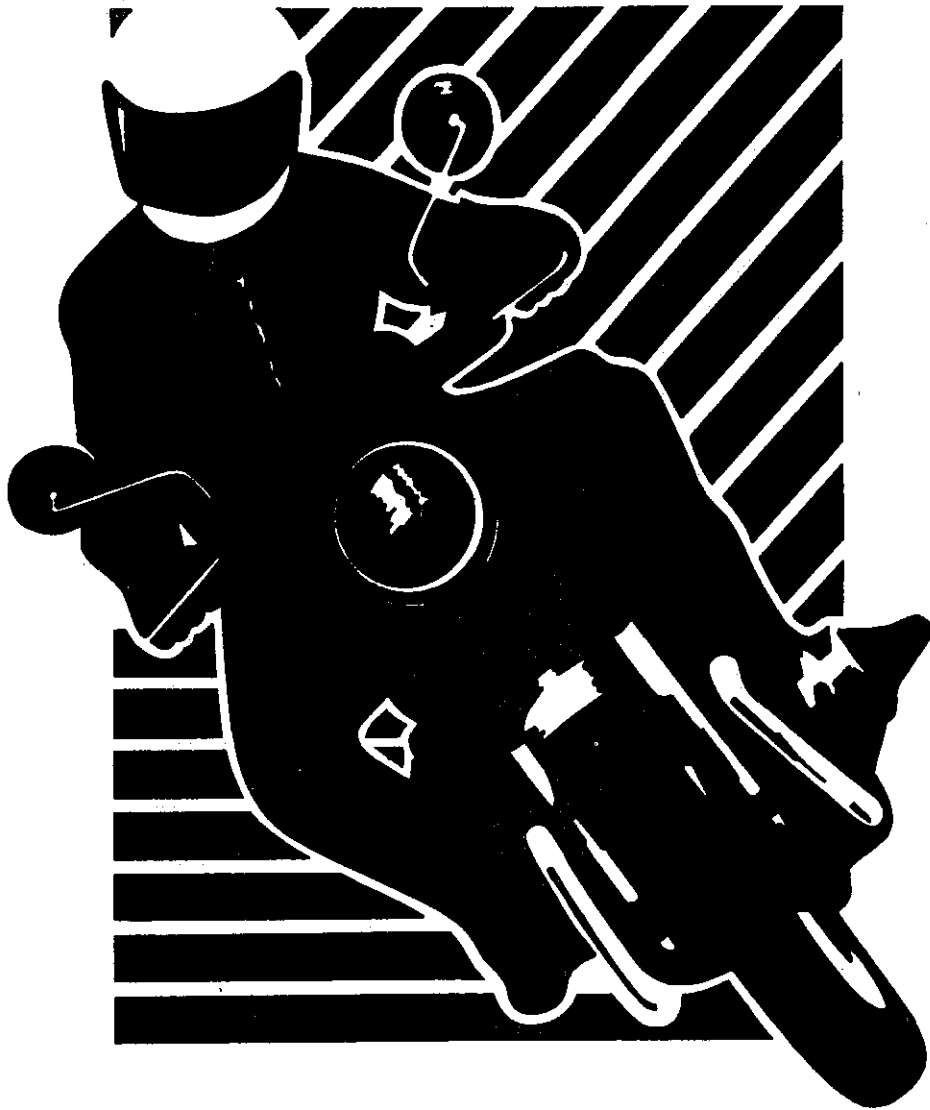


JUNE 92

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

JUNE 1992

SATURDAY 6th
to MONDAY 8th.

SWAN HILL
Tooleybuc Hotel
9.30 KBCP.
Ian Payne leading.

Those going would have pre-booked as a available accommodation in the area is completely booked out.

SUNDAY 14th.

MOONDARRA RESERVOIR
Moe / Erica Road.
9.30 KBCP
10.15 Hallam.
Michael Chan leading.

Down to Drouin for smoko then Poowong, Moe (lunch) and Moondarra which is approx 20km north of Moe. Return route will be dependant on weather and time.

WEDNESDAY 17th

PANCAKE PARLOUR
550 Doncaster Rd,
Doncaster.
8.30PM at venue.

This social event will be good value with the special all-you-can-eat deal for \$9. To enable reservations to be made please contact Ian Payne.

Bookings
Essential

SUNDAY 21st.

INDOOR GO-KARTS and
LASER COMBAT GAME
370 Huntingdale Road
South Oakleigh.
9.30 KBCP.
10.45AM at the track.
Ian Payne leading

We will proceed directly to the complex as we booked it between 11 & 12. A limit of 10 karts are allowed on the track at one time, with time and price depending on the number of players. Same with the Laser game, therefore fill in the form to enable a firm booking. A short ride will finish off the day.

Bookings
Essential

SUNDAY 28th.

POKER RUN,
Alexandra.
9.30 KBCP.
10.30 Yarra Glen.
Michael Chan leading.

Up to Kinglake West, Flowerdale and Yea for lunch. Then Molesworth, Alexandra, Thornton, Taggerty, Buxton, Marysville and Healesville. Five stops will be made to draw five cards with the best Poker hand winning a prize.

JULY 1992

THURSDAY 2nd.

GENERAL MEETING.
Club Hall 8.15pm Sharp.

Usual highly entertaining club meeting and your last chance to pay the 1992/93 subscription.

SUNDAY 5th.

ARTHURS SEAT
9.30 KBCP.
10.15 Hallam.
TEN PIN BOWLING
Chadstone 3PM Sharp.

This event will see us combine with the Laverda Motorcycle Club, firstly in a ride then back to Chadstone for a 10 pin bowling challenge.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

DATE: 7 May 1992.

LOCATION: St Paul's Church Hall.

OPENED: 8.35 pm.

PRESENT: 51 members and guests.

APOLOGIES: Chris Stroud; Anita Gouthro; John Barta.

CORRESPONDENCE: Postcard from Anita in Qld; letter from Dave Edgecombe of Motion Performance Motorcycles promoting his business.

TREASURER'S REPORT:	Balance as at 1st April	\$1,767.39
	Income	123.80
		<hr/>
		1,891.19
	Expenditure	<370.14>
		<hr/>
	Balance as at 1st April	<u>1,521.05</u>

CAPTAIN'S REPORT: BOX HILL BIKE SHOW - 5/4/92
20 bikes, 22 people, 220 kms, dry and sunny, then wet. Ian led to Kinglake National Park then the ride broke up at the Bike Show where everyone had a chance to vote for their favourite bike. Two incidents: Andrew Dunn lost his balance doing a U-Turn and broke a mirror; Daryl Chivers threw a chain.

LADIES RIDE - Saturday 11/4/92
5 bikes, 5 people, great weather, Andrea leading, Jacqui rear rider. Yarra Glen, Kinglake, Strath Creek, Yea, Marysville, Healseville. No incidents - perfect day.

GP BBQ LUNCH - 12/4/92
8 bikes, 11 people, 220 kms, dry and warm, Ian leader from Lilydale including Emerald and Cockatoo. Incidents: Ian had a close shave with a wandering car on the Mt Putt Rd; much tyre sliding by all.

SNOWY MOUNTAINS HIGHWAY & MT KOSCIUSKO - Easter 17-20/4/92
11 bikes, 12 people, good weather until Monday to return, 1750 kms, Ben leader, various rear riders. 2 nights Adaminaby, 1 night Tallangata, 13 kms walk to Kosciusko summit. Few police, many twisties. Incidents: Megs had a continuing flat battery (battery charged every night); George arrived at Adaminaby and bike wouldn't start next morning; Rob nearly booked for no helmet; Eric seized front brakes (but fixed quickly); Michael nearly threw the chain; and two corner markers sank in the mud (coming home).

PT LONSDALE - 26/4/92
17 bikes, 22 people, 450 kms, dry and warm, Andrew Platt leading for the first time. Incidents: Jenny fell in gravel (scratches only); Colin Davies experienced power fail.

CAPTAIN'S REPORT (Continued)

BASS HOTEL COUNTER MEAL - 3/5/92

17 bikes, 22 people, 320 kms, weather suspect then dry, good meals. Ian leader in place of Megs who had bronchitis. Incidents: Rob (FZR1000) got a rear puncture; Ben and Simon ran out of petrol; Gary (CBR1000) hit a dog.

Thanks to all leaders, rear riders and write-up volunteers.

GENERAL BUSINESS:

Social Activities: Eppalock Water-Skiing, Yum Cha, Swan Hill, Pancake Parlour and Go Karts need to have return slips completed to be able to cater for the numbers interested.

Puncture Kit: Rob replaced the kit after using it at beginning of May. A patch kit has been donated by Les Davies.

Membership: Listing to be included in next Newsletter. Please check all details and notify the Committee of any changes. Details can be withheld from publication if so desired.

Membership Fees: Will be due next month but with no increase in the amount.

Name Change: Legal requirements were printed in Newsletter plus some discussion from Jon Riddett. One member wrote to say if the name was changed they would withdraw from the Club. It was accepted that the article from Ben the previous month could be a proposal for a change but feel a name should also be proposed and a vote could then be taken.

Still queries as to whether people are to change their bike to suit the club name and is the Club saying it doesn't want learners or Goldwings? Does sports touring mean go out and fang?

Club needs extraordinary meeting to make a name change. Give all members a chance to debate for and against and will involve legal charges. Needs at least 75% of the membership to agree.

Ben said there was sufficient feeling against the idea to withdraw the motion in order to stop the anguish.

Bike Magazines: Several magazines are available for members to take home, if there are particular articles of interest, or could be held by the Club until Auction Night.

Tom Saville::: Was presented with an engraved pewter mug for Life Membership to the Club. Replied that it means a lot to him and is greatly appreciated.

CLUB PARAPHENALIA: Still for sale. Vic Ride and First Aid Tips are also available:

DOOR PRIZE: Won by Carl Mertz - a "Doohan OK" hat, donated by Jack Youdan.

CLOSED: 9.20 pm.

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF ANNUAL GENERAL MEETING

DATE: 7 May 1992.

LOCATION: St Paul's Church Hall.

OPENED: 9.15 pm.

PRESENT: 51 members and guests.

APOLOGIES: Chris Stroud; Anita Gouthro; John Barta.

COMMITTEE ELECTION: Jack Youdan was appointed Chairman of the Annual General Meeting.

The Committee positions were declared vacant and nominations were called to fill the positions for the next year. The duties of each position were described, by Ian Payne, during the call for nominations.

All positions, except Vice President and Vice Captain, were elected unopposed.

The elected Committee is:	President	Ian Payne
	Vice President	Ben Warden
	Treasurer	Gary Clifton
	Secretary	Margaret Shelley
	Assistant Secretary	Tom Demosthenous
	Social Secretary	Dot Schwartz
	Captain	Michael Chan
	Vice Captain	John Barta
	Editor	Ian Payne

The Public Officer will be appointed by the Committee.

CLOSED: 10.15 pm.

SOCIAL RIDE, BASS 3/5/92

The ride began with a quick run down the South Eastern arterial to the pick up point at Hallam, where the remainder of the riders were gathered. From the outset the skies threatened to open up, and so at Hallam, most donned wet weather gear. This proved to be unnecessary as the extent of the rain was two showers which only served to dampen the road and countryside a little. The ride continued on to Pakenham where we left the main highway for the back roads. These took us through Nar Nar Goon, Longwarry and Drouin. At Drouin the ride stopped long enough for a short break and to telephone our lunch orders to the Bass Hotel, so they would be ready when we arrived there.

About 5km out from Drouin, Roberts FZR1000 suffered a rear puncture. Peter (rear rider) and Geoff stopped to help with the repair, while the remainder continued on. Eventually the group was so far strung out that it became necessary for Ian, the lead rider to stop and wait. The ride threaded its way through some very winding road in hilly dairy country. This gave the adventurous a chance to test their skills. This was made more interesting by the addition of large numbers of cattle crossing the road at strategic bends. Fortunately no one was caught out. For those of us who took a more leasurly approach, the hills provided some very spectacular scenery. That part of the country is very green this time of the year and with the low clouds hanging over the hills, it made for views that could only be described as beautiful. This was touring at its best.

It was well after 2pm when we arrived at the Bass Hotel. This was the cause of some ribbing over lunch when there was a spirited discussion as to how long it takes to fix a puncture. This was probably encouraged by the number of rare steaks that ended up being very well done due to the delay! Despite this, everyone enjoyed the extended lunch which gave a good opportunity for people to have a chat.

After lunch it was found that there was no open service station nearby to refuel. This meant a long run through to Loch. With some riders already on reserve at Bass, the inevitable happened and Simon and Ben(?) ran out half way. Peter P played road tanker with a siphon hose. The road to Loch also wound its way through the hills giving the riders another chance to test their skills or to enjoy the scenery. Though I think a few more enjoyed the scenery in an effort to conserve their fuel!

From Loch the ride continued through to Lang Lang. There Gary had the misfortune to hit a dog. At last report it looked like it would have to be put down. Garys' bike suffered minor damage. From Lang Lang the ride continued on without further incident through to Berwick where it ended.

Thanks go to Margaret Shelley for planning an excellent ride, and to Ian Payne for leading after Margaret had to bow out due to illness.

The riders: Ian and Kerrie-XJ900(leader), Peter P-GT750(rear rider), Stuart-CBR1000, George-GSX750, Gary and Dot-CBR1000, Paul and Dominique-CBR1000, Martin-CBR1000, Michael-GSXR1100, Geoff and Ben-RZ350, Tom-Spada, Chris-CB900, Les and Jane-GPZ500, Adam-CBR1000, Simon-Spada, Ray-ZX10, Ben-ZX10, Robert-FZR1000

Ride review: Tom Demosthenous

BLACK ARTS TWO STROKE STYLE.

Ben's article on his ZX10 starts at about the same time as I joined the Club for my first ride which was to Laver's Hill, quite an introduction and also led by Ben. It was the only ride of Ben's that has not required some form of mechanical work on arriving home, although the bike has always made it.

This then is the tale of the RZ, its upkeep and the modifications made to try and keep up to the pace set by the larger bikes [and my ego]. TB401 was purchased from Ray Quincy with 30,000k on the clock and signs of a left hand drop. Also undercarriage scrapes that I have never been able to touch [small balls]. Its early life is a mystery but I would think it was used hard.

Yamaha two stroke twins were first produced in 350 size in 1967 as the YR1 and as I had an 350LC for 175,000k I believed I knew them well, I was wrong as it turned out and the last 43,000ks have been an interesting learning curve.

Living west of the city I don't have many 'test' roads like Ben's Yarra Glen section and the first thing I noticed was the bike's twitchiness over joins in the bitumen that the LC did not have, the power and brakes were better though but over 160k the bike was nerve-wracking to say the least.

Step 1 Handling.

First in were a set of tapered roller steering head bearings, then a steering damper, followed by a rebuild kit for the front forks which along with fork seals include the replaceable bearing areas on the fork tubes. An extra front fork brace was added to the existing one [which could be twisted by hand] and progressive springs were dropped into the tubes. Oil is Penrite 10 weight with no extra air pressure. Don't ask which mod worked as I did them all at once but the front end feels O.K. now.

Back end plastic bushes were replaced [surely the most expensive plastic known to man] along with seals but the swingarm bearings were O.K. A Scott oiler was fitted and I also built a chain tensioner out of CX500 cam chain guides and some bearings. While at the rear I fiddled with the gearing -- stock is 17/39. After trying 17/36 and loosing the use of top gear most of the time it is now 16/36 and if the motor stays together will reach red line in top, only to have a larger bike blast past [I find this very demoralising Gary, Ben, Sam, et al]

And so to the heart of the matter--the engine. Before joining the Club I had siezed the bike twice, just to keep things balanced, once each side. The second time also taking out the crank big end. A \$200 ex wrecker crank went in and the right side cylinder taken out 3 sizes over standard which required an

LC piston which I weight matched to the lighter RZ piston on the left side. RZ pistons only allow 2 sizes over. As I had no troubles with the LC I did not suspect that the 30,000k engine needed a rebore as the clearances were probably allowing piston rock and ring land smearing. It is easier with hindsight but at the time I assumed lean running and just replaced pistons and upped the jet sizes, by-by fuel economy.

On the Smeaton Mill ride with Ross the \$200 crank started to protest and so once home I pulled it out and took it and its damaged mate to Bruce Woodley at Powerflow in Geelong who rebuilt a crank from the parts and included TZ250 big ends which have silver plated lightweight cages. The bottom end has been fine ever since.

Not so the electrics. On the Monday after the Avoca ride - very dull lights - no charge, burnt out stator. \$150 for a rewind but a week to deliver or \$160 from a wrecker. The latter goes on and for good measure I build a 6mm. thick alloy heat sink for the voltage regulator--so far no more electrical problems except a stone from Martin's CBR through my headlight on Ben's run to Mirboo -- great ride though. Only last week the battery failed but I had a spare in the shed and it seems O.K.

Pistons were not lasting though. On Ben's Maldon ride I lost the top ring lands off the left side after going for the red line. Again the bike got me home, and I fitted yet another piston. All seemed well, untill the 2 Spurs ride, again Ben leading when just out of Marysville again the dreaded miss and rattle and sure enough the right hand side had gone again. Time for some in depth diagnosis.

Going to and from work each day [about 100k], the power valves are probably mostly closed. But on a race, sorry, ride day they get used more often. I had noticed when corner marking, that if the ignition was left on to run the indicators, the power valve was cycling on and off. On Tom's Switzerland Ranges ride the power valve control cable broke at the top of the Spur.

The Theory---The R.H. side valve would not open fully when hot and so the combustion temperature would rise and eventually over heat and sieze the exhaust side of the piston. So after the 2 Spurs ride along with the piston and rings I replaced the power valve and its bearing and did some file work to ensure that both valves were free to open fully. Since then I have been on a few rides and had no more trouble, the valves open and close at corner marking breaks and my smile is getting bigger. Main jets remain at 200 - up from 185 and I run extra oil in the fuel as insurance [Sorry 4 stroke fans].

RC30 Hondas look horn with all those radiators in the fairing so I added one to the RZ plumbed into the coolant bypass hose from the top of the head, it adds some volume and extra heat exchange area--the temp stays lower than standard.

The airbox has been attacked with a 12mm spade drill and an interior baffle removed, whether this helps breathing I don't know but at least it honks at low revs and high throttle openings, just like a goose!

Goose may be a good way to describe me in relation to this bike and I know 4 strokes are less stressed but I like 2 strokes and must admit to enjoying the mechanical battle of wits I am having with the RZ. The trouble is it seems to always have the last laugh. So a warning [friendly of course] to those of you who can stand the fumes and sit behind -- watch out for missiles from the exhausts --- they will probably be bits of my latest piston trying to escape.

P.S. Eric [ex KR1S] seen by myself lusting after a straight looking FZR1000 at Joe Cook Honda. Another 2 stroke gone!

Geoff RZ 350

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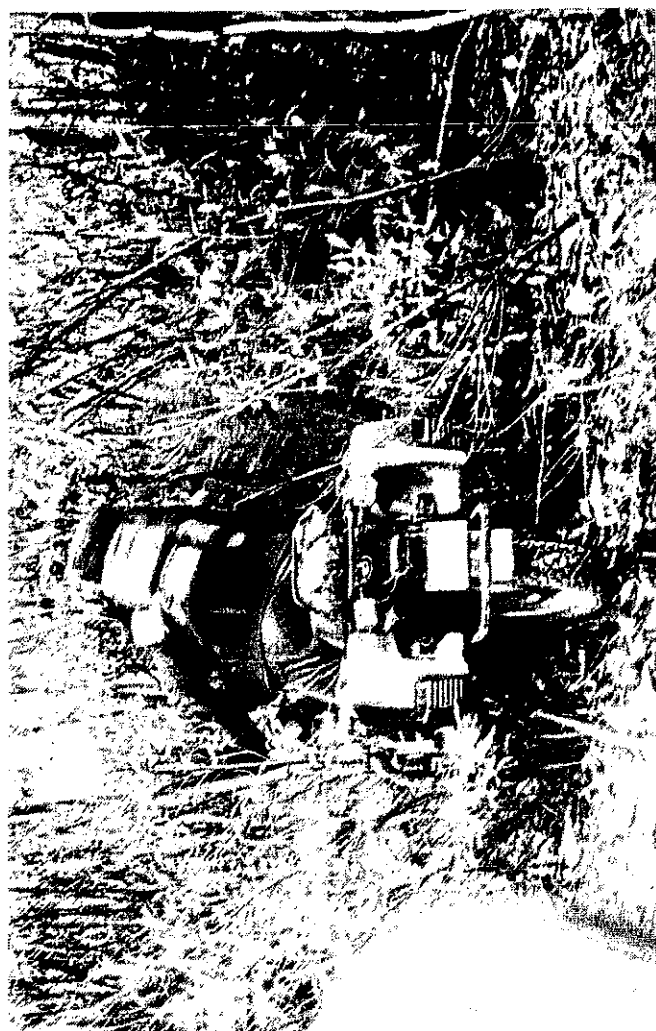
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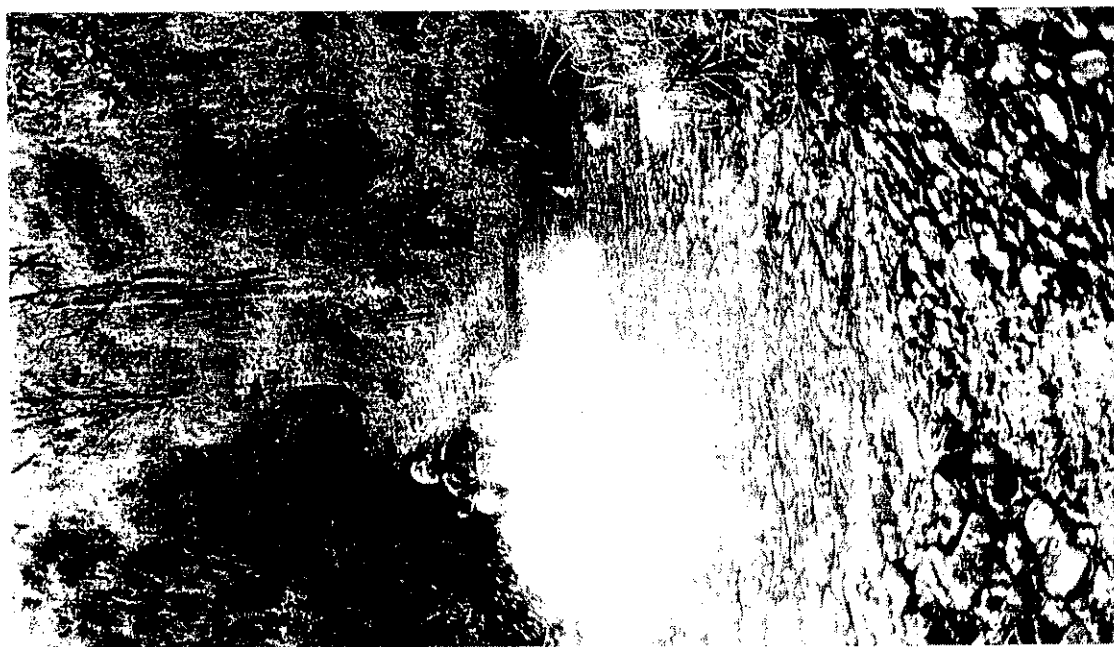
PRE-RIDE

On a couple of days over the Easter break a small group of members checked out some roads that Tom hopes to use for a proposed weekend away in the warmer months. While travelling off-road John Barta had the opportunity to ride Andi's R80GS. John quickly found out how different the brakes are to his XT600 when he took to the vegetation on the first left hander.

At Mt. Speculation



John "gardenina"



The Bike Wash

LAKE EPPALOCK WATERSKIING 16 - 17th MAY
=====

Terry, Liz and family - Car
Ian - XJ900
Mark - FZ750
John - VF1000
Peter.P - Car

Jon - K100RS
Jen - GN250
*Andrew - ZZR600
*Ben + Vicki - ZX10
*Rob - CBR900RR

* Sunday only.

On Saturday morning a grand total of three brave souls ignored the weather forecast and gathered at KBCP for the ride to Lake Eppalock. I have no idea how they got there as I was one of the sensible ones who cunningly avoided riding in the rain by sleeping in till lunchtime.

After a pleasant but un-exciting ride up the highway, I was greeted at the caravan park by our hosts Terry & Liz, and by earlier arrivals Ian, John & Mark. Jon and Peter.P showed up soon after as did friends of Terry's whose names I've forgotten. A non-cooperative speed boat put a bit of a damper on the water-skiing plans & despite Terry's best efforts, much swearing and a trip to Bendigo to locate another fuel pump, the boat refused to behave until the following morning. This news was not too distressing to the majority however, as only Terry & Mark had planned to risk hypothermia by skiing. Considering the bone chilling temperature of the water, veging by the campfire seemed a much more attractive option.

Later that night, half the group chose to stay for a BBQ on-site, while Peter.P Jon, Mark and I decided we couldn't be bothered walking to the shop for BBQ supplies and so drove to the Brolga Hotel for a countermeal instead. Once there, the bar staff cleverly increased their sales of alcohol and soft drinks, by taking a ridiculously long time to serve our meals. After dinner, the locals tried to impress us with their skills at indoor bowls, darts and frog racing, but this would have been too much excitement for one night and so we headed back to camp and joined the others around the fire.

A good campfire brings out the bullshit in people and this one was good enough to keep it flowing till around three in the morning! By that time even the possums had stopped listening and we decided to follow Peter's earlier example and pike out for the night.

On the Sunday morning we all got up rather late (Jon - midday) and did some aimless wandering around the caravan park and lake. Terry persisted with the boat and finally got it going. But on calling for volunteer skiers, Mark was the only one brave and/or crazy enough to speak up (Crazy - because he bought a short-leg, sleeve-less wetsuit!) Half an hour after Mark was pulled from the water shaking with cold his skin was still an attractive shade of purple, in fact his nose was still blue after spending an hour wrapped in a sleeping bag, so I'm sure he wont be anxious to repeat the experience.

cont,

Eppalock Waterskiing cont.

By midday, Andrew, Ben, Vicki and Rob had arrived and Andrew volunteered to get wet. He made a valiant attempt at learning to ski but with two odd skis he found it difficult to co-ordinate properly. Despite lack of luck in the skiing department, Andrew made a first-rate Ski Biscuit pilot and wore a smile that threatened to split his face in two. Terry gave us a demo of how skiing was meant to be done and then he and Liz took small groups for a joyride around the lake Great Fun!

By mid afternoon we were all ready to head home, and once packed we split into small groups and followed different routes back to Melbourne. Many thanks to Terry, Liz and the kids for putting up with us for the weekend. A good time was had by all and we certainly appreciated Terry's generous offer of the use of his boat, ski equipment and sleeping quarters.

Thanks also to Terry & Liz for rescuing me and not laughing out loud when I ran out of petrol near Kilmore. (By the way Terry - it wasn't a case of bad fuel economy, I'd just forgotten to reset my tripmeter until 40klm after my last fillup).

Jennifer Burns

GN250

(I wish I had a fuel gauge).

#

WHO'S NEWS

Congrats to Luke Richardson on his recent engagement to Stav.

Interested in trail riding around Cape York in Queensland? Tom & Andi have details for an "everything supplied" safari which includes bikes, all meals, accommodation, fuel, support vehicle, guides and lots more. Tours are of 2, 5 & 10 day duration, if interested contact Tom Saville to arrange a departure date within the next 2 months.

Colin Davies has the RZ250 back on the road after having fitted an 'oversize' WISECO piston kit to his ailing two stroke.

Eric Makin has returned to 4 strokes with the purchase of a very tidy FZR600.

Stuart Bates has upgraded his ZZR250 to a new CBR1000. Upgrade also applied to his colour co-ordinated leathers, boots, gloves and helmet.

On a recent excursion down the G.O. Road some of our members met up with a Wonthaggi based motorcycle club who definitely fitted the Sports Tourer image. Even the girls rode VFR750's (still no match for Andi on the R80GS) and one MAD Irishman on a FZR1000B who had Tom working hard to stay in front!!!

With the reduction in rental charges for our new hall, the Committee has decided to lower the supper charge to ONE DOLLAR and also to increase the value of the door prize.

A new Australian Land Speed Challenge is under preparation with the jet powered vehicle (Aussie Invader 2) capable of 1100 Kilometres per hour. The engine develops 30,000 Horse Power and consumes fuel at the rate of 400 litres every two minutes. Tyres are NOT a problem as the 3.5 ton vehicle runs on solid aluminium wheels.

FOR SALE:

Kawasaki ZXR750 H2. 1990 model. Low km, Reg till Dec 92.
Good condition \$8200 ONO.
Harry Chow Ph. 701-0150 Dandenong.

THE GRIPES OF ROOTH

Who's The Criminal?

WHOOPS! Coppers — they've seen me and they're pulling a U-turn. I belt down the nearest alley and charge over the roundabout before the bridge. Fortunately there's a walkway on the side of the bridge so I take it and give it all I've got. The coppers drive past, flick on the siren and no doubt they're waving and pointing too — but I'm looking the other way so I don't actually pull over. Couldn't pull over without going for a swim, anyway.

At the end of the bridge they swing around and head back but I've already turned, passing them going the other way. With the chase heating up I only make it through the doors of a mate's leather shop with seconds to spare. Ducked down behind the counter I'm watching as the coppers whistle past while the belt-makers laugh their tits off.

The crime? Riding my pushy without a helmet. The penalty if caught? Cash deprivation, to the tune of about 30 beers worth.

Yes, I do ride a pushbike. Not just for the exercise but also for sheer enjoyment, the same two-wheeled thrill which got me hooked on motorbikes all those years ago. Unfortunately, although I'm still doing what I've always done, now it's a crime. Why? Because some bantam-headed twit reckons a helmet should be mandatory and because the dorks who enforce the law can't help but do what they're told.

There's no room for judgement any more. Suddenly what used to be the norm is the crime.

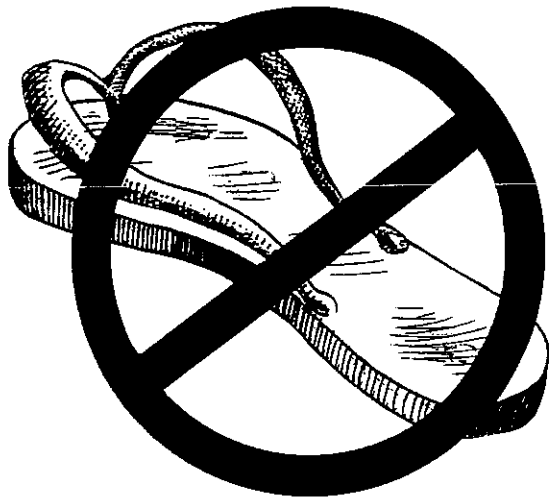
There's a revolution going on but it's happening so slowly most of us haven't even realised. Think back and you'll realise that over the past 20 years our civil liberties have been chipped away. Remember fireworks? Sure, a few people were hurt by them, but how many more derived fantastic enjoyment from

those wonderful little crackers? As a kid we'd fight mini wars with bungers which no doubt did a lot to train our generation for their efforts in Vietnam.

But fireworks were banned because someone wanted to show the world what a wonderful, caring humanitarian they were. Now there's a couple of generations of kids who wouldn't even know what it felt like to light a fuse and hoik a bunger. Poor deprived little buggers, no wonder these later generations take to the needle so easily in search of thrills.

I got my licence before helmets on motorcycles were made mandatory. Sure, helmets are useful in the event of an accident but I can still remember the joy of riding through mountain backroads lidless and free. In fact, I've had a few tickets over the years because I've wanted to get that feeling again. Why does someone have to tell me to wear one? And why the hell do I have to pay not to wear one? Can't I use my common sense and make the decision myself?

Apparently not. And yes, getting caught *will* cost you money. Where does all this money go? Probably indirectly it's fuelling the police cars which burn up rubber catching outlaws like me, the pushy rider without the helmet . . .



JOHN ROOTH

say they were there Wal, well I guess they were. Pity about the lousy highways which see things like buses crashing into trucks and scores of people killed — but we nailed those deviants who rode the sidewalks, didn't we! Oh yea, hear ye, hear ye, the saviour cometh. Oh piddledipoo . . .

Perhaps I'll run for parliament myself. My platform? Well, I've noticed a lot of people still wear thongs and, let's face it, everyone knows how dangerous thongs can be. Our hospitals are crowded with repentant thong-nongs awaiting treatment for no end of horrible complaints — brutally stubbed toes, the dreaded rubber rash, blistered toe gaps; the list is truly endless. Our health services are feeling the strain. If people still insist on walking, then they should be protected from themselves and forced to wear something more substantial and rather more costly — but we won't mention that until I've contacted my stockbroker.

So, once voted into power, I'll be lending all my strength to the anti-thong reform movement. Like all good politicians, I wouldn't consider going back on my word because this'd mean paying back all that campaign money I squeezed out of the sandal manufacturers.

Ride a bike, go to jail. Sure, but a pushy?

Come on, guys, I think maybe someone's been slipping acid into the booze behind the parliamentary bar. Either this or you really do want to see this nation completely subjugated, castrated and forced to the will of the few who own. **D**

When the police start to enforce such trivial laws, who can hold any respect for them? Who does now?

There's a hundred examples, from the 'no dogs' signs on the beach to the recent spate of gun laws. As a teenager with my first 22, I can remember feeling the rush of responsibility when my father put me through the basics of gun safety. Sure, guns kill people, but the bloody world is

"There's no room for judgement any more."

overpopulated anyway and survival of the fittest dictates someone's got to pay the price somewhere. Now we have unemployable youth hooked on drugs instead. Oh, wondrous government, with its head up in the clouds and its feet tickled by needles in the sand.

I note with incredible disdain that the police state government has recently outlawed skateboards. Well done Wal — I believe it was Wal Murray who was behind this one — no doubt it feels real good to be able to go down in history as the man who finally nailed those accursed skateboard thugs. Personally I hadn't noticed them but if you



AL LEO

-NON BUDDIST, FEMININE APPROACH TO MOTOR- CYCLING.

Having read the latest magazines enlightening articles it was clear a feminine approach was missing ,so lets add a new view to our motorcycle magazine with data gained from various research by women. I will head the various approaches, also the word "motorcycle" may be shortened to "him" for convenience.

Why do Ladies like to ride.

Obviously theres the feeling of a big hot engine between your legs. One that lets you ride him all day and still give you the same response and quality . With only fuel and basic mechanical maintence he will remain dependable and responsive to your demands no questions or demands. Actually he is quite a cost efficient means of entertainment.

There is also the reasons like seeing the shock on fellas faces (as mentioned in previous mags) when they find out they have been out ridden by a female. Or the Cop who pulls you over for a checkover.

A number of women get a thrill out of mastering speed on the "GO" roads. Some just enjoy the freedom and closeness to nature in the raw ,with yourmean machine. Onelady I know suffers car motion sickness and riding cured this. Others ride as they dont find enough pilloin rides to fill thier needs, others find it not enough to just be a pillion and need more controll over her rides.

Any male reasons can also be found among the gentle sex.

Shopping.

As we females know first appearances are of major importance, so he must have a visual appeal. He also be exactly what you need and want, as you will spend a lot of your time with him. Thus he must look attractive, have style, a nice shape and a well looked after body.

If you are going for a virginal one, check he hasn't been tampered with already by doing a thorough body check of him, check the quality of his fittings. Colour; well, that's personal choice and individual. A lot of research indicate the big black ones are popular with many riders.

Price, well is he worth his price, or be practical and find what quality you can afford that can still fulfil your needs.

Naturally if your hormones and love prevails he may have to wait. There's also his age to take into consideration, as mentioned the virginal new toy can be exciting ;but check out his credentials you don't want him to be too fragile. Older more mature models do hold their bonuses too as they have been pre tested and thus has a reputation as; a good ride, responsive, economical, ect. So you know what you are getting on to.

Accessories

Accessories don't always make for an exciting ride. It depends a lot on the rider and what makes her ride well and what she likes are. Some enthusiasts may feel they need accessories to enhance performance and maneuverability but a truly good rider should fit nicely around the bare essentials. Some say they add to attractiveness and performance. Polls indicate the creators bare essentials very popular.

Engine Noises.

Ofcourse how your auditory senses are stimulated while you are riding affects your enjoyment. Acceleration, idle, and cruising; well, we choose where we are and what we intend to do. Having a high pitch scream in certain situations will certainly upset your ride.

If your bike sounds good you feel good too.

Backfiring well that's definitely out, as it is a sign of bad quality of input of fluids and fuel, and maintenance in general. You'd better take a better look at his body. backfiring is also a sign of bad performance to follow, and we all prefer a high standard of performance.

YES another page of girl talk, are you going to bother?

Safety

Well all good looking clean kept bikes are not always safe. Do we know who last rode him (was it a male). So I'd take precautions on my first ride and check out his history, see if he's been well maintained, what checkups he's had. See if his oils are clean, which does not always show on the first performance, but may later produce poor and unsafe even life threatening performance- we don't want any accidents.

Maintenance

To keep his engine in good form for good performance requires basic body parts, and engine checks feed him with the right fuels and use quality oils. Any major check ups make sure he sees a professional or experienced person you can trust.

Nuts, bolts, shafts and other body and engine parts.

There is always a lot of talk about his size, shape ect. General studies have found that those bragged about accessories are a lot of talk and advertising, good mainly for the pro's and in the wrong inexperienced hands may cause disaster.

Why women don't stay pillion. Well we do too -there's enjoyment to be found with the right person giving you a good ride; lots of ways to hang on, hold on, and encourage on. Never noted to not want to ride double. Hey* two good stimulants at once, look out hormonal levels--look out rider.

Well I hope those who have come this far found some

thing of interest.

signed;

Female Rider.
(satisfied)

* 1/2 Bike 2/Man (or visa versa)

Follow up in next months magazine -for CLEO;
Research on benefits and reasons for 'riding', male and females.
In sealed section strictly confidential. Please return in sealed

envelope.

Signed:

Susie Pirsig
Cousin of Robert
and Editor.

MTCV MEMENTOS

ALL AVAILABLE FROM THE TREASURE

(Shown full size)



**MOTORCYCLE TOURING
CLUB OF VICTORIA**

"Yellow with Black Logo"

GLAZED POTTERY COASTERS

\$2.00 each or 6 for \$10.00

Good Vibrations



"White with Red Logo."

EMBROIDERED CLOTH PATCH

Black with Yellow Logo.

\$3.50 each.

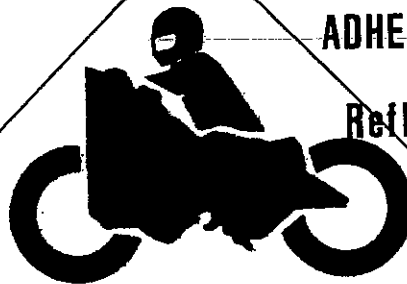


**MOTORCYCLE
TOURING CLUB
OF VICTORIA**

ADHESIVE STICKER

Reflective Yellow with Black L

\$1.50 each.



**MOTORCYCLE
TOURING CLUB
OF VICTORIA**

METAL ENAMEL BADGE

Yellow with Black Logo



**MOTORCYCLE
TOURING CLUB
OF VICTORIA**

\$6.00 each.

Ear Plugs 0.30 cents each.

ST ANDREWS RIDE - YUM CHA 24MAY92

RIDERS/EATERS

STUART-ANN	CBR1000	MICHAEL- NADINE	GSXR1100
GEOFF JONES + 4	RZ350	MARK	GSXR750
PAUL-CAROL	DUKE 750	ANDREW	ZZR600
MICHAEL	K100RS	JOHN	GSXR1100
JON	K100RS	?	CBR1000
IAN-KERRY	XJ900	CARL-ANDREA	CBR1000
STEVE	GPX750		
ERIC	FZR1000		
STUART	CBR1000		

EATERS ONLY

TOM	VT250	LUKE-STAV	FJ1100
DOT-GARY	CBR1000	COLIN	RZ250
ANGUS-LISA	CB900	DARYL-JOSEPHINE	FZR600

RIDERS ONLY

MARGARET	GPZ550	BEN	ZX10
MARK	FZ750	MARTIN	CBR1000
JOHN	FZR1000	ERIC	FZR600
SIMON	KR1S250	ROB	FZR1000

ROUTE - KBCP, KEW BOULEVARD, WARRANDYTE, PANTON HILL,
ST ANDREW, KINGLAKE, TOOLANGI, HEALESVILLE, LAUNCHING
PLACE, HEALESVILLE, YARRA GLEN, KANGAROO GROUND,
ELTHAM, BULLEEN, EASTERN FREEWAY, CITY FOR YUM CHA AT
DRAGON BOAT RESTAURANT LITTLE BOURKE STREET.

WITH USUAL ASSEMBLY MASSED AND SPEIL GIVEN WE LEFT ON TIME ON
WHAT WAS WEATHER-WISE A DRY DAY WITH ONLY A FEW WET AND PATCHY
ROADS ONCE WELL EN ROUTE.

THE DAY BEFORE WHEN I PRE-RAN THE RIDE FROM WARRANDYTE TO
HEALESVILLE WAS THICKLY COVERED WITH FOG WHICH MADE ST ANDREWS
ROAD ALL THE MORE INTERESTING. THANKFULLY WE HAD GOOD
WEATHER FOR THE RIDE.

WITH ONLY A COUPLE OF PLANNED RE-GROUPS WE CARVED UP SOME OF
THE CLUB'S FAVOURITE HAUNTING GROUNDS AROUND HEALESVILLE BEFORE
RETURNING BACK TO TOWN IN ANTICIPATION OF A GOOD YUM CHA FEED.

UNFORTUNATELY THERE WERE TWO UNEXPECTED DELAYS WHEN FIRST TIME
RIDER SIMON MISTACKLED THE HEALESVILLE-YARRA GLEN ROAD AND
A NAMELESS STILL SLEEPY, BLACK FZR FELL OVER. FORTUNATELY NO
BODILY INJURY AND JUST COSMETIC DAMAGE TO MACHINERY.

ONWARD VIA KANGAROO GROUND AGAIN THEN INTO TOWN WE WERE ONLY
TEN MINUTES LATE AT THE RESTAURANT WHERE MOST FOUND PARKING
EASILY. DESPITE SOME DELAYS, ONCE SEATED WE ENJOYED A RANGE OF
MANY VARIED FOODS INCLUDING-SEAFOOD, TRIPE, SEAWEED THINGIES,
AND EVEN CHICKENS' FEET.

HOPEFULLY MOST PEOPLE LEFT SATISFIED, IF NOT JUST FOR THEIR
CURIOSITY. MANY THANKS TO IAN WHO ALSO VOLUNTEERED AS REAR-RIDER.



MICHAEL CHAN
GSXR 1100K

CLUB NAME CHANGE - THE FINAL WORD

I am absolutely amazed at the reaction of club members to the suggestion that (SHOCK HORROR) the club should consider a change of name to reflect the changing nature of the club's activities. In fact some of the newer members seem to be quite outraged at the very idea. Absolutely amazing.

I was initially a little puzzled as to why there was such an extreme reaction against the suggestion, so I decided to investigate the types of people and riding styles that comprise the MCTCV. I have concluded that the club can be divided into 10 groups with most members falling into one or more group as follows:

- a. **Tourers** (bugs in the teeth),
- b. **Sports Tourers** (bugs in the teeth and knee scrapers),
- c. **Sports Riders** (knee scrapers and flash leathers),
- d. **Dirt Bike Riders** (dirt in the teeth and dirty leathers),
- e. **Family Groups** (snotty nose brats),
- f. **Female** (the ones with lots of naughty bits),
- g. **Male** (the ones sneaking glances at the naughty bits),
- h. **Old** (can't remember what the naughty bits are there for),
- i. **Young** (haven't learned yet what the naughty bits are for)
- j. **Gay** (interested in other naughty bits),
- k. **Procrastinators** (definitely committee candidates).

Realising that there is such a rich diversity of interests, personal tastes and three different sexes to cater for, I decided to delve further into the club's activities by analysing some of the more recent club rides. I have categorised club functions as follows:

1. **Social,**
2. **Camping**
3. **Touring,**
4. **Sports Touring,**
5. **Leisurely and**
6. **Dirt Bikes.**

It would seem that the most popular activities at the moment are the social activities. In the past four months 25%, yep that's right one in four Sunday rides are social events such as Yum-Chars, Go-Karts, Ten Pin Bowling, Classic Bike Show and Grand Pricks BBQ. It would seem that "Touring" means riding from the city to a social venue, and "Sports Touring" means going via the Kew boulevard. What was that definition of the word "touring" I read last month?

Quote: "The act of travelling from one place to another, the partaking of a LONG journey including the visiting of a number of places (Chinese restaurants?) in sequence." Unquote.

When I first joined the club in 1978, social events were held on a Saturday, while Sunday was reserved for club rides.

Maybe we are becoming pretend enthusiasts and posers just like the car club wanks.

Anyway I digress.

It is obvious from the above categories and sub groups that the present name does not accurately reflect the true nature of the club, therefore I propose that the club change its name to.....

THE MOTORCYCLE CLUB FOR VICTORIAN, GAY, PROCRASTINATING, YOUNG AND OLD, MEN AND WOMEN, WHO MIGHT HAVE FAMILIES AND WHO MAY OR MAY NOT RIDE SPORTS, SPORTS TOURING, TOURING OR DIRT MOTORCYCLES LEISURELY, OR FAST, ON A SUNDAY AND WHO FREQUENTLY ATTEND SOCIAL FUNCTIONS INCORPORATED.

I think that the above proposal pretty well covers most arguments against a name change and definitely caters to all groups in the club both present and future. In fact it may even shut up a few of the more recent members who seem to think that their dick will get smaller if the club changes it's name.

Ray THOMAS (old male sports touring dirt rider)
ZX10
KLE500.

* * * * *

SNOBS CREEK WATERFALLS 10/5/92

The group:-

John Barta-XJ900 (leader)	Andrew-CX500	Les-XR600
Tom-FZR1000	Stuart-CBR1000	Ben-ZX10 #
Andi-R80GS	Jon-K100RS	Chris-GSXR1100 #
Eric-FZR1000	Carl-CBR1000	Darryl-GSXR1100 #
Robert-CB1100R	Mark-FZ750	Tom-VT250 Spada #
" friend-R100RS	Adam-CBR1000	Jack-K100RS
Steve-GPX750	John-VF1000	Paul-750 Ducati
John-FZR1000 (joined at Healesville).		

Left ride at Marysville.

The route:-

From Yarra Glen to St.Andrews, Toolangi, Healesville, Don road to Launching Place, Warburton, Reefton Spur, Marysville (lunch), Thornton, Snobs Creek Waterfalls, Eildon, Fraser Nat. Park, Alexandra, Black Spur and Healesville.

Incidents:-

Good roads and nobody fell off.
Stuart was running-in his NEW Honda CBR1000
The dirt road to the waterfalls was very rough but suited Les's XR and Tom's FZR!!!!
Eric Merz boiled the brake fluid on his FZR!

Members	Address	Home	Work	Motorcycle(s)
Barnes, Mick	5 John St Williamstown 3016	397-1640		Suzuki DR250
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		Honda CBR1000
Bloxham, Frank	41 Albert St, Mt Waverley, 3149	807-5212	420-8277	BMW R80 G/S
Bowra, Robin	4/15 Rix St, Glen Iris, 3146	824-7606		Suzuki GSX1100
Bradshaw, Ross	1/13 Orchid St, Heathmont, 3135	720-5317	603-4664	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		
Brown, Noel	89 Bulla Rd Bulla 3047	307-1409		Kawasaki GPX250
Burns, Jennifer	36 Alice St Mt Waverley 3149	807-4766		Suzuki GN250
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	697-0100	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			
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
n Davis, Les	28 York St Bonbeach, 3196			Kawasaki GPz500S
Davis, Mike	12 Rolland Crt., Montmorency, 3094	439-2378		Kawasaki ZZR250
Delahoy, David	7 Pinevale Crt Epping 3076	408-6773	344-5427	Suzuki GSXR750J
Demosthenous, Tom	11/41 Harding St Coburg 3058	354-7663		Honda VT250
Dennis, Mark	17 Alvena Cres. Heathmont 3135	870-8869		Yamaha FZ750
Dunn, Andrew	16 Foch St Ormond 3204	578-9705		BMW K100RS
a Dunn, Pam	16 Foch St Ormond 3204	578-9705		
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
n Felsbourg, Paul	7 Leura Grv Hawthorn East 3123			Honda CBR1000
Forsyth, Doug	3 Toulon Crt Carrum 3197	772-4355		Kawasaki ZX10
Forsyth, 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 VF500
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			
Jones, Geoff	34 Argyll Circuit West Melton 3337	743-3164		Yamaha RZ350
Kennedy, Andrew	79 Hull Rd Croydon 3136	725-9267		Honda CB1100RC
Kesting, Paul	18 Highfield Ave Warrenwood 3134	879-0029		Ducati 750 Sport
King, Ross	23 Nicholson St, Essendon, 3040	370-9479	688-3400	Yamaha XJ900
n Langer, Robert	390 Burwood Hwy Burwood 3125	888-8977		Yamaha FZR1000
1 Leahy, Les		889-6505		
Lee, Chris	66 Ormond Rd, Clayton, 3168	543-2807		Honda VT250
Lennox, David	5 Lachlan St Bundoora 3083	467-2349		Kawasaki GPz900R
Leyland, Steve				Kawasaki GPx750
Llatse, Jacquie	310 O'Neils Lane Anakie 3221	052-841-383		Honda CBR600
Llatse, John	310 O'Neils Lane Anakie 3221	052-841-383		Kawasaki ZXR750

	Locke, Adam	29 Grange Rd Sandringham 3191	598-0510		Honda CBR1000
+	Makin, Eric	17 Auburn Rd Healesville 3777	059-622-309	287-1627	Yamaha FZR600
	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
	Muller, Walter	9 Mulgoa Ave Dandenong 3175	791-5385		Suzuki GS500E
	Nicholson, David	24 Glenview Rd Doncaster East 3109	842-1880		Yamaha XJ900
	Oberhofer, Alex	32 Moama Rd East Malvern 3145			BMW K75S
	Osborn, Gary	11 Aberdeen Rd, Blackburn Sth., 3130	877-3231		Kawasaki GTR1000
	Parker, Angus	P.O. Box 195 Bentleigh 3204			Honda CB900F2
	Parker, Lisa	P.O. Box 195 Bentleigh 3204			
	Payne, Ian	2/3 Leroux St, Oakleigh, 3166	563-2410	550-6428	Yamaha XJ900
1	Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518		Kawasaki GT750
	Piller, Vicki	12 Timor Parade, West Heidelberg, 3081	457-4479	867-1666	
	Pincott, Garry	54 Muir St Mt Waverley 3149	802-9863		BMW K100RT
	Platt, Andrew	2 Snowy Crt Corio 3214	052-755-708		Kawasaki ZZR600
	Pope, Wayne	Lot 20B, Talbot Clunes Rd, Dunach, 3371	054-632-560		
	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		572-2035		BMW K100RS
	Robinson, Lisa	11 Athenium Crt Carrum Downs 3201	785-2480		Kawasaki GPz900
1	Saville, Tom		848-7867		BMW R80 G/S
	Schwarze, Dot	1 Hubert Ave Glenroy 3046	306-7071		
1	Shearer, Len	798 F'intreegully 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		
	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	Suzuki GSXR1100H
	Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984		Kawasaki ZX10
	van Dorp, John	6 Leakes Rd Laverton 3028			Honda VF1000FII
	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	3/37 Severn St BoxHill Nth, 3129	890-8463		Kawasaki KL650
*	Youdan, Jack	22 Fort St, Mt Waverley, 3149	802-3564	311-6555	

* changed address or phone number

+ new bike

1 life member

n new member

a associate member

Life Members - 6

Associate Members - 4

Full Members - 83

Total - 93

★ CREPES
SPANAKOPITA

★ PANCAKE
MOZZARELLA

JOIN US FOR

SAMPLE NIGHT

★ BAVARIAN
APPLE

MTCV

★ CHICKEN
SCHNITZEL

WEDNESDAY

JUNE 17th, 8:30pm

An ideal opportunity to try
sample serves of our
pancakes & crepes
til you cry

★ CAJUN
CHICKEN

"LOVELY!"

★ BRANDIED
APRICOT

Each night we select
several samples
from our many
savoury & sweet dishes -
including our newest creations.
We'll be making frequent
changes so bring
your family &
friends for a
weekly
adventure.

\$9

Try as many as you can

Allen & Helen Trachsel,
Founders

Bookings advisable

★ FRESH
STRAWBERRIES

THE PANCAKE PARLOUR

550 DONCASTER ROAD DONCASTER

Zone
LASER GAME

Battle your way
through 6000 sq ft
of maze and 3
Galaxies:-

- CONDORS
FORREST
- STAR BASE
- THE HOLOCAUST

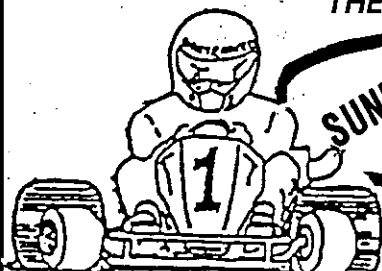
COME ALONE OR BRING A TEAM



ADRENALIN
PUMPING
EXCITEMENT

PLUS AUSTRALIA'S LARGEST
INDOOR GO-KART TRACK

THERE IS NO BETTER



SUNDAY
JUNE 21st
11am

SOMETHING FOR ALL

★ OPEN 7 DAYS ★ from 11 am

MINI GOLF — LATEST VIDEO GAMES — POOL TABLES — ETC

SIDETRACKED ENTERTAINMENT
CENTRE

370 Huntingdale Rd, Sth Oakleigh 562 760

I will be attending the following Club Functions:-

NAME.....	PHONE.....	FUNCTION	YES	NO	No. OF PEOPLE
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PANCAKE PARLOUR WEDNESDAY JUNE 17th at 8.30pm.	()	()	()
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INDOOR GO-KARTS - SUNDAY JUNE 21st at 10.45am.	()	()	()
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Please return to a Committee member to secure your attendance.