

Dec 04

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

DEC

1994

SUNDAY 4th

MORNINGTON PENINSULA.

LEADER LES DAVIS

9.30 am KBKP 10.30 HALLAM.

B-B-Q 5 pm ONWARD'S ALL WELCOME.

THIS WILL BE A LEISURELY RIDE DOWN THE PENINSULA, WITH ARTHURS SEAT THROWN IN. HOPE TO SEE YOU THERE.

SATURDAY 10th

FREE CLUB XMAS BBQ

%%%%%

FAIRFIELD PARK

MELWAY - 30 j-12

12 NOON TILL 4pm

MORE INFO INSIDE MAG.

THIS "FREE" BBQ IS OPEN TO ALL MEMBERS(\$5 non members).BYO DRINK AS THE CLUB SUPPLIES MEAT,SALAD&BREAD. LOCATION IS CNR PANTHER PLACE & HEIDELBERG RD.

SUNDAY 11th

Reefton & BLACK SPURS.

@@@ TONY SCHRADER LEADING. @ @ @

9.30 KBCP 10.30 YARRA GLEN.

THE LAST RIDE OF THE YEAR. SO WHAT A RIDE TO FINISH WITH, WITH THE CLUB CAPTAIN LEADING IT SOULD BE A GOOD ON.

SUNDAY 18th

MT ECCLES (Leongatha area)

BEN WARDEN LEADING

9.30 am KBCP 10.30 YARRA GLEN. @@@@

OK I LIED SO WHAT THIS WILL TELL ME WEATHER YOU ACTUALLY READ THE MAG. ON THIS RIDE BEN WILL TAKE US DOWN GIPPSLAND WAY, SHOULD PROVE TO BE ANOTHER GOOD RIDE.

26.12.94

CLUB XMAS CAMP, POREPUNKAH.

to 31.12.94.

MT BUFFALO CARAVAN PARK.

26th 9.30am KBCP,10.15 whittlesea.

STEVE LAYLAND LEADING.

MORE INFO INSIDE MAG.

SUNDAY 1st JANUARY. 1995.-

THE FIRST RIDE FOR 1995. PUFFING BILLY.

% % % %

9.30 KBCP 10.30 Lilydale. no LEADER AS YET ??????????????

SUNDAY 8th January.

MT BULLER VIA JAMIESON.

@ @ @ @

STEVE LEYLAND LEADING.

9.30am KBCP 10.30 YARRA GLEN.

SOUNDS LIKE A GOOD RIDE UP THROUGH HILLS AND VALLEY'S.

SUNDAY 15th

WALHALLA CRICKET.

LES DAVIS LEADING.

9.30am KBCP 10.30 HALLAM.

ALL THOSE INTERSTED IN PLAYING PLEASE RING LES. DON'T KNOW THE ROUTE YET.

THERE IS NO CLUB MEETING IN JANUARY SO DON'T FORGET, FOR MORE RIDE INFO REFER TO THE NEW ITINERARY. OUT NOW.

I HOPE YOU ALL HAVE A HAPPY AND SAFE CHRITMAS.

FROM LES & JANE AND LEIGH.

(First day Saturday October 29)

Yes, I volunteered again to write up events--cannot help myself.

The group leaving Lilydale at 1011.5 hours was -

Adam /Kerrie CBR 1000	George GSX 750
Ian (leader) GSX 750	Phillip XJ 750
Mandy (rear) ZZR 600	Rob R100 RS
Jack Daytona 900.	

Late 'ol Steve on his GPX 750 caught us up at Moe after our run via Noojee.

In Moe I caused the loss of our leader,(not the other way around), but Ian soon found,us--experienced person is our Ian.

Lunch at Maffra was followed by riding through Bruthen, Buchan and over the Reefton-type road to Orbost, except some of it was "spoiled" with gravel and sand bits.

Rob had a fit of imagination during the last 30 Km into Cann River (overnight stop in pub). Seems the more he thought about it, the flatter his rear tyre became- but all in the mind as it checked out OK.

Nothing more happened to write about, except to reflect on the excellent weather, ride company, etc. Oh yes, the first day's joke- of-the-day.....

How many mice does it take to screw in a light bulb?

(A) Two, but dunno how they get in there!

Over the next three days---

Will someone have a real puncture?

Will we pay more for petrol than 80.90?

Will Steve be a rear rider?

Will all the nine people last the distance?

.....read on for more exciting episodes.

Jack(tired already) Youdan.

WHO'S NEW'S

- (1) CARL MERZ HAS BEEN INVOLVED IN ABAD M/CYCLE ACCIDENT IN BRISBANE, CARL HAS A BROKEN RIGHT LEG AND A RUPTURED SPLEEN WHICH HAS BEEN REMOVED. NOT A NICE WAY TO SPEND XMAS.
- (2) PARTS AND PIECES AT SEAFORD ARE CLOSING DOWN, SO YOU WILL HAVE TO TRAVEL TO EITHER CLAYTON OR RINGWOOD STORES IF YOU WISH TO USE THEIR SERVICE'S.
- (3) NEW'S FLASH DOT SCORE'S A 9 ON SPAR ENTRY . YES DT THERE WAS A STEP BUT I DON'T THINK YOUR LEGS ARE LONG ENOUGH.

JOHN AND I,

WOULD LIKE TO WISH ALL OF YOU

A MERRY CHRISTMAS AND A HAPPY NEW YEAR

REGARDS

DOT AND JOHN VAN DORP

Thanks to both the Honda Riders Club and AMCN for a fabulous weekend on October 22-23 at Phillip Island. It is always great to get a day on the Phillip Island track, but someone must have some pull up high to organise the perfect weather.

Everyone seemed to have a ball with only two minor step offs — I believe this shows the high standard of safety and responsibility for all concerned.

Thanks to Honda MPE for the excellent Honda Riders Club concept and the effort it is putting into extra activities. The enthusiasm, friendliness and input by them from the boss down was terrific, plus the bonus of test rides on the latest models.

AMCN and crew did a repeat job for the Sunday with a great value day, ride, lunch and windcheater. Nice to see Mr Wootton model-

ling the latest fashion in protective white arm-bands...

One very noticeable fact for the weekend was how skilled the HART, Stay Upright, and some of the journo riders were. Seeing how quick Mike Sinclair was doing on the VFR750 was impressive — was it 1:49 for a non-sports 750?

How quick would he be if he did away with the stomach and could then reach the bars to steer the bike. He's got to be the most unlikely looking fanger you ever saw...

Andrew Kennedy
Croydon, Vic

PS: thank goodness the journo's can ride better than they write!

Ed: ol' fatso may well have been quickish on the VFR, but the rumoured 1:49 lap times were nothing more than a figment of someone's vivid imagination, perpetuated of course by Mr Sinclair himself once he picked up on the rumour. If the truth be known there were in fact ten seconds missing from the reported lap time, although that in itself is still quite commendable at a rideday on a stock-standard streetbike. Sinkers also informs us that the bulge isn't in fact his stomach, but just a rather large money belt that he carries with him 24 hours a day...

SNOWY MOUNTAINS HIGHWAY DAY 2.

I reckon this day probably started the night before with a rub down by Adam in a public place, right in front of everyone, shameless! No, he's a pro massuer that is and I got a freebie being the ranking officer and all (or was that, rank officer, as heard from someone). Well it definately did the trick, dissapating all those work tensions and loosening up that stiff neck that had been bugging me for bout a week. But I wasn't the only one to benefit from Adam's skills, Ian our leader and attending Council elder also got a freebie.

The next day I was relaxed, on the ball and cooking with gas, but I was flat out like a lizard drinking water trying to keep up with Ian, thakns Adam!

Adam Locke has offered his services at a discounted rate to any M.T.C.V. member. His studio is at

271-275 Centre Rd, Bentleigh

Rear shop 7 (behind Southern Body Basics)

PH. 015 522 412 AH: 598 0510

Registered Workcare Provider

Highly recomended by a Council Elder and a Rank officer.

Any way to the ride. It had rained that night so the roads were wet first thing but had dried out before the group got to the remaing 4ks of dirt on the Cann River Hwy. A right turn was taken soon after and we headed for eden along a winding, twisting, kangaroo infested road we were starting to become familiar with. A short stint along the Hwy into Eden for fuel, then onward to Merrimbula and lunch. Here we said farewell to Amanda who went visiting Relo's in Canberra. Still with Ian leading and Jack rear we headed for Tathra using some back roads, staying off the main drag and staying as close to the coast as possible. Then began the start of the Snowy Mountains Hwy with the legendary Brown Mountain looming. I don't know how it got its name but if some of our mob were going the other way, that is, down hill, I imagine a certain stain on a particular part of the attire would be fitting.

But I've only gone the other way (up hill) as was the case this time. So, its constantly flicking the bike from left to right while you keep the twist grip to the stop, SHIT HOT. But it always seems to be over so fast even though some of us were shaking with adrenalin which probably means it was just enough.

A quick stop at the top for photos, then off to Cooma to unload at the family Inn, our stop over for the night, ending a 340k trip. Seeing we were now on daylight savings and not being 4pm. someone suggested we go for coffee..... at Thredbo- which was another 200ks return, taking in some of the most magnificent sights this exceptional part of the world has to offer. Huge Lakes, Snow capped mountain ranges, winding roads and the Thredbo Village itself. Kerrie and Adam were a bit disapointed that the chairlifts were inoprative, but it was getting late and it seemed a long way up. That night was topped off with a quiet counter meal at the local and some drinks.

Thanks to Ian for leading a top days riding - the whole weekend for that matter, and to Jack for his days rear riding.

STEVE
GPX 750

LADIES RIDE SUN 20th NOV.

ANDI TDR 250 (LEAD)

JENNY HONDA REVERE

GUDRUN CB400T

DEBRA 250 SPADA

JULIET ZEPHER 750 (REAR)

CRISTINE & KAY ZZR1100 (REAR)

JAQUI GPX750

MARY FJ1100

VANNESA BR 250

BRONWYN GS500

As we all know the forecast was horrific and at 9.25 am standing all alone in front of Peter Stevens I had thoughts of, no ones turning up, what am I doing here, I'll never put one of these on again, when Jenny arrived interrupting my train of thought.

Within minutes a few more rolled in with a whole bunch led by Christine from Brighton Kawasaki. In total 10 bikes 11 Ladies. I was impressed as most of these Ladies braved the weather forecast despite not owning wet weather gear.

We headed off at around 9.45 am through Warrandyte, Christmas Hills, Healesville, up the Chum Creek Rd, down the Toolangi Rd for a coffee stop back in Healesville.

Not only was I impressed by the calibre of rider and machine, but also by the enthusiasm shown for riding and riding within a group. Most of the Ladies had only ridden by themselves or a couple of people. It was really nice to see.

From Healesville to Launching Place via the Woori Yallock Rd and to Noojee for lunch. Here my clutch arm attached to the shaft, attached to the throw arm, that pulls out the pressure plates, decides to wear out from constant Two Stroke vibes. No matter where I positioned it the teeth would not grip, so I continued on without the clutch. Why do things always go wrong when you lead.

After lunch we headed back to the Warburton HWY to Woori Yallock, Yellingbo, Silvan, Mt Evelyn and Mitcham where we broke up just as the rain came down. The rain had held out all day with nothing more than occasional spits, even the sun made several appearances, certainly we had nothing to complain about. The Girls definitely had a great time, so great in fact that there'll be another Ladies ride in March, with Christine volunteering to do the lead.

Andi TDR 250.

LAVERS HILL VIA G.O.R.

Sunday 20th November 1994

CBR1000	Tony Schrader	FZR1000	Craig Morley
CBR1000	David Byrne	ZXR750	Ben Warden
CBR1000	Adam & Kerri Locke	ZX900	David Ward (leader)
VF1000	John & Dot	GPx750	Steve Leyland
VF500	Danny (rear)	GSXR750	Mark Dennis
GSXR1100	Simon Locke		

- David Byrne rang Saturday night to tell me he would be around next morning at 8.00am and we would ride together to Laverton. By 8.20am I had run out of things to do: cleaned the visor, polished the boots, checked the tyres. I figured it was now or never. I had to get petrol en-route as well.

I arrived to greet the small group of "hard core" members consisting of Tony, David, David, Steve, John & Dot, Danny, Steve and Mark, despite the absolutely menacing weather forecast predicted for later in the day: gale force winds, thunder storms, heavy showers. The sky was already overcast and threatening. Geoff Jones and son Ben were driving the works vehicle with "L" plates displayed. They would follow the group for the rest of the day. We soon availed ourselves of the superior luggage carrying capacity of the car. Thanks Geoff.

David Ward led us straight down the highway through Geelong and out to Anglesea for morning tea, arriving around 10.10am. Adam, Kerrie and Simon joined us here along with a couple of their friends. Their group would travel only as far as Lorne. John & Dot, rear riding, left us for other activities. Danny, though a non-member, had been on enough rides to handle the rear riding position, and as the bulk of the group were Winton refugees, I was only too happy when he volunteered to rear ride.

The strong smell of burnt wood was the first thing that hit us. The C.F.A.'s "controlled burn" around Moggs Creek the day before became newsworthy when it burnt down a couple of houses and a few km of shoreline scrub vegetation. There was only a howling hot north wind blowing with a temperature of 34°C at the time!

It was eerily quiet as we respectfully trundled through the lunar like landscape. Barely a car on the road.

The Great Ocean Road (GOR) was dry and predictable. Most of the road works - pot hole patching - are complete. Dave (ZX9) had disappeared and it didn't look like Craig was coming, so I set off in lonely pursuit. The ZXR was in its element, the bike and I as one entity, especially after a couple of 100kms around Winton the week before. The rhythm came easily. The corners ebbed and flowed, time and distance loosing their relevance as the adrenalin pumped. Geoff drifted past, perched at the side of the road, attempting to trap a fleeting instant in time on photographic paper. It was difficult.

All too soon Apollo Bay hove into sight where we informally regrouped on the outskirts of town, ready for a group assault on the superb Otway Ranges section. Geoff and Ben drove by. Dave Byrne, now addicted to the MTCV motorcycling virus, was riding well, but I could see he was having trouble changing direction quickly on the powerful but slow steering CBR. The road swept left, then right, rising and falling as we carved our way across the ranges. I slipped past and Craig followed.

Dave (ZX9) was getting away! After a couple of Phillip Island practice days Dave is certainly on top of the ZX9. We cruised at a safe speed, enjoying the road, and each others company, passing Geoff/Ben again. A few kilometres before Lavers Hill the road turned wet, steam rising. We slowed.

Andrew Kennedy arrived half way through lunch on his immaculately clean CBR. It looked brand new. It had been raining heavily at home and he had waited for the shower to pass before venturing out. Ben Jones arrived with my lunch in the boot. Fancy learning to drive on the G.O.R. in the wet, in your old man's company car, no less!

And then the rain came. Back to Apollo Bay the way we had come, it either rained or the roads were wet. We left Andrew pondering his fate. Visibility was atrocious. Steam rising from road formed a fog, about 2 metres thick "sitting" on the road.

Dave (ZX9) slowed (not that he was riding slowly, mind you) as his well worn original fitment Battleax tyres struggled for grip. Dave (CBR), Mark, Craig, Tony and myself were wearing soft compound tyres front and rear. Mark commented that he liked the rain because it was the only time he could keep up!

The roads were dry after Apollo Bay and Dave opened the taps! I followed and soon Craig appeared in my mirrors.

Now Craig's FZR was slightly slower through the tight-stuff, stability and weight counting against it. The Kawasakis seem to have very good feel at the front end allowing much later braking. And thankfully so, as the road surface suddenly changed from dry to wet just before Lorne, at the entrance to a tight right-hander. I love those tyres.

We refuelled at Lorne. Dave (CBR) arrived a couple of minutes later grinning wickedly, the rest of the troops soon to follow. Suffice it to say we had a fantastic ride, pushing hard, but safely.

As we climbed out of Lorne through Beech Forest and Deans Marsh the wind blew fiercely. Torrential rain battered us. I was now leading via the back roads to Lara, bypassing Geelong. The conditions were so bad I slowed right down to improve traction, not wishing to be blown across the road.

Near Batesford, in the middle of nowhere, I ran out of corner markers. The rain was 30° from horizontal and pelting down. I took shelter behind a lamppost and considered the possibility of a lightning strike. Steve waited with me, while Tony went back to see what the hold up was. Eventually Steve left, having to go home and prepare tea for Dot and John! Water ran down my arms and into my gloves, my boots filled up, the chain was bone dry (well wet) and the side stand was threatening to sink into the mud, despite being on a crushed can.

Craig had run out of petrol somewhere between Winchelsea and Batesford (after 150km). This remains a mystery as the tank only required 14 litres to fill. We regrouped at the Batesford Mobil before cruising the back roads re-joining the freeway at Little River, breaking up at the Shell Servo just over the West Gate Bridge. Everyone agreed it had been a great day. Home by 5.00pm, a round trip of 450km. Thanks Dave for leading and showing us what a ZX9 can really do in the hands of a capable rider.

Ben (ZXR750)

PRESIDENT'S REFLECTIONS

This article is meant as an information sheet so that people know what is going on in the Club. Judging by the number of questions I am asked, there is a perceived need for something like this on a regular basis, especially for those members who don't attend monthly Club meetings, or Social Sips. It has taken six months to find time to write this one, so they won't be too regular!

New Club Hall - The monthly general meetings are now held in the theatrette at the rear of the Camberwell Town Hall, off Inglesby Road, Melways Reference 59 J2. The last meeting in the Fairfield Fishing Club Hall was the October general meeting 1994. The new hall seats 100 people on full size chairs, has a larger kitchen and better toilet facilities. There is a medium sized car park, most suitable for our needs, just across the road. The road is little used and quite safe to cross. The geographic location is ideal being very close to the theoretical centre of Melbourne's population distribution, and having easy access from the South Eastern freeway via Burke Road. The cost is \$40.00 per 7.00pm-11.00pm time slot and has projection and video facilities for an additional hiring charge. We plan/hope to stay for many years. Thanks to Les Davis for doing the leg work in tracking down this location.

New Itineraries - New blue itineraries have been printed and are available. The cost of printing itineraries is \$175.00. We do all the artwork. I am pleased to report that there are 13 different leaders, helping share the leading and organising of functions. Thanks for their help. A couple of events need mentioning.

Xmas Camp - This year's Club Christmas Camp is at Porepunkah at the Mt Buffalo Caravan Park. The caravan park is well established with many large trees, good facilities and a gently flowing river (with safe swimming holes) as one of its boundaries.

Porepunkah is near Bright and in the centre of fabulous motorcycling territory, scenery, roads and tourist attractions. Hence this is a very popular holidaying area and the Club has reserved a site for the seven nights at \$14.00 per night. The site supports six people and will be allocated on a first come, first served basis.

To guarantee the Club does not lose money, as it has done on previous occasions when pre-booking, a charge of around \$5.00 per person per night, will need to be levied. Otherwise make bookings on the day.

Port Campbell Weekend - Tom Saville has organised a combined ride with another club to Port Campbell staying in motel accommodation on a farm in Port Campbell. This will be the 3rd year in succession the Club has undertaken this function. Last year 16 members attended. As places are limited, make sure to contact Tom or one of the Committee persons to reserve a spot. In the event of over subscription, there are a number of other suitable accommodation venues:

<i>Loch Ard Motor Inn</i>	<i>Phone:</i>	<i>(055) 986 328</i>
<i>Port Campbell Motor Inn</i>		<i>(055) 986 222</i>
<i>Southern Ocean Motor Inn</i>		<i>(055) 986 231</i>
<i>Port Campbell Hotel</i>		<i>(055) 986 320</i>
<i>Port O'Call Lodge</i>		<i>(055) 986 206</i>

Last year the Club booked out the Port O'Call Lodge. There may be a number of cars going, so if people wish to travel in convoy or share driving expenses please let Tom or myself know.

Note the West Gate Bridge Shell Service Station pick-up.

Winton - We hired Winton raceway on Sunday 13th November. Nineteen members rode on the day and twenty non-members. At late notice we determined that the kiosk would not be available and set about organising our own BBQ. Les & Jane Davis and Dot Schwarze & Jon van Dorp did the bulk of the work in catering for this event. Without their time and effort at short notice, we could have been quite embarrassed after stating the kiosk was to have been open.

We also lost 20 minutes track time when we discovered St John Ambulance were not in attendance. David Stewart, a non-member, allowed us free use of his mobile phone. David Byrne also came to the rescue when he volunteered his father's service, his father being the St John area district commander. A few discrete phone calls and we soon had an ambulance down from Wangaratta. Thanks to the two Daves for their invaluable help. Much appreciated.

The day went very well, finishing at 4.40pm with only a few hard chargers left riding. Financially the day was just a success. We over catered for the BBQ quite dramatically making a \$93.00 loss. But the remaining frozen sausages, rissoles and drink will be used at the Club Christmas BBQ at Fairfield Park on 10th December. Overall we made about \$152.00 profit.

The future of ride days is in the balance at the moment. This year Winton cost us \$1,350.00 to hire the track and \$200.00 for St John Ambulance. Next year Winton is charging \$1,800.00 to hire the track. In these times of low inflation and wage restraint, there seems to be an element of greed in their approach.

Where once the possibility of riding at a major race track was a novelty and possibly a once in a lifetime chance, there are now a proliferation of ride days. The opportunities to ride at Phillip Island and Broadford are plentiful. Other tracks such as Sandown and Calder are readily available, not to mention all the nearby interstate tracks. Various organisations such as Stay Upright offer advanced rider training courses with plenty of track time. Motor Cycle News and Revs do variations on a theme ride days. There are dealer days, for selected customers and various other odd ride days. In reality, anyone who wants to ride their street bike at the track can do so with minimum time and effort.

Special Thanks to Dicky for his excellent timing results. There was a constant stream of visitors to his timing booth. He managed the job single handedly throughout the day, having only arrived back from a week's walking in Tasmania the night before.

Club Person of the Year - At the last Committee Meeting it was decided that:

- (i) *the Club Person of the Year will be voted for at the May Annual General Meeting using a secret ballot. The existing perpetual trophy will be inscribed with the person's name and a small trophy will be provided for the person to keep.*
- (ii) *the existing point system will remain as is, and a new annual trophy will be awarded to the "Rider of the Year", also at the AGM.*

Door Money - At the general meetings we collect door money by way of selling raffle tickets. The money collected goes part way to offset our nightly costs of \$40.00 hall hire, approximately \$35.00 to pay for tea, coffee, and food and roughly \$20.00 for door prizes. Currently the fee is \$1.00. It is compulsory to buy one raffle ticket at least, not voluntary.

Door Prizes - Presently door prizes are being donated by Parts and Pieces - 4 litres oil, chain lube, cleaning fluids and other motorcycling orientated goodies. Dave and Steve from Dynabike, Huntingdale also donate runs on their dyno. The prizes have significant monetary value and generally we have 3 of them. Of course the more raffle tickets you buy, the more chances to win. Just another incentive to attend the general meetings.

Slicks - You never know what interesting things are going to turn up at the general meeting. Last time it was a selection of slicks from Parts and Pieces of which a number of members availed themselves of, rather than destroying a set of road tyres around a race track in one day. At \$60.00 a set (\$30 each) the slicks represent good value for money, considering they will do one, maybe two ride days. Thanks Les Davis for carting the tyres to and from the meeting.

Ben Warden (President)

Winton at a Glance				
No:	Ride Name	Bike	Best Time (mem)	Best Time (non-mem)
88	David Camilleri	CBR600FP		1:07.58
62	Adrian Blashki	CBR900		1:08.13
1	Dave Stewart	YZF750		1:08.46
11	Tom Saville	YZF750	1:08.63	
25	John Wight	YZF750		1:10.49
37	Didier Thomas	CBR900		1:11.21
14	Craig Morley	FZR1000	1:12.91	
24	Justin Belleridge	CBR900		1:13.85
55	Robert Bishop	916 Ducati		1:14.18
50	Ben Warden	ZXR750	1:14.45	
6	Andrew Cooledge			1:14.62
18	David Moore	GSXR750	1:14.89	
58	Garry Harvey	CBR900		1:15.22
7	Andrea Sirninger	TDR250	1:16.10	
12	Alec Brown	GSXR1100	1:16.32	
1	Michael Camilleri	CBR900		1:18.02
17	Tony Schrader	CBR1000	1:18.46	
60	Steve Chettleburgh	ZXR750 L		1:18.57
10	Mark Dennis	GSXR750	1:19.12	
21	Peter Hodgetts	GSX750F	1:19.62	
54	Craig Camilleri	CBR900		1:20.05
9	Russell Grant	CBR600		1:20.16
4	Brett Jacobson	CBR900		1:20.22
23	Markus Belkin	750 Ducati		1:20.66
22	Andrew Kennedy	NTX650	1:20.93	
26	Ian Payne	GSX750F	1:22.14	
99	David Byrne	CBR1000	1:22.20	
13	Craig ?	FZR600		1:23.02
15	Patrick Tayeh	GSXR750	1:23.96	
19	Wayne Pope	CBR1000	1:23.96	
56	Cameron Denison	CBR900		1:24.07
28	Steve Rhoads	RD350		1:25.05
5	Les Davis	GL500	1:26.21	
27	Greg Brooker	ZZR600		1:26.87
16	Robert Matricciani	GSX750F	1:28.41	
8	Patrick Tubbs	GSX750		1:30.66
2	Allan Humbert	CB750	1:31.32	
20	Steve Baszak	CBR600	1:37.20	
3	Debbie Eckert	GPx250	2:13.19	

Noval

HONDA DUCATI

A.C.N. 005 881 7653

SHOP 4/70 MAROONDAH HWY, RINGWOOD, 3134

MEMBER

V.A.C.C.

Ph: (03) 870 2222 Fax: (03) 879 6791

WE WON'T BE UNDERSOLD

LARGE RANGE OF NEW AND USED BIKES



VACC LMCT 5145
Accredited
**MOTORCYCLE
DEALER**

PARTS &

VAC
Accredited
**MOTORCYCLE
DEALER**

**FULL
WORKSHOP**

LMCT

PIECES

RINGWOOD
2 Olive Gr.
Ph: (03) 870 4466

VACC
Accredited
**MOTORCYCLE
DEALER**



CLAYTON
2061 Princes Hwy
Ph: (03) 562 8488

VACC
Accredited
**MOTORCYCLE
DEALER**

ALL MECHANICAL REPAIRS - REALISTIC PRICES

- ★ All Workshop Services & Repairs
- ★ Phone Orders Taken
- ★ Mechanic Always on Hand
- ★ Engines sent anywhere in Oz & NZ

DOOR PRIZE

DONATED BY PARTS AND PIECES.

10% DISCOUNT GIVEN ON PARTS AND ACCESSORIES TO CLUB MEMBERS.