via Toolangi & Whittlesea (smoko) then Wallan, Clarkefield and the National Park at Diggers Rest.                     |

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

DATE: 7 November 1991.

LOCATION: Jika Jika Community Hall.

OPENED: 8.25 pm.

PRESENT: 40 members and guests.

APOLOGIES: Garry Breare; Peter P.; Anita Gouthro; Rod East; Jack Youdan; and John & Jacqui Llatse.

CORRESPONDENCE: None.

TREASURER'S REPORT:	Balance as at 1st October	\$1,773.23
	Income	247.59
		<hr/>
		2,020.82
	Expenditure	<188.89>
		<hr/>
	Balance as at 1st November	<u>1,831.93</u>

CAPTAIN'S REPORT: MARYSVILLE HORSE RIDING - 6/10/91  
15 bikes, 20 people, rain early but fine and warm for the horse riding, 300 kms. Sam led the bike bit and Rita led the horses, Gary rear rider. Incidents: Ben ZX10 and Bob FJ1200 (non member with daughter pillion) crash on the Black Spur resulting in only minor damage. Ben left the ride, Bob continued. The major delay was Jon Riddett with a flat tyre and Jenny (4WD) with a blown radiator hose.

EILDON - 13/10/91  
28 bikes, 33 people, sunny all day, 340 kms. Ben leader, Jack (running in his new K100RS) rear rider. Yea, Alexandra, Marysville. Incidents: Andi crashed attempting to climb Mount Pininger and Jon Riddett gets a flat tyre.

PHILLIP ISLAND SUPERBIKES - 19/10/91  
22 bikes, 2 cars, 33 people, fine and warm all day. Ben leader, Gary rear rider. Pakenham, Koo-Wee-Rup to Phillip Island and some fantastic racing. 1 incident: Jon Riddett got a flat tyre.

AVOCA - 20/10/91  
15 bikes, 20 people, fine and warm to hot, 460 kms. Ian leader, Peter P. rear rider. Mt Egerton, Avoca and Dalesford 'stops'. 1 incident: Megs broke a gear lever screw but continued the ride.

SWITZERLAND RANGES - 27/10/91  
18 bikes, 21 people, fine but cool, 480 kms. Tommy leader, Les rear rider. 2 incidents: BR250 and R80GS (non members) both crashed.

ADELAIDE HILLS - 2-5/11/91

18 bikes, 21 people, mostly fine but some rain, 2,138 kms. Ben stand-in leader, lots of rear riders. 1 incident: Gary Clifton lost his radar detector.

Thanks to all leaders and rear riders.

Steve resigned as Captain due to the pressures of work.

#### GENERAL BUSINESS:

##### Dirt Ride:

Anita will be going in the car with her kids and will share the load of excess gear with Alec's 4WD. Anita works nights but is prepared to collect gear at the Children's Hospital if more convenient. She will also carry utensils, if needed.

##### Jika Jika Community Hall:

November is the second last meeting at Jika Jika Community Hall. The new venue is St Paul's Church Hall, 88 Station Street, Fairfield. A note in the Newsletter will provide all necessary details. The first meeting in the new venue will be February 1992.

##### December Meeting:

Is the traditional Christmas Supper and all members are asked to bring a plate. The following Saturday is the Christmas Barbeque at Fairfield Park from 12-4pm. The Newsletter will carry all details.

##### Dec-Mar Itinerary

Has been formulated. The first ride is the S.P.O.R.T. Course. Itineraries will be available at the December meeting.

##### Wayne & Michelle

Brought in their machine for printing photos, emblems etc. onto T-shirts, windcheaters, calendars, posters etc.

##### Maldon Ride

Ben detailed an alternative Sunday ride on November 24th for those members not taking part in the Dirt Ride Weekend.

##### Lights On Protest

The protest ride will gather at Melbourne Suzuki in Elizabeth Street on Tuesday November 19 at 5pm to ride to the Houses of Parliament. It is the last chance to protest in this sitting of Parliament.

##### Club Captain

Motion by Martin Bastock, seconded by Wayne Pope, to give a vote of thanks to Steve for his 2½ years as Club Captain, serving on three different Committees. His efforts on the road and his timely advice have helped a number of people and his presence will be missed. Thanks Steve for a great job!

##### Adelaide Hills

Noel apologised for an incident on the long weekend when Ben pulled out to overtake a truck and Noel followed suit not realising a car was coming towards him. Ben pulled back in safely but the car went off the road, without damage, to avoid Noel.

CLUB PARAPHENALIA: Still for sale.

##### DOOR PRIZE:

Won by Gary Clifton - Heavy Duty Degreaser.

##### CLOSED:

9.05 pm for the printing demonstration by Wayne and Michelle Pope.

==ADELAIDE HILLS WEEKEND - 2/5 NOVEMBER==

Bikes & Riders:

Ben-ZX10,	Ian-XJ900	Eric-FZR1000
Stuart & Ann-CBR1000	Chris-VT250	John & Jennifer-VF1000
Angus & Lisa-CB900	Doug-ZX10	Jon-K100RS
Steve-GPX750	Jack-K100RS	Noel-GPX250
John-XJ900	Colin-RZ250	Luke-FJ1100
Gary-650 Tengai.		

We left KBCP at 0830 sharp as we had a lot a K's to cover, Ben leading & Jack rear rider. Out over the Westgate and down the Freeway to Geelong at a leisurely pace, the weather was pleasantly cool with a slight wind, bright but cloudy with no sun. Just like a typical English summer's day.

Morning smoko was at Apollo Bay via the G.O.R. and as we all know everybody behaved themselves like good responsible motorcyclists, obeyed all the speed limits and were thoroughly sensible (If you believe this then I've got some very good STOCKS you could buy). We all got to Apollo Bay safely and then went on to Lavers Hill for lunch with everyone enjoying the twisting roads and open sweepers. While at Lavers Hill, Noel tried chatting up one of the local birds. They danced well together, but I think the bird (a Sulphur Crested Cockatoo) was leading. It was a shame to break up this fledgling romance but we had to get moving.

A few K's from Lavers Hill, John got a three-hole-flat in the rear tyre of his XJ900, a can of Finelec proved a temporary fix, also Eric had a fuel supply problem which eventually sorted itself out and he had no further problems. We regrouped at Loch Ard Gorge where John (XJ900) and a few of the others headed for Warnambool and hopefully a new tyre. After a look around the Gorge the rest of us followed and found John having a new Michelin fitted, despite moaning about preferring Metzeler's he soon had it scrubbed in (And people say us Pomm's like to winge?).

From Warrnambool we headed up to Mt. Gambier via Nelson and by now the weather was changing with showers developing. This led to my EMBARRASSING incident when I pulled over to put on my water-proofs and caught my leg on the Gearsack and FELL off the bike. The bike then followed suit and fell over burying the side-stand in the dirt. I wasn't going to mention this incident BUT there were too many WITNESSES. I was lucky, no damage to the bike and only a big dent in my pride. Oh and thanks to the lads who stopped to give me a hand.

As the showers cleared, Angus gave a demonstration of how to remove your water-proofs, helmet, adjust the earplugs and refit the helmet all at 100+ kilometres per hour (the joys of a cruise control), Lisa's face must have been a picture!

We stopped in Portland for smoko at 1500 and then headed directly to Mount Gambier arriving at 1700. We stayed at the Jens Hotel, which for \$20 a night was very good value as the place was very posh. During the evening some of the young bucks, who shall remain nameless to protect the guilty, decided to avail themselves to some of the local young ladies.

cont.

## ADELAIDE\_HILLS\_W/END\_cont

We ended up at the local Disco (meat market) looking for female company and conversation, but.....does the term "Crash & Burn" mean anything!

A good first day with lots of twisty roads, no cops and no major incidents, thanks to Ben for leading a good ride and to Jack for rear riding.

Gary KLR650 Tengai.

### SUNDAY 3rd

Up early for breakfast, with some of the "young bucks" feeling the effects of last nights excesses ("Watch the Captain jump over a glass laden table-OOPS-Watch the Captain SMASH a glass laden table). After breakfast & fuel we headed up for a look at the Blue Lakes then on to Robe for lunch and where the historic Caledonian Inn was inspected (ideal future overnight stop). Off to Kingston and the usual group photo in front of the Big Lobster, from here the boring stretch along The Coorong was tackled with Steve disputing the boring aspect, he being on Erics FZR1000.

A regroup and fuel at Meningie had the group somewhat perplexed as whether to strip-off or don the water-proofs as the high temperature and high humidity was offset by the ominous black clouds. With the wind picking up we headed for Murray Bridge and the worst torrential downpour many have had the pleasure to ride in, (they stopped the Adelaide Grand Prix, but we kept riding - must be MAD). We eventually reached the Bridgeport Hotel thoroughly soaked and decided to forgo the planned afternoons ride in favour of a shower and the attraction of the Lounge Bar... ..and here we stayed untill stumps. But armed with some refreshments we headed for the Guest Lounge and continued to kick-on with such games as Swipe-a-shoe-and-throw-it-on-the-balcony-roof, Acrobatics & Who-can-tell-the-worst-joke. We were also joined by three New South Wales riders, who were not backward when it came to partying. Jack! a red headed female attracted plenty of attention, with Steve proclaiming (after unsuccessfully trying to relieve her of her shoe) "What a women, She's good-looking, rides a bike and is strong" Jack replied "Somebody get me a bucket, quick".

Slowly but surely the party animals succumbed to the lateness of the hour and eventually headed for bed. On the way John VD, who had been put to bed hours earlier, was found out in the hallway "lost" and so ended sunday.

Ian - XJ900.

Monday November 4

Today it's my "turn " to record the efforts, workings, errors, happenings, etc. of the MTCV grand trip to Adelaide S.A. ( well we did not quite go to Adelaide- just close ).

With a very expansive and well planned ride led by Ben it is certainly beyond my scope -of-mind to accurately write up all the happenings of the day.

Suffice to say the ride had everything, from rough-surface twisties to Reefton Spur type tighties ( but with better scenery which one does not dare break concentration to see) to open sweepers along the coast in heavy wind conditions.

The following route probably will not mean much to readers unless you get out your detail map of the Adelaide Hills area ..... then you will see how extensive (and exciting ) this ride was.

Murray Bridge -- Birdwood.

This AM ride had us at the National Motor Museum where we spent approx. two hours.

All dreaming of which bikes we would like for our collection, a Vincent Black Shadow or perhaps a Velo Thruxton ?

Birdwood -- Victor Harbour.

Via Paracombe, Ashton, Basket Range, Belair, Clarendon, ( lunch stop in there somewhere ), Mc Laren Vale, Myponga Hill, Cape Jervis, ( ferry terminal for the French- dominated Kangaroo Island, well, dominated 100 years ago ! )

Victor Harbour-- Murray Bridge.

Due to a late arrival ( and even later departure) at Victor Harbour, Ben cut 60 Km. from the planned route. A good decision as this last 100 Km. via Strathalbyn had us back "home" ( in the Bridegport pub) by 7.30 PM in time for " drinkies ".



A truly excellent ride, studied, planned, rehearsed  
( in the mind) by Ben with several rear riders participating.

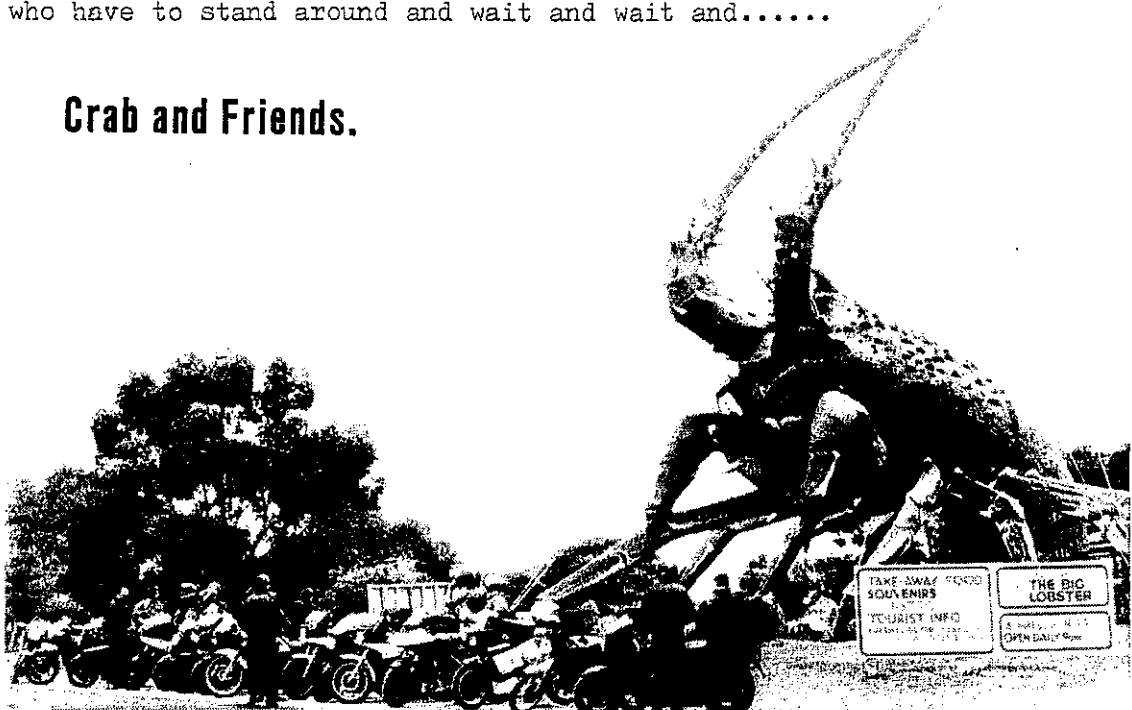
Speaking of participants, I do not have an accurate list,  
but the majority of riders and pillions from the tour were on this  
Monday run.

After all it was what the Adelaide Hills weekend was  
all about..... wasn't it?

Jack Youdan.

P.S. Leaders of our rides cannot stop some people " wandering"  
off for take-aways at minor stops ( for fuel, regroup, etc.) but  
we must think how to control this in the interests of the majority  
who have to stand around and wait and wait and.....

## Crab and Friends.



## CLUB CAPTAIN.

It was with some regret that at our November meeting our Club Captain, Steve Leyland, tendered his resignation from the Committee. Unfortunately Steve's work committments have increased to the point where attending Club functions & rides was getting difficult.

Therefore he felt, he was not fulfilling the tasks of Club Captain to the extent that the position required, consequently it was better to step down in favor of another member who could better serve the role.

At this stage a vote of thanks was proposed, and deservingly so, for in the 2½ years that Steve has held the position his committment and dedication to the job has always been accomplished enthusiastically. Likewise all his efforts and advice were always intended for the betterment of the Club, therefore, thanks Steve for a job well done.

After careful consideration the Committee has appointed MICHAEL CHAN to the position of Club Captain and although not an easy task, Michael is more than suitable for the job, for in the short period of time he has been a member of the Club, Michael has attained a position of respect. No doubt aided by his mature outlook and concern for other members and with his colour co-ordinated leathers he & his GSXR1100 Suzuki are not easily missed.  
Welcome aboard Michael.

Ian Payne  
President MTCV

Tuesday 5th

We woke to a clear morning for our final day of our Adelaide Hills trip. The majority of the group were up bright and early (feeling well) due to a less hectic night than the previous. With a bit of pushing and prodding of a few stragglers everyone was enjoying breakfast. A small group-Angus & Lisa CBR900, Doug ZX10, John K100 and John XJ900 decided to leave earlier and head straight down the highway to Melbourne.

The endurance group left Murray Bridge at 9 and headed towards Coonalpyn which was our first petrol stop - our expert rear rider being Jack K1000RS. Luke FJ1100 left the group and headed home solo. Travelling East through Keith and Naracorte where once again filled our bikes and stomachs. Heading along the Wimmera Highway to Edenhope where detouring from the main highway to Harrow, Balmoral and Cavendish for yet another food and petrol stop.

The pace of the ride was brisk and everyone was enjoying the sunshine. We pushed onto Dunkeld and headed along the Glenelg Highway at speed limit pace to Skipton - petrol again.

The only instant to date was Noel GPX250 dozing, causing an oncoming car to take to the scrub - no damage to either party or vehicle. Continuing East along the Glenelg Highway to Ballarat where our first taste of city riding for the day, a shock to the system. Leaving Ballarat along the Western Highway for our break up point at Melton. We were travelling at legal speed limit when blue flashing lights pulled Gary CBR over to one side. The group continued on anxious to hear the outcome of the crime. Reaching Melton we learnt the police are now equipped with radar dectector detectors and have one more to their collection. Best of luck Gary on the outcome.

A great trip had by all and thanks to Ben for leading and all the rear riders.

Stuart & Ann

Honda CBR1000.

CAPE SCHANCK LIGHTHOUSE - 10/11/91

Members:

Luke & Margaret	- FJ1100 (leader)	Rod East	- GSX250
Gary Clifton	- CBR1000	Sam & Rita	- FZR1000
Martin & Karen	- CBR1000	Eric & Nadine	- FZR1000
Adam	- CBR1000	Colin Davies	- RZ250
Andrew	- CB1100R	Jon & Lesla	- K100
John & Jennifer	- VF1000F2	Vince Green	- R100G/S Paris-Dakar
Ben & Vicki	- ZX10	Ross King	- XJ900 (rear rider)
Ray Thomas	- ZX10		
Mike Davis	- ZZR250		
Stuart Bates	- ZZR250		

Visitors:

Andrew	- NTV650	Jerry	- GSX250 (1st ride)
Kylie	- GT550	David	- XJ900
Peter	- ZZR250	Mark	- RZ500
Graham	- BR250	Morris	- XV250 (1st ride)
Ferdie	- GSXR1100	Gary	- K100RT

27 bikes and 34 people.

I rode into the KBCP and met up with the rest of the group. There wasn't a hell of a lot of people, so I thought it was a good opportunity to volunteer for a long overdue (first) club write up. Little was I to know of the masses waiting upon our arrival at Hallam! (me and my big mouth).

After madly scribbling down names and machines (with Luke's borrowed pen and pad - thanks Luke) I managed to get everyone's details, including asking this big guy on a BMW Paris-Dakar his name. Turns out it is Vince, an ex-president! Shows ya how much I know (I felt real big).

We were then off, with Luke leading (I thought if I do happen to lose the way, I'll just follow the trail of chocky crumbs - more about this later.).

The weather was starting to look a bit threatening on the horizon, as we were approaching Berwick, but I soon forgot the weather and revelled in the twisties out the back of Berwick around Guy Hills. We then cruised on out through Sommerville and towards Hastings, with the weather looking ever menacing. Just as we were pulling into Hastings for mornnig smoko we were rained upon. This obviously dampened a few people's thoughts as Sam & Rita (no wet gear), Vince (1500 km ride home), Jon & Lesla and John VD decided to pull out. John's excuse - not hung over enough!

After feeling a bit sorry for Jen, who seemed keen for a ride, she joined me at Hastings and we were off again - hey wait for us! (Jen assured me she had plenty of experience - I kept wondering what she meant as we rode out of Hastings?)

The weather soon cleared up as we rode through Shoreham along the scenic roads past Pt. Leo and Flinders. Then it was a mad rush up Arthurs Seat (grouse twisties) and over to Cape Schanck and the lighthouse.

After a very informative guided tour of the lighthouse, I found the ideal headlight for the CBR - a 1000 watt halogen lighthouse globe which can be seen for twenty six nautical miles - might wake a few tin-tops up with that.

Martin unfortunately informs me he has dropped his bike further back again, and again - I've lost count. Poor Mart! Poor CBR! However, nobody is hurt and only a scratch on the bike. We then ride back towards Arthurs Seat as the weather has really cleared up.

Reflecting upon a note I had come across in Luke's (chocky-munched) pad. I had to make a note of it for all you chocaholics out there. Here goes, "A chemical produced by the brain when in a loving, caring mood is the same one found in chocolate" (close Adam - Luke). What a joke! Try getting some chocky off Luke.

We then "tootle" down Arthurs Seat enjoying the warm friendly club like feeling you get, at least that's what we would have been doing if we weren't going hell for leather, scraping pegs! Then down to Dromana for a late lunch. After lunch Luke decides to end the ride (pretty much a unanimous decision) because of the late-ish hour.

Thanks to Ross King for rear ridnig all day. Thanks also to Luke and Megs for leading (and sharing all of Luke's chocolate?!). A good day was had by all, as we toured a great part of the Peninsula, and a favourite of mine.

ADAM (CBR1000)

## New Club Hall.



88 Station St. Fairfield

MT SABINE FIRE TOWER - 17/11/91

Steve Leyland	- XL600 (leader)	Michael Chan	- GSXR1100
Andrew Kennedy	- CB1100R	Peter Gruer	- GSXR1100
Jack Youdan	- CBR1000	Robin	- GSX1100S
Adam & Simon	- CBR1000	Steven & Yuko	- XS1100
Martin & Karen	- CBR1000	Eric & Andrew	- FZR1000
John & Lynn	- VF1000F2 (rear rider)	Tom Saville	- FZR1000
Tony & Chie	- VF750	Ian Payne	- XJ900
Chris Lee	- VT250	John Barta & Anita	- XJ900
Ben Warden	- ZX10	Colin Davies	- RZ250
Peter Tsutsullis	- ZZR250	Maurice	- XV250
Noel Brown	- GPX250	Hans Wurster	- K100RS
		Andrea Sirninger	- R80G/S

23 bikes and 29 people.

This ride began like many others, with the normal 9.30 am start from KBCP and a second pick up at Laverton at 10.00 am. That was the plan anyway.

For those that didn't attend KBCP this sunny morning, all I can say is that negotiating the 'city traffic' was unusually difficult. There appeared to be a fun run on, with thousands of people running, jogging and walking along Flinders St. Thus effectively closing Flinders St off to motorised traffic.

Anyhow we left KBCP with only a small detour and arrived at the Laverton pick up on schedule. We soon departed, with a new leader - Steve on the XL (some excuse about the GPX not being up to it. Perhaps he had already considered Turtans Track!)

We headed down to Geelong via the highway firstly, and then some back roads. We soon arrived on the outskirts at Geelong, taking a westerly route towards Deans Marsh for a re-group and morning tea. Many passed comment on the sweepers we had encountered prior to Deans Marsh.

Morning tea over, we headed off to the Mt Sabine fire tower. Despite the uncertainty at one stage as to which track to take we soon found ourselves at the tower. Many a brave soul took it upon themselves to climb the rusted and swaying tower only to find that they were not able to climb all the way up due to a locked trap door.

Back on the ground a small debate was taking place as to which way we should go next, ie, 1/ either go on to Apollo Bay as planned or 2/ to take Turtans Track (9km of dirt) over towards Lavers Hill. Faced with the prospect of getting their bikes dirty, several took the road to Apollo Bay and rejoined the group at Lavers Hill for Lunch (wimps).

Lunch over and it was time to muster up ones courage and mount up ones bike once again and head onto Lorne. A fantastic time to be had on the way. The stretch of road to Apollo Bay is one to be savoured with many sweepers running through the Otway National Park and on further.

The ride carried on through Apollo Bay (not stopping) along the GOR to Lorne for smoko and re-group. There many were heard to talk of the roads just travelled and, not mentioning any names but of a certain fellow club member, whose riding was witnessed on the aforementioned roads (fast - definately; dangerous - hmmm).

The ride was not over yet and time was getting on. We continued along the GOR to Anglesea and then on to Geelong, where the official club ride ended. Here riders departed at various intervals heading back in small groups.

Thanks to Steve for a great ride (accident free) and also to the rear rider.

THE MTCV ~~PARIS TO DAKAR~~, MAFFRA TO MERIJIG DIRT BASH (well it was close)

The week leading up to this historical event was spent on bike preparation and in some cases buying a bike. Stuart purchased his DT the day before. No ride has ever been so significant to actually make participants buy a bike specially for the occasion.

We originally intended to take the bull basher but as time was running out and respoking wheels is a tedious and monotonous process the consensus was to take my GS, with the best suited bits and pieces off Tom's, add a pair of knobbies and we're in business.

We met at Hallam at 7.00 pm Friday night.

Les Leahy	- XR600 (leader)	Ian Payne	- TT350
Jon Riddett	- XL250	Doug Forsaith	- XL250) Breaker
Gary Yates	- KL650 Tengai	Stuart Forsaith	- DT175) Brothers
Tom & Andi	- R80GS (rear rider)	- No, this is not a misprint. Tom was rear rider.	

Jennifer Noble	)	
Alec Brown	- IT250 hohum)	Toyota 4WD trailer
Sam Sirianni	- XR250	)

Anita, Kerrie & kids - Falcon stationwagon

Unfortunate for Angus who couldn't make it because his hire bike got stolen, and John Barta who says he couldn't get parts for his bike couldn't come because he thought it might rain.

We left Hallam about 7.10 pm, what a great night. Though speeds were kept at the state limit we made it to Moe in good time, via the usual Pakenham, Nar Nar Goon, Bunyip, Drouin with the Falcon in hot pursuit and the only mishap, Stuart replenishing his two popper fluid. At Moe it was on with the plastics (no Mr Barta it wasn't raining) as the temperature had dropped considerably with the sun.

Tom now leading heading for Hayfield. The sun certainly left with a spectacular display promising a fantastic day ahead, the moon on the other side wasn't to be outdone, full as it was you almost didn't need a headlight.

All was well. Tom decides to take a short cut across a dirt road, the first dirt. The sign said "ford ahead 10km/h". Sign, what sign? Not only was there a huge culvert but a creek crossing in it too. That woke you up guys didn't it. I don't know why they keep calling you that name Tom, your parents are married.

Into Hayfield then across to Maffra to the Metropolitan Hotel, where the publican kindly locks our bikes in the bottle shop for th night. Just as well bikes don't drink! It was a dive for the pizza shop over the road and then off to bed for an early start.

ANDI (R80GS)

## Dirt Ride - Saturday.

At about 0600 I was restless and eager to get going. I was not alone, having plenty of company for my 0630 breakfast. The hotel provided juice, cereals and bread for breakfast along with a very reasonable \$15 per head for the room.

By 0800 we were lined up outside the pub ready to go. A quick and hopefully impressive photo session was thrown in before we fuelled and departed.

In a matter of minutes the club had found the first of what was to be a lot of dirt. Unfortunately it had been very dry all week making for very dusty conditions.

Alec was all fired up on the IT and about 5 minutes into the dirt flew past my XL250. It was impossible to see through the plume of blue smoke and dust so I backed off a little. The dust cleared a bit and I could just make out Alec coming to an uncontrolled standstill after losing the rear end and fishtailing off the road.

He says he was in a hurry to start it and take off again because he wanted to catch up, but I think he just got sprung bad.

Our first main obstacle other than ourselves was a tree that had been felled across the road. We made our way bush to get around it and back onto the track where we regrouped.

My bike had been bouncing around and Tom recommended that I drop my 25 PSI pressures down to about 12 PSI. Being puncture paranoid I wouldn't do it, settling for 20 PSI.

The ride continued some distance and it soon became evident that jumpers and warm gloves were not required.

Then came our 2nd, 3rd and 4th stack. All of them were Stewart ! Apparently he hit a bump that just bounced him straight off the track. Did you know that an IT and a DT175 use the same levers? With the aid of Alec's spares we got Stewart going again.

We waited some time for some cattle that were being hurded along the track to get out of the way. These were real cattlemen doing what cattlemen do. We were just an annoying intrusion from the outside world catching a glimpse of the way things have been done for decades in the high country.

Meantime Stewart had a few more prangs and seemed to keep landing on the same elbow - OUCH!

**Maffra Pub  
& Chookies.**



We stopped at Moroka hut, our first hut for the weekend and took stock of our injuries. Stewart looked sore his elbow now quit swollen. The nice cool creek water helped our thirsts as things were really quit warm.

Our next stop was the Pinnacles for lunch but we would not get there without incident.

We had a very rocky section with largeish bumps that would test the ground clearance of any bike. Gary's KLR failed resulting in a broken bash plate and a minor spill. The group was astonished to learn that his bash plate was PLASTIC and broke quite easily. I was glad for my metal one as I thumped it real hard going over a log.

Tom had convinced me to drop my pressures and at 15 PSI the difference was unbelievable. I could keep up now and it was a lot more comfortable.

Coming out onto the main road poor Stew had a flat front tyre. It seemed to be the valve and held air after cleaning.

A long dusty open section was all that remained before the Pinnacles.

Doug on his XL250 decided he'd had enough of eating my dust and passed me. I backed off in an effort to find clean air and less than a minute later came around a bend to find Doug arse over tit. He broke his clutch and a quick fixit got him going.

These two brothers were having a pretty bad run and both of them were really sore. Being the kind and considerate group of people that we are we took delight in hanging it on them for the rest of the weekend.

#### THE BREAKER BROTHERS.

The view from the Pinnacles was spectacular, with some snow visible on the distant peaks.

Lunch was had and the group then proceeded to Arbuckle Junction where we would meet up with our support vehicles for fuel, food and maintenance.

The rest of the day was to be fairly fast and dusty open dirt roads with a few more sightseeing stops thrown in.

The next incident was Sam blowing up his XR250. Our bikes have the same motor and I knew when he flew past me he must have been pushing the little beast as my bike was revving dangerously.



GUYS HUT



Later diagnosis revealed a slipped timing chain and probably bent valves. Sam had to wait a few hours for Jennifer to arrive with the trailer. He only had a joke book for company generously supplied by Kerrie and must have been a mental case by the time he was picked up.

We set up camp in the Macalister Valley. Sam and Jennifer arrived about two hours behind us and found us all set up with the camp fire going and food cooking.

The day was fantastic, full of challenge and really tiring. All of us were learning a bit about dirt riding and getting better as we went. We all slept like logs.

I would like to thank Les and Tom for what I reckon might be my best club ride ever. I certainly enjoyed it.

It was extremely well planned and very interesting. I was planning to sell my XL250 but.....

Jon Riddett XL250 (The only Honda 250 that made it!)



**Stu & Doug**

**"BREAKER BROTHERS"**



**Alec & IT in flight.**

## DIRT RIDE - SUNDAY 24/11/91

We broke camp and left the site at 0800. Anita driving the Falcon took the camping kit and Kerrie, William & Jessie and drove out of the mountains via Licola and got home without incident. Jenny driving the 4x4 with Sam and his broken bike followed the same route, more or less as the bikes.

With Tom leading and Andi pillion, Alec, Ian, Jon, myself, the Breaker Brothers and Les as rear rider headed out for King Billy over 10kms of rough, sharp stony tracks. No punctures though. We headed up to the saddle where we stopped to get our breath after some very hairy rocky decents which come under the heading of "Holy shit Tom, you can't be serious!" But we all made it safely if not completely unscathed. I fell over, second time this weekend, and bent my gear lever. But with a bit of help from Ian and a well placed boot, it was bent back and the bike was still rideable.

Then onto Lovic's Hut. Owned by the Lovic family of "Man from Snowy River" fame. From there we went up to Bluff's Lookout for a group photo. From there we went onto Bluff Ridge via Death Valley and down to Sheep Yard Flats. Alec left the group for Jenny and the 4x4 to catch up. Along more loose dirt road/tracks we finally rejoined the bitumen road about 15kms from Mansfield and rode into the town and stopped at a servo for lunch and petrol, as many of the smaller bikes were on reserve.

Stuart arrived well after everyone else as he got a two hole puncture in his front tyre. He found an RACV truck and bought a 17 inch tube from the repair man. Only trouble is he has a 21 inch front wheel. But a quick phone call and the guy came back and swapped the tube for the correct one. It was his fault after all. He sold Stuart the wrong tube.

We left the servo at 1400 hours, having decided to take the easy way home, via Lake Eildon where we rode round the lake and loose sand and gravel with most of the group whinging about the road surface saying they preferred the other roads of the day. And they call us whinging Poms!

Rejoining the Maroondah Highway about 30kms from the Black Spur servo/roadhouse, Doug's bike only made it another 5kms before it died with an electrical problem. We hid it in the bushes and Doug got a ride home to pick up the bike later in the week. We broke up at the Black Spur roadhouse and went our seperate ways.

The weather was hot - 34° & sunny, the tracks were dry, dusty, rocky, sandy and hardwork. The weekend was hard, tiring and dicey in places. We all ended up exhausted, bruised, battered and dirty. It was also bloody good fun and I personally had a lot of fun mixed in with absolute terror.

Thanks to Tom and Les for taking turns at leader and rear rider. I learnt a lot and had a marvellous weekend.

Gary Yates  
KL650 Tengai

### S.P.O.R.T. COURSE - 1/12/91

With an 8.15 am start and the slightly unusual nature of this ride I expected attendance to be down on our usual numbers. Despite this pessimistic attitude the Club had booked 25 places just in case, and as it turned out, we weren't too far wrong.

The ride left the city at 8.20 am and the 13 or so bikes had no dramas en route to Attwood, arriving at 8.50 am. It was there that our numbers began to swell, eventually topping out at 21. The participants were:

Gary	- CBR1000	Darryl	- GSXR1100
Adam	- CBR1000	Luke	- FJ1100
Chris	- VT250	Chris	- FJ1100
Leanne	- VT250 (1st ride)	Eric & Nadine	- FZR1000
Ben	- ZX10	John & Anita	- XJ900
Terry	- GPZ900R	Ian	- XJ900
David	- GPZ900R	Daryl	- FZR600
Andrew	- ZZR600	Geoff	- RZ350
Margaret	- GPZ550	Colin	- RZ250
Stuart	- ZZR250	Jon	- CB250RS (filming)
Noel	- GPX250		

There were about 35 people doing the course.

We were hustled into a portable and introduced to the two people taking the course: Sergeant Phil Maguire and Senior Constable Karl Ansell. Karl proceeded to give us some basic pointers on cornering before moving on to braking. According to the instructors, cars brake in approximately the same distance that bikes do, even in the dry. This came as a bit of a revelation to me. They gave us some figures:

Speed (km/h)	60	80	120
Braking distance required (m)	13	20	55
Distance travelled (m/s)	16.7	22.2	33.3

Most of us are (or should be) familiar with the recommended two second buffer zone that should be between us and the car in front. These figures indicate that the two second rule is less critical at lower speeds and should possibly be extended for the open road. At 60 km/h you have 1.2 seconds to react before commencing your braking, longer than most people (who are paying attention) need. At 120 km/h you have only about 0.3 of a second - not much time even for someone who is wide awake!

After discussing theory we moved outside to practise on their 1.1 km circuit. Karl demonstrated some rights and wrongs (including getting a police BMW fully sideways and still not putting his foot down) and then we all had a go. While most of us practiced our emergency stops John Barta was more interested in practising front wheel slides, no doubt inspired by an explanation of Mick Doohan's cornering technique. Meanwhile Jon Riddett filmed the action. Unfortunately he missed my final pass when I succeeded in lifting the rear wheel of the FJ off the ground, something I thought I'd never do.

As I said last time I did this course, the track is too short for the number of riders we had. It is designed for about 16 bikes and a smaller class would likely learn more (personal tuition, more practice runs, etc.).

A BBQ lunch followed with sausages, hamburgers and soft drink made available in abundance. Swann certainly weren't stingy with the food as there were repeated calls for people to come and have some more as there was lots left. During the lunch break much attempted recruiting went on, with several club members trying very hard to convince one attractive young lady that she'd really enjoy coming along on a club ride.

Lunch was followed by a lengthy session on roadcraft, intersperced with many stories and jokes from Phil, and much witty banter between Phil and Gary. This section probably taught everyone something about just what is and what isn't legal when it comes to riding and lane splitting in particular.

Speed cameras were the next topic of conversation. Apparently one roll of film costs around \$3,000, although the government no doubt regard them as value for money. The rule currently in operation with speed cameras is that you have the limit + 10% + 3. That is, in a 60 zone:  $60 + 6 + 3 = 69$  km/h before you will be booked. Phil claimed that anyone who says that they have been done by a speed camera for under 67 km/h (70 less the 3 km/h margin for error) is talking bullshit. Another sergeant who was also present did indicate that if two cars were in the same shot, they would probably try and book both people, so it's probably worth having a look at the photo. There is also another speed camera coming out that targets the car it is taking a reading on with a red dot, making it much more useful in peak hour traffic, or situations where two vehicles are likely to be in the same shot.

Some practice doing figure eights followed. Unfortunately it was during this stage that Daryl eased his FZR over (I'm not sure if it actually got fully horizontal) resulting in a slight scratch I believe. This was understandable as tight, low speed riding is undoubtedly more difficult than high speed riding.

During the course of the day we also saw two of the excellent "Right Rider" films. If anyone is interested in getting copies of these tapes made then get a blank tape to me (90+ mins) and I would be happy to do them for you.

All in all the day was extremely entertaining and good fun, as well as providing us with an opportunity to practice our skills and for some people, learn new ones. Compared with the Stay Upright and HART courses it was very short on content and left out quite a few important points regarding braking, roadcraft, etc. Anyone wishing to further improve their riding skills should very seriously consider spending the money on one of these courses, they're worth every penny.

It was also interesting to note the number of expensive machines present at a free course, whereas Stay Upright generally attracts the more mature rider on older machines. Perhaps some of the younger hotshots should give more serious consideration to the distribution of their income.

LUKE (FJ1100)

P.S. Congratulations to Nadine on recently obtaining her motorcycle learners permit. May she find a bike soon.

## MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST

25-11-91

Members	Address	Home	Work	Motorcycle(s)
Barnes, Mick	5 John St Williamstown 3016	397-1640		Suzuki DR600
Barta, John	28 Pine Rd Bayswater 3153	729-1712		Yamaha XJ900
Bastock, Martin	1/4 Swinton Ave Kew 3107	853-7628		Honda CBR1000
Bates, Stuart	4 McComb Blvd Frankston, 3199	787-1321		Kawasaki ZZR250
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
Breare, Garry	35 Hannover Rd, Healesville 3777	059-622-949		Yamaha XJ900
Brew, Max	RSD 9090 Willowgrove, 3825	051-271-222		Kawasaki GPz900
	Residential: Cnr Wilkes and Old Sale Rds			
Brown, Alec	155 Power Rd Doveton 3177	791-1297		Suzuki GSXR1100L
* Brown, Noel	89 Bulla Rd Bulla 3047	307-1409		Kawasaki GPX250
1 Brown, Ken	294 McKinnon Rd, McKinnon, 3204	578-3403		Honda 175CD
1 Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
* Chan, Michael	5/25 Clarke St Elwood, 3184	531-5733		Suzuki GSXR1100K
Clifton, Gary	1 Hubert Ave Glenroy, 3046	306-7071		Honda CBR1000FK
Clowes, John	17 Auburn Rd, Healesville 3777	059-622-309		Yamaha FZR1000
a Clark, Tania	31 Snowden St Laverton 3028			
n Cole, Daryl	1/69 Paris Square Narre Warren 3805	702-8324		Yamaha FZR600
Crussel, Ron	2 Banksia St Sth. Oakleigh 3167	579-0917		Honda CB900F2
Davies, Colin	94 Bowen Rd East Doncaster 3109	842-5098		Yamaha RZ250
Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		Kawasaki ZZR250
Dunn, Andrew	3/17 Wimbledon Ave, Elwood, 3184	531-8034		BMW K100RS
a Dunn, Pam	3/17 Wimbledon Ave, Elwood, 3184	531-8034		
Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
* East, Rod	63 Old Belgrave Rd Upper F'tree Gully 3156	758-7738		Suzuki GSX250
Forsaith, Doug	3 Toulon Crt Carrum 3197	772-4355		Kawasaki ZX10
* Forsaith, Stuart	14 Elvie St Doncaster East 3109			Honda CBR1000
Gooding, Kerrie	2/3 Leroux St, Oakleigh, 3166	563-2410		
Gouthro, Anita	4 Ralph St, Blackburn, 3130	878-5657		Honda CBX250
+ Green, Vince	2 Dugdale St Taree 2430	065-523-105	065-51-0088	BMW R100GS
Gustus, Tony	4 Bardwell Ave, Frankston, 3199	770-2092	706-5099	Yamaha XJ900
* Harris, Trevor		434-4179		Kawasaki KL650
Hodgetts, Peter	1/2 Lee Crt, Heathmont, 3135	870-3315		Yamaha FJ1100
Hosking, Ian	6 The Brentwoods, Chirnside Park 3116	735-4951		Kawasaki GPx250
a Jackson, Barbara	c/o Wilkes Rd Willow Grove 3825			
n Jones, Geoff	34 Argyll Circuit West Melton 3337	743-3164		Yamaha RZ350
n Kennedy, Andrew	79 Hull Rd Croydon 3136	725-9267		Honda CB1100RC
* Kesting, Paul	18 Highfield Ave Warrenwood 3134	879-0029		Suzuki GSXR1100H
King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400	Yamaha XJ900
1 Leahy, Les		889-6505		
Lee, Chris	66 Ormond Rd, Clayton, 3168	543-2807		Honda VT250
n Lennox, David	5 Lachlan St Bundoora 3083	467-2349		Kawasaki GPz900R
Leyland, Steve	Honeyhush Caravan Park			Kawasaki GPx750
	6 Leakes Rd, Laverton North, 3026			
Llatse, Jacquie	310 O'Neils Lane Anakie 3221	052-841-383		
Llatse, John	310 O'Neils Lane Anakie 3221	052-841-383		Kawasaki ZXR750
Locke, Adam	29 Grange Rd Sandringham 3191			Honda CBR1000
Makin, Eric	17 Auburn Rd Healesville 3777	059-622-309	287-1627	Kawasaki KR1S-250
Merz, Eric	7/27 Broadway St Chelsea 3196	772-9640		Yamaha FZR1000
Miller, Harold	33 Day Cres., Nth Bayswater, 3153	761-426	328-4703	Yamaha FZR600
Miskin, Rod	18 Linlithgow St, Mitcham, 3132	874-5569		Honda VF1000FII
Mountney, Terry	6 Lambassa Grv. Keon Park 3073	460-1519		Kawasaki GPz900R
Osborn, Gary	11 Aberdeen Rd, Blackburn Sth., 3130	877-3231		Kawasaki GTR1000

	Parker, Angus	P.O. Box 195 Bentleigh 3204				Honda CB900F2
n	Parker, Lisa	P.O. Box 195 Bentleigh 3204				
	Payne, Ian	2/3 Leroux St, Oakleigh, 3166	563-2410	550-6428		Yamaha XJ900
l	Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518			Kawasaki GT750
	Piller, Vicki	12 Timor Parade, West Heidelberg, 3081	457-4479	867-1666		
+	Platt, Andrew	2 Snowy Crt Corio 3214	052-755-708			Kawasaki ZZR60
+	Pope, Wayne	Lot 20B, Talbot Clunes Rd, Dunach, 3371	054-632-560			Honda XR600
	Price, Gary	5 Fallon St, Caulfield Sth, 3162	571-6941			Yamaha FZR1000
	Richardson, Luke	2/1 Linton Crt, East Hawthorn, 3123	882-9645			Yamaha FJ1100
	Riddett, Jon	20 Pine St Surrey Hills 3127	808-1946			BMW K100RS
	Robinson, Lisa	11 Athenium Crt Carrum Downs 3201	785-2480			Kawasaki GPz900
	Saville, Tom		848-7867			BMW R80 G/S
	Schwarze, Dot	1 Hubert Ave Glenroy 3046	306-7071			
l	Shearer, Len	798 F'ntreegully Rd, Wheelers Hill, 3170	561-2857			
+	Shelley, Margaret	7/750 Inkerman Rd Nth Caulfield 3161	509-4645			Kawasaki GPz550
	Sirianni, Sam	7 Surrey Close, Hallam, 3803	703-2405			Yamaha FZR1000
	Sirianni, Rita	7 Surrey Close, Hallam, 3803	703-2405	891-473		
	Siminger, Andrea		848-7867			BMW R80 G/S
	Spackman, Terence					Yamaha SRX600
	Staniforth, Simon	17 Martin St, Box Hill North, 3129	890-1230	428-0999		Honda ST1100
	Stanley, Michael	6 Well St Brighton 3186	592-7990			BMW K100RT
+	Stroud, Chris	21A William St, Abbotsford, 3067	428-2286	344-5699		GSXR1100H
	Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984			Kawasaki ZX10
	van Dorp, John	6 Leakes Rd Laverton 3028				Honda VF1000FI
	Warden, Ben	12 Timor Parade, West Heidelberg, 3081	457-4479	344-5733		Kawasaki ZX10
	Wurster, Hans	21 Medford St, Altona, 3018	398-5575			BMW K100RS
	Wurster, Ken	15 Redwood Drv, Hoppers Crossing, 3030	749-5575			BMW K100RS
a	Wurster, Ann	15 Redwood Drv, Hoppers Crossing, 3030	749-5575			
*	Yates, Gary	1/75 Marianne Way Mt Waverley 3149	842-5304			Kawasaki KL650
	Youdan, Jack	22 Fort St, Mt Waverley, 3149	232-3564	311-6555		

\* changed address or phone number

+ new bike

l life member

n new member

a associate member

Life Members - 5

Associate Members - 4

Full Members - 72

Total - 81

### What is the most common cause of road accidents?

- ☐ Aggressive driving.
- ☐ Loss of control.
- ☐ Driving below speed limit.

Aggressive driving techniques figure in around 60% of the accidents recorded by AAMI. Despite all those "Stop" and "Give Way" signs, failure to give right of way accounts for 33% of accidents.

# WHO's NEWS

Tom's FZR now fitted with some K-Comp tyres which really suit it. I'm now prepared to push the bike says Tom - You mean you haven't been????

Steve finds that although the XL600 is nimble in the tight stuff, on the GO road it is no match for the sports bikes and one BIG LOSE convinces him he's definately over-doing it.

Margaret Shelley has replaced her 650 Suzuki with a very clean GPz550 and although its smaller and lighter its certainly nippy.

Interested in a spot of WATERSKIING over the Christmas break?  
Terry Mountney will be camped up at Lake Eppalock between 21st December and 6th of January and extends an invitation to club members to come and join him. For full details contact Terry on Ph. 460-1519.

Riding down in the dark to Maffra for the dirt ride certainly showed up the inadequacies of trail bike headlights. As Andi put it, "the light comes out of headlight, dribbles along the mudguard and then falls on to the ground".

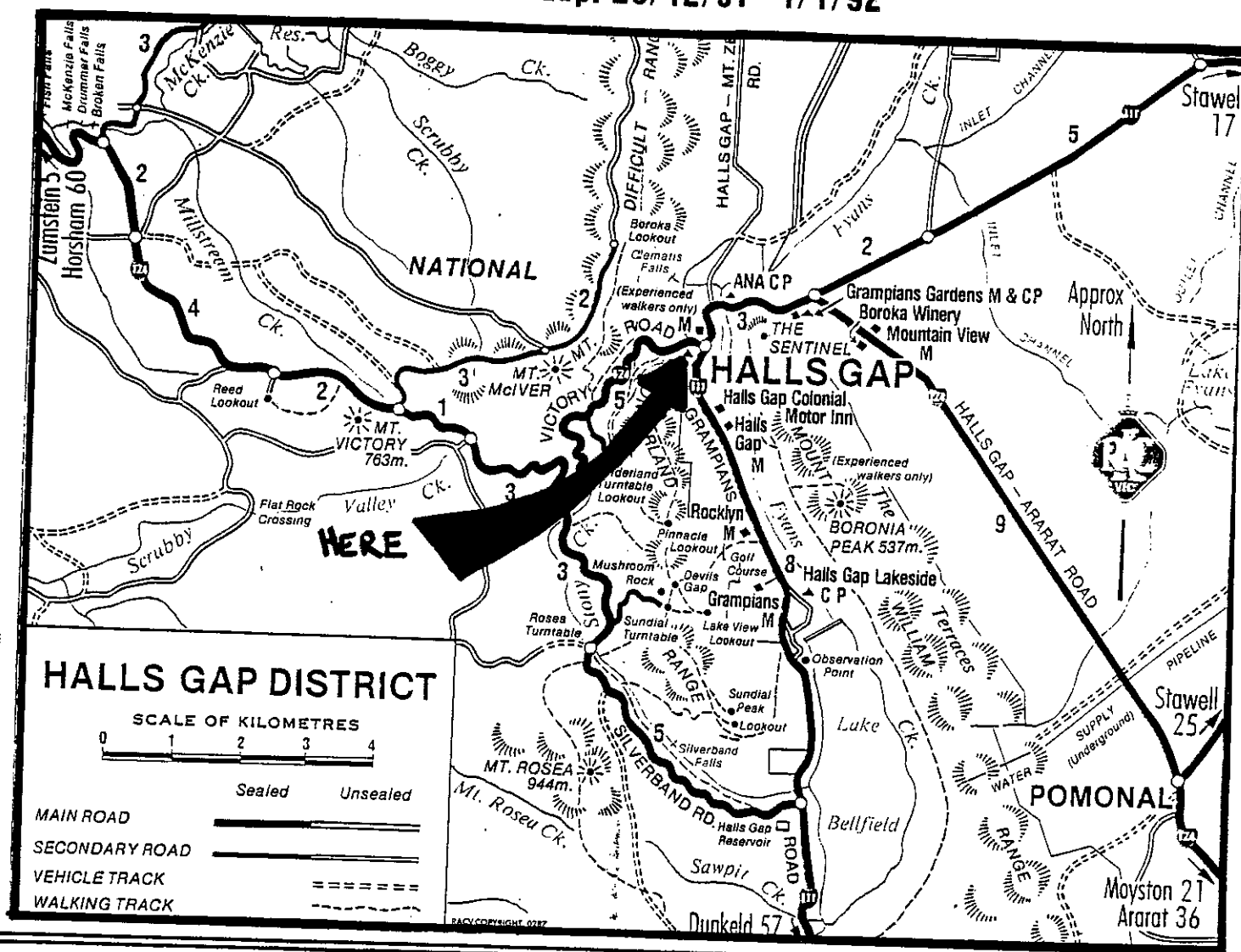
At our November meeting, Wayne & Michelle Pope demonstrated printing of T-Shirts, Calenders & Coasters all using a colour photograph of your choosing. It was most impressive and judging by the queue it was very much in demand. For more information ring Michelle (after 5pm) on Ph. 763 8692.

Thanks to Luke Richardson for his help in typing up this large newsletter, it was much appreciated. Also best wishes to Luke who celebrates his birthday in December.

Congratulations to Harry Chow on his marriage to Catherine, his childhood sweetheart, on the 26th of October 1991.



**Harry & Catherine**



## BOGONG HIGH PLAINS via OMEO - JAN. 25/26/27

### ITINERARY:

Saturday; Leave KBCP at 9.30am & travel to Lilydale for our secondary pickup then onto Noojee, Moe, Heyfield, Bairnsdale and Omeo for our overnight stop at the Hill Top Hotel.

Sunday; Over the top to Hotham where the 30km of good dirt road will reveal some of the best scenery around, our trip to Tallangatta will include Mt. Beauty, Falls Creek, Tawonga Gap (both) & Mt. Buffalo. Overnight at the Victoria Hotel in Tallangatta.

Monday; Today will be spent travelling back to Melbourne.

### Bogong High Plains Weekend.

NAME.....PHONE.....

Please book the following for me;

Saturday 25th.....Single.....Double room (Omeo) at \$20 per person.....\$.....

Sunday 26th.....Single.....Double room (Tallangatta) at \$16 per person..\$.....

Total \$

Less a deposit of \$20 per person \$.....

BALANCE \$

Return to: MTCV c/o PO BOX 453. Richmond, 3121.

Prior to the 12th of January 1992.





*MERRY  
CHRISTMAS  
AND*

*HAPPY NEW  
YEAR  
TO ALL  
MEMBERS.*

