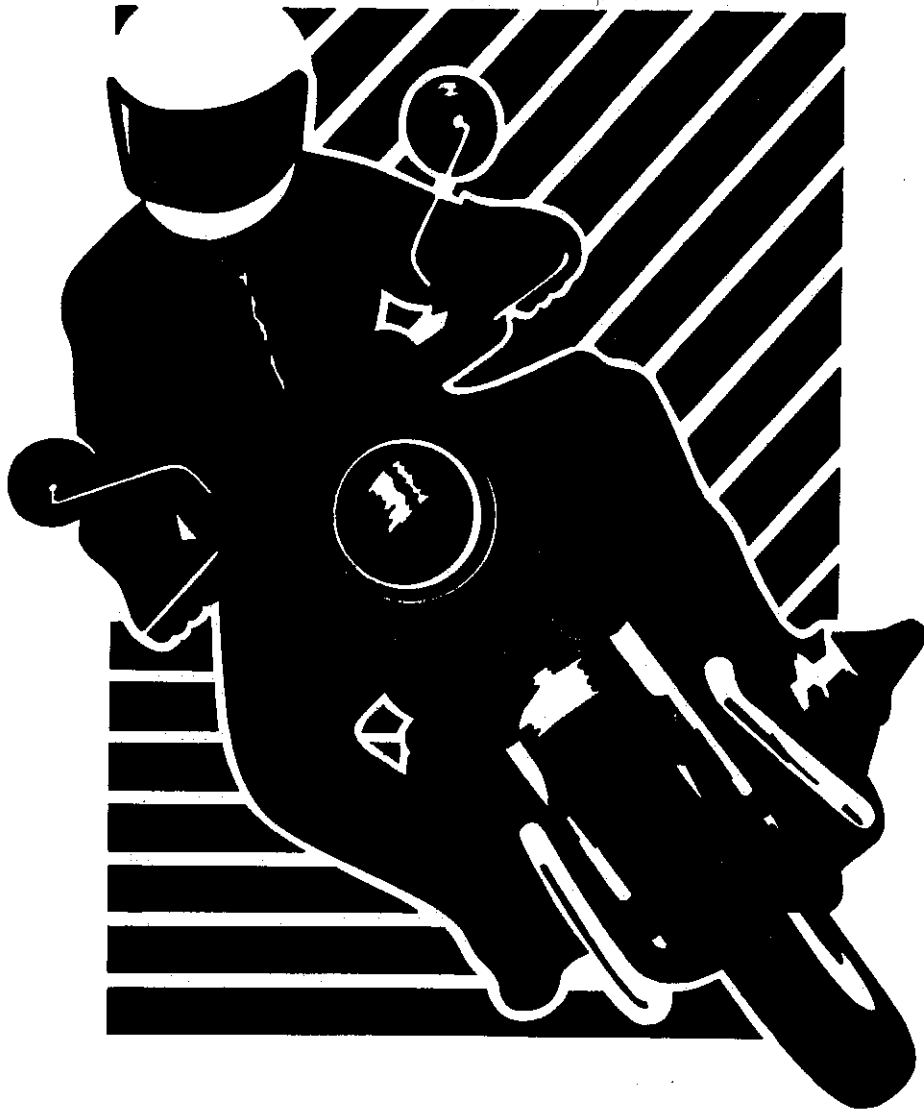


Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

OCTOBER

1994.

SUNDAY 9th oct.

YARCK, TRAIN TUNNEL.

LEADER TOM SAVILLE.

K.B.C.P 9.30am- 10.30 YARRA GLEN.

some dirt but Tom says it will be alright.

Yarck train tunnel a very interesting place to visit, up near Yea some nice roads and some dirty roads as well.

SUNDAY 16th oct.

FOSTER (sth Gippsland)

LEADER LES DAVIS.

K.B.C.P 9.30am - 10.30 HALLAM.

The ride will take in Droin/Korumburra Wonthaggi Inverloch /Fish Creek / Foster / and lots of good roads in betwee

THURSDAY 20th

SOCIAL SIP.

WHERE " ANCHOUR & HOPE.

481 Chuch st Richmond.

6.30pm onwards.

SEE YOU THERE.

%%%%%%%%%

%%%

SUNDAY 23th oct.

BALLAN / Winchelsea

LEADER ???????????

K.B.C.P. 9.30am 10.am LAVERTON.

No leader as i write this so i know its out west and then its southwest, also the Club will have a stand at the MAKE-A- WISH. More info inside mag.

SUNDAY 30th oct.

WORLD SUPERBIKE,S

% % %

PHILP ISLAND. 9.30am HALLAM.

% % % %

NO PICK UP AT K.B.C.P SO DON"T FORGET.

WEEKEND RIDE.

29th-1st.

SNOWY MOUNTAINS HIGHWAY.

LEADER IAN PAYNE.

10am LILYDALE .

MORE INFO INSIDE MAG.

THURSDAY 3rd NOVEMBER.

GENERAL MEETING

CLUB HALL 8.15pm SHARP.

SUNDAY 6th

ABSEILING, BEN CAIRN.

(near Don road, Healesville).

LEADER MARK DENNIS

9.30am K.B.C.P. 10.30 Yarra Glen.

Sounds like fun and they tell me you don't need any wind for this kind of sailing. And Mark says there are some real good roads out this way aswell.

NEW ITINERARY COMING UP LEADERS NEEDED AND PLACE'S TO GO, ANY SUGGESTIONS WELCOME,

GENERAL MEETING

1st September 1994

Meeting Opened : 8:20 pm, Fairfield Anglers Club Hall
Attendance : 24 members.
Apologies : Les Leahy, Martin Thompson.
Correspondence : MTCV has been invited to set up a display at the Make A Wish fundraiser.

Captains Report : AUGUST

SUNDAY 7th August

Narre Warren Tank Museum
Leader: Ian Payne
Weather: Cold and wet.
9 bikes, 12 people, 400km
Incidents: Phil Smith CBR600
blew out spark plug.

SUNDAY 14th August

Daylesford
Leader: Ben Warden
Weather: Cold, some damp roads, overcast.
10 bikes, 10 people, 450 km
Incidents: Danny Vits had an angina attack at KBCP, Steve Taylor? GPZ 900 had minor crash at St Andrews, Davorin Zivkovic boiled his brake fluid at St Andrews.

THURSDAY 18th August

Social sip
18 people in attendance.

General Business:

1. Captains report delivered.
2. President previewed forthcoming rides.
3. Club paid Daryl Otzen \$50 for work done at Philip Island.
4. The club has purchased a photocopier for \$500 and Les Davis is keeping a log book.
5. The club needs a bigger hall. Any suggestions welcome.
6. Winton ride day November 13. Members \$35, non-members \$45.
7. Economy run trophy awarded to Andrew Kennedy.
8. Club person of the year award presented to Ben Warden.
9. Peter Philferan still at Bethesda.
10. Tom Saville reviewed his trip.
11. Next months guest speaker is Eric from Parts and Pieces who have also donated this weeks door prizes of engine oil, radiator fluid and chain lube.
12. This weeks lucky door prize winners have been Thomas Athanasakos, Debbie Eckert, and Jane Davis.

Annual club auction conducted and went very smoothly.

Meeting Closed 10:00 pm.

Sunday 21st August

Castlemaine economy ride
Leader: Tony Schrader
Weather: Fine and cool.
11 Bikes, 12 people 300km
Incidents: Geoff Jones lost his wallet on way to Broadford, went back and found it and then ran out of petrol trying to catch up.
Economy run won by Andrew Kennedy CBR 900

SUNDAY 28th August

Licola
Leader: Rob Langer
Weather: Fine, mild and windy.
17 bikes, 19 people, 300km
Incidents: Andrew Kennedy crashed on Dominator, Phil Smith crashed CBR 600, Jack Youdan blew the Daytona's fork seals, Wayne Pope's son almost fell asleep.

PARTIICIPANTS WERE:

Rob R100 RS (leader) Geraldine VFR 750 (first rider)
 Ben ZXR 750 (co-leader) Steve GPX 750 (reporter)
 Wayne & Damien CBR 1000F (new bike) David GSX R750
 Andrew NX 650 David CBR 1000FP Mark GSX R750
 Alec & Debbie GSX R1100 Pat GSX R750 Phil CBR 600
 Davorin K100RT (rear rider) Damien Z250 (first ride)
 Alan GSX 250 (first ride) and Jack 900 Daytona who didn't
 really take any part due to leaky fork seals leaving very early.

A fair sized group left Hallam 10;15, or thereabouts. Only to grow by Drouin, and seeing I have noe experience at rearing young, I just couldn't go crook, although I was relieved to see Ben. He had the emergency kit and with 3 first timers and 2 of them learners we might need it.

After smoko and a refresher for Rob for Ben on the roads to be ridden, Rob leads us with Davorin back marking through the complicated maze of back roads that wind and zig-zag between Druin and Moe. Fuel only here then onward, so far so good,

We pass the power stations at Yallourn through Hayfield and then the reason we wer3 all their-- the road into Licola--- Grouse.

But when only a few bikes had made it into Licola foe lunch within about 15 minutes the signs were ominous. As it turns out Phil misjudged a corner sending his Cbr 600 down the road. Luckily he was OK and only minor damage to the bike.

In a way this caused a fairly long break for lunch, but I think that had more to do with Davorin carrying Bens lunch than anything else.

Once back on the road we were all once again enjoying the magig of that road back towards Hayfield but the Hayfield turn wasn't taken and Rob headed for some more out of the way back roads. But while corner marking with Mark and blabbing the usual dribble like "Bullshit you could have gone faster if I wern't in front" and "yes I could". News came through that Andrew over cooked the chook right in front of Wayne. This news seemed to get everyone excited but relax he's OK abd there"s hardly a scratch on the NX. Then once he got it all back together, takes the remainder of the group back to Hayfield causing enormous confusion.

Dave and Ben played scout to no avail, while what was left of the group headed for Glengarry for a pre-arranged regroup. But ironically other than Dave and Ben the only rider to rejoin there was Andrew. Lost were Geraldine, Phil and Alan-as were Wayne and son Damien took off as soon as he saw the NX go over the side, enough said.

Regardless of the mishaps, Robs efforts provided us with an interesting ride. The weather stayed fine, no-one got hurt and the bikes suffered only minor damage. I think enjoyment was salved from the mayhem by everyone. Around 350ks all up. Break up at Narre Warren.

Thank Rob and thanks Davorin for rear riding.

Steve GPX 750

8 People, 7 Bikes

| Bike | Name | Odometer | Horse Power |
|------------------|---------|-----------|----------------|
| Bronwyn | GS500 | 15,300 km | 40 |
| Devorin Zivkovic | K100RRT | 35,500 km | 74 |
| Jon Riddett | RZ500 | 10,300 km | 75 |
| Ben Warden | ZXR750 | 39,400 km | 86 |
| Les Davis | GTR1000 | 34,900 km | 90 at 9000 rpm |
| Gary & Crystal | ST1100 | | |
| David Ward | ZX900 | | |

Last year the Club had a very successful day at Dynobike with at least 20 bikes evaluated, everyone receiving a printed hardcopy of their machine's engine performance. Some people even went home and got a second machine for testing. This year the weather conspired against us and the numbers attending were consequently down a bit.

The BBQ was going when I arrived. Dave and Steve, owners of Dynobike, had thoughtfully provided sausages and bread for the hungry participants. Thanks. Now down to business: seat removal to provide access to the black box ignition, ready for the dyno sensors to be attached.

Les had already put his brother-in-law's GTR through the ringer, erring on the side of safety and pulling the pin at least a 1000 rpm below claimed peak power. The beast still put out 90 horse power at the rear wheel.

Dave Ward was running in his new beast, a Kawasaki ZX900, having traded in his ageing ZX10. Hence he didn't run it on the dyno. But Bronwyn, Dave's girlfriend, had brought along her immaculate GS500 and it wasn't long before it was baring its soul. And then it was my turn.

With slick efficiency Steve muscled the ZXR up the ramp, clamped it into position, and connected up the sensors. After warming it up, and making sure the readings were consistent, the computer was set to record data.

It is pretty noisy with the engine screaming up to 11,500 rpm (red-line 12,000 rpm!) and consequently people in the know grab the spare ear muffs. Exhaust fumes are extracted by fans and limited cooling is also performed by fans, simulating on road conditions. The screen displays the rev counter and, at the hit of a key, the power and torque curves.

Various plots can be printed. The default seems to be Corrected Horse Power versus Kilometres per Hour, which isn't particularly useful. So Steve provided me with horsepower and torque versus revs on the same graph - the usual graphs in bike magazines. Interestingly the graphs indicated quite a dip in the torque curve at 5,500 revs before peaking at 9000 revs. There was a hump in the torque curve at 4000 revs, equating to 90 percent of peak torque. This confirms the seat of the pants feeling that the bike is very pleasant to ride around town changing gears at 4500 revs, riding in the torque hump.

Just for interest Steve removed a baffle before the air filter from the ZXR and ran up the dyno again. To a casual observer it apparently does nothing, but the dyno revealed all: as much as 15 horse power lost from the midrange and ten from the top end with the babble removed.

The power plot was fairly linear, flattening at 4500 revs (where the torque dipped) before rising steadily to peak at around 9500 revs and 86 horsepower. This would indicate to me a fairly restrictive exhaust system - it has the original system on. The other muffler I have with the baffles knocked out

allows the engine to rev much freer, at the expense of noise and bottom end power. For the road and for the good of my ears I have reverted back to the standard system.

Jon's RZ put out serious power everywhere, combined with a very flat torque curve. The power to weight is exceptional and probably only bettered by modern day 250 two strokes. I am looking forward to seeing it in its element at Winton.

Davorin's RT was running a bit poorly. It was a recent purchase and actually improved with every run on the dyno - as if it was still tight!

Gary and Crystal were interested observers for the day. I think Gary was sorely tested in his resolve not to fork out \$20 to see what the ST1100 would give - plenty of everything I imagine, but we'll never know.

Late in the day Steve disappeared to return with his new toy, a Ducati 916. Red and gorgeous. Steve was itching to get in and play with the eprom controlling the fuel injection and ignition timing. Alas his probe didn't mate. We stood round and drooled for quite a while before drifting off home on wet roads, dodging the hail storms.

It was an interesting and enjoyable way to spend a few hours, especially as this was the door prize I won a few months ago. Thanks to Les Davis for organising this event.

Ben Warden (ZXR750)

DAMS RIDE - SEPTEMBER 4.

As Martin Thompson was not available to lead this ride, he was in Majorca or Monaco or some other exotic place. It fell to Tony Schrader, Your scribe met the group at Yarra Glen so the epic begins there. Just six bikes-persons, the periods of light rain throughout the day, that was forecast had its effect. Leaving Yarra Glen were: Ben ZXR(having collected his Father's Day gift)
Tony CBR1000 Devron K100RT Ashley FZ750 David B. CBR 1000
Jack Daytona 900

First damn dam visited was Sugarloaf in the Christmas Hills, then through Pantan Hill and Arthur's Creek to pass the Yan Yean dam (or someone said we did). We went up a little known called Strataewan Rd, little know alright it was a no through road with no dam, so we reversed. After Whittlesea we visited the Touroirong dam (did not know it existed, a bit like brigadoon that disappears in the mists).

Lunch was at Yea and by this time the rain was light and steady-damn! Through Molsworth, where David left us, to Alexandra and over the Skyline Rd in Fraser National Park was the go. By this time I was rear rider in lieu of Devron and it was easy just to follow the taillights of four bikes in the damn patchy fog, let the others find the way. We visited the Eildon Dam and all agreed it was prudent not to take the planned 30km up the Jamieson Rd to Taponga River. Not because there is no dam at Taponga, but due again to the steady rain.

Coming home via Taggerty, Buxton and the Black Spur we just had to see another dam, Maroonday where the ride finished. A good day, even if we still do not know the difference between a dam, a reservoir and a weir - damn!

JACK YODAN

A Letter from Michael Chan

A few days ago I received this letter from Michael Chan who is on holiday travelling around Europe with his fiance Nadene. For those newer members, Michael rode with the Club for six or seven years and was Club Captain last year. He rides a blue and white GSXR-1100K Suzuki. His writing style is particularly hard to read so I have retyped it.

Dear Ben, Vicki and Fiona,

As the locals would say - Bon Giono! I'm writing to you from the poolside terrace of "Tramonto D'Oro" or "Golden Sunset Hotel" in Praiano of the exclusive Amalfi coast in southern Italy. Our days consist of waking late, relaxing, strolling, etc ... The most difficult to decide is what to eat at meal times. The food here is too good to be true. Praiano/Positano are fishing villages, so local seafood is fresh and plentiful.

We left Melbourne on the 5th (*of Sep.*), staying in Bangkok that day before flying late to Rome via Athens. Total flying time nearly 24 hours. How does Martin Bastock do it so often? (*The flying?*) Typically Asian, Bangkok was hot and humid (28 deg C plus), dusty, dirty. The smell of diesel and smog from thousands of 125 cc two strokes drowns you as you leave the airport exit. Bangkok, bikewise, has the most I've seen anywhere. It is so strange to see models we don't get in Australia eg KR125. They're all Japanese, big bore replicas with twin head/tail lights ... but all 125 cc two strokes. Geoff Jones would be so proud! Breathing is a health hazard.

Delightfully so, Rome was much the same in the bike stakes. The only difference being that the bikes were Vespas with the occasional big Italian (Ducati or Guzzi) or Japanese (GSXR11) passing by.

Our time in Rome has been hectic with much walking, photo taking and sightseeing. We've seen: "Piazza di Spagna (Spanish Steps), Pantheon, Piazza Navona, Fontana di Trevi, Citia del Vaticano including Piazza de san Pietro (heard and saw the Pope), etc. Nadene especially wanted to stay near Positano for the chance to relax - afterall she only has two months off work whereas I have 4 or more!!

Before coming over we bought a couple of "Lonely Planet" guide books of Europe and Asia and they have proven to be invaluable. One section on Naples advises tourists to be wary of bag snatching and petty crime. As it happens, en-route to Positano, at the station, we were almost taken for a ride by a local tour operator who claimed there was no longer a bus or train to Positano and that he could do us a private car for \$150. We told him where to go and took the train and bus for less than \$15.

The second potentially bad situation also occurred at Napoli station when confronted by bag snatchers or pick-pockets who hassled us. Thankfully nothing happened.

Today is Saturday and we have been here several days and will stay several more. The road here is like a tighter version of the Great Ocean Road with cliff and drop layout. Being Saturday, bikers from surrounding towns/cities roll through town in colorful leathers (like us). An earlier rumbling turned out to be a dozen Ducati 851s coming/going. Shortly after an FZR, GSR, ZXR, and RGV did the same.

The sun has just gone down (literally) and I will sign off. Please extend my regards to the Club. In January/February I will be back with zest and revived fervour, not having ridden for so long.

I will write again soon. Yours, Michael

CLAYTONS BENDIGO
COUNTER LUNCH RIDE

SUNDAY 11th.

| | | |
|--------------------|--------------------|---------------------|
| Mark RZ 500 | Leanne FZR 600 | Mark D. GSXR 750 |
| Andrew K Fireblade | Adam CBR 1000 | Ben ZXR 750 |
| Steve GTR 1000 | Jerry Can 750 UFR | David GSXR |
| Dav K100RT | John & Dot VF 1000 | Ian & Kerry GSX 750 |
| Mandy ZZR 600 | Me(Gary) St 1100 | |

Go Steve, 9:30am bright sunshine at KBCP 17 people raring to go, and go we do, right through and illegal right hand turn into Spencer Street right under the noses of the local divvy van, good one Steve!

Steve took us out through his old stamping ground, glorious downtown Footscray, Avondale Heights, Money Ponds onto the Tulla Freeway out past the airport at a sedate 100ks.

Oaklands Junction, Drovers Retreat (wonder if they take Bankcard). All the good roads to Lancefield for smoko and a yak. All the usual bullshit was thrown around and then it was off again up through Mia Mia where there was a bit of dirt presumably to sort the boys out from the boys, Up past the spinning propellor to Redesdale turn right out past Lake Eppolock to glorious downtown Axedale Whodale???-----Which way is Bendigo? Oh well, maybe they take Bankcard here. We all trundled into the "Van Gogh" pub. He was a cartoonist or something wasn't he?----

Well the food was OK, the barmaids were OK, the bar was OK, Steve was OK, the weather was OK, I was OK, what more can I say? After a while the bullshit started flowing again about a moment back there and what happened to who. I won't go into details you really had to be there.

Mandy left after lunch and Jerry's mobile phone never rang once, not that anybody would've heard it of course, slapped to her butt the way it was. I wondered if it was a vibrating phone the mind boggles----- Well back to the subject at hand. Back over the spillway of Lake Eppolock, back down that grouse piece of road to Mia Mia again express to Kyneton for smoko and a bit more bullshit.

Steve decided at this important point in time that the best thing to do would be go over the top of Mt Macedon. Good decision Steve. So after a while we all took off. Ben was giving it "the berries" and Andrew was trying too. We all enjoyed a fang over the top down to Gisbourne where the bullshit really started to flow. This time "you really had to be there".

Well everybody except Mandy finished. There wasn't any incidents which is really good. The day was excellent, good variety of roads, good pace, excellent result Steve. Thanks to the corner markers and rear riders on the day.

Gary ST1100 Safe riding.



MAKE-A-WISH FOUNDATION

OF AUSTRALIA LTD. (A.C.N. 006 497 632)

MAKE-A-WISH

P.O. BOX 671,
GEEELONG 3220

21 August, 1994

Mr. Geoff Burns,
(Treasurer),
32 Mervyn Street,
NEWTOWN VIC 3220.
Ph. (AH) 052 21 5426
Fax (AH) 052 21 3008
Fax (AH) 052 23 1127

Attention The Secretary

*1/10/94
MOTORCYCLE TOURING CLUB (MTC) (Vic)
c/o 28 NORWICH ST.
BONSEACH
VIC 3196.*

Subject: "Make-A-Wish Foundation" Fundraiser - Display of New and Classic Cars and Motorcycle at "Barwon Park" Historic Mansion, Winchelsea, on Sunday, October, 23rd, 1994 from 10.00am to 5.00pm. Entry to the Public by "Gold Coin" donation to Make-A-Wish (Per Head).

Dear Sir/Madam,

We hereby invite your Club Members to attend our Special Fundraiser.

There will be a display of approximately 130 new, exotic and classic cars and the same number of motor bikes.

Supporting this will be displays by the R.A.C.V. (Historic Fleet), Police (Rescue Helicopter, Bikes, Horses, Show Band), Tyre Companies and, hopefully, Motor Racing Teams, Toys and Models.

We have Dennis Walters' Choir, Real Diamond's Band (Neil Diamond Cover Band), Bagpipe Soloist, Farm Animals and Jumping Castles for the kids, Face Painting, Full On-Site Catering (Try some Timboon Cheese & Birregurra Ice-Cream).

The Mansion itself will be open for inspection. Try a Helicopter, Harley or Hot Air Balloon Ride. Buy a raffle ticket for a chance to have a lap or two around the Linfox Test Facility at Anglesea in the "Dodge Viper V 10" with John Harvey from Holden Motor Sport.

Have a great day out. See you there.

The Touring Club will be putting on a display, anyone who thinks that they would have a bike of interest or could help out on the day, Would you please contact me at home after 5pm. ph.772 0689.

We will need at least six bikes, also I need a bike trailer for the day. This will be a great day, also Geoff Jones will be leading a ride for that day, which will find its way down to the Barwon Homestead for lunch we hope, so please help make this day a GREAT DAY. LES DAVIS. (secretary)

MAKE-A-WISH FOUNDATION® OF AUSTRALIA LTD.

- A special dream... a secret, hoped-for wish... that is the essence and wonder of childhood.

Gratefully, most children have a lifetime ahead to experience again and again the joy that having a wish-come-true can bring. But for the child who is afflicted with a tragic, life threatening illness, a dream come true is a very special miracle. Transforming those dreams into reality is the job of the Make-A-Wish Foundation.

...**M**ake-A-Wish has granted hundreds of wishes of every variety conceivable-limited only by a child's imagination.

Our work is made possible through the concern and support of people and organisations who care - from large national corporations... to children's favourite celebrities... to a service club or school class... and to so many giving individuals.

Children come to Make-A-Wish in many different ways. It may be through a letter or phone call, often from a physician, school, a concerned friend, or the family itself.

When we meet with a child, all we ask is just one simple question.
"If you could have anything in the world you've always wanted, or do anything you've dreamed of... what would it be?"

Having a wish come true is magic for a child. For parents, it's a time to create a new memory... one that may just have to last forever. In every wish, the Make-A-Wish goal is to provide memories of joy and laughter which differ dramatically from the environment of hospitals and treatment centres.

For the Make-A-Wish volunteer, this is the time to gather resources. The long hours of fundraising, phone calls, and finding ways around the obstacles when others say, "It can't be done."

In granting a wish, it's essential that we get immediate cooperation from dozens, sometimes hundreds, of people and organisations. This is the time when a major airline may quickly provide plane tickets for the family... or a celebrity may change a busy schedule to meet a special child.

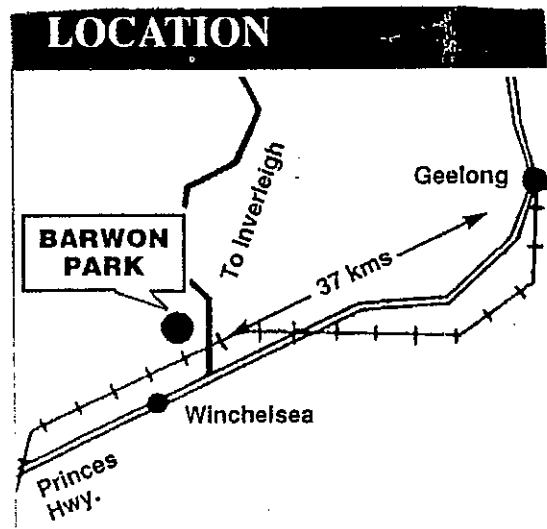
Often we have to fight deadlines... nature's deadlines... not ours. But Make-A-Wish volunteers are always there when needed - and through the assistance of our national network of Make-A-Wish branches no matter where a child goes a volunteer is there to help.

Make-A-Wish volunteers and supporters come from all walks of life.

People and corporations working together... each providing a unique talent, service, or much needed contribution to transform a youngster's fantasy into a magical moment of reality.

Make-A-Wish volunteers depend on the help of the public we serve - It's the donation, expertise or time you lend that makes it all possible.

Each of us... today... has the ability to make a child's wish come true. And that really is the best wish of all.



SUNDAY 18TH SEPTEMBER 1994

| | |
|---------------------|----------|
| BEN WARDEN (LEADER) | ZXR 750 |
| TONY SCHRADER | CBR 1000 |
| CRAIG MORLEY | FZR 1000 |
| MARK DENNIS | GSR 750 |
| GERALDINE EAST | VFR 750 |

Ben and I left the KBCP at 9.30 a.m. leaving the rest of you Western suburb members slumbering in your warm beds. It was raining, but, what the hey - the joys of motorcycling. Ben took me through Warrandyte and Christmas Hills at a fairly even pace. I think he was afraid of losing me before we even reached Yarra Glen!

Met up with Mark, Craig and Tony, wearing his Mum's rubber gloves (multi purpose - no doubt!) It was raining, but, what the hey the joys of etc.,etc.,etc. We headed off to Healsville and some pretty wet and twisty roads through to Yarra Junction. Craig decided he wanted to rub shoulders with the rich and famous and did so each time he passed me (which was a lot) but I wasn't intimidated - MUCH!!!! Mark also took off, as usual, leaving poor old Tony to babysit me. None the less I was having a great time. We went through Powelltown and on to Warragul where we stopped for lunch approximately 110 kms so far. Strangely enough, this is the only time it stopped raining. The coffee was welcomingly warm. Craig must have been really cold because he poured his all over himself. Whilst we were lunching the boys displayed their clothing, each of them with about 17 layers. Do you reckon I could get one of them to part with so much as a lousy T-shirt? Not likely!! Freeze girl and next time come prepared!

Lunch over we headed south along Korrumburra road, right into Ranceby road to Poowong and onto Loch for a petrol stop. I don't know about anyone else (they were too far in front) but I had more "moments" on this stretch of the ride than Wayne Gardener had in his whole career! Tony nearly fell off from laughing. With everybody fuelled up we went back to Poowong. Ben and Craig were nearly involved in a "Liberace Shuffle" when our fearless leader overshot the right turn to Drouin. By the way, its still raining, but, what the hey, the joys etc.,etc.,etc., Down to Drouin, Modella and onto Bayles along some fairly straight, very bumpy, roads. Thank goodness Craig is not a competitive rider! He and I tried to find out whose bike was the quickest. Of course, we all know the VFR is, but I hit a patch of shiny bitumen and found out just why everyone else went around it!!! Needless to say, Craig saw the funny side of that manoeuvre.

Onto Berwick, where the boys stopped for a chat and I left the group to head off to Emerald, probably much to their relief. I guess it was good to get the bikes out of 3rd gear eh guys? Regardless of the weather and fog and other natural conditions it was a great ride. Thanks to Ben for introducing me to some great roads. Thanks to Tony for being so patient. Thanks to Mark and Craig for not running me off the road. Last but not least, thanks to Mother Nature for providing us with the rain that makes motorcycling so much fun!!!

Geraldine East VFR750

MT DARE, AND THOSE WHO DARED

Where and Why? Mt Dare is situated 400 Ks South East of Alice Springs, just over the border in South Australia, on the fringe of the Simpson Desert. Mt Dare was chosen as this years meeting place for a biannual motorcycle get together. This get together started off over a decade ago by a few enthusiasts who's passion for the outback and the adventure of riding through challenging tracks and roads grew to an Australia wide rally. Motorcyclists from all over make their pilgrimage every second year to a nominated destination (usually hard to get to place) to sit around for a couple of days discussing where the next meeting place will be. The purpose, is just getting there. Once there you catch up with old faces, new machines and lots of tales. This is not your usual rally.

The plan was for the four of us, Tom R100GSPD, Les Dominator, Johny B R100GSPD, Andi R80GS to leave on Saturday 6th of September, but a couple of days prior, John is flown to Noumea for work and wont be back in Australia until Sunday (what a job), so he has to catch up with us along the way.

Sat 6th. We left Melbourne on a typical winters day at around 8.15 am. It was so cold my fingers nearly dropped off, but by the time we reached Gisborne the sun had come out. We stopped at Sea Lake for lunch, only to be harassed by some very disorientated Sea Gulls. We put up camp at around 3pm at Hatta Lakes National Park.

Sun 7th. Not in a rush, we meander our way through the Park and pick up a road which follows the Murry River to Mildura. From here to Broken Hill and West to Cockburn. We were intending to head North from here to Frome Downs only to find the Farmers closed off the track. So we continued West to Yunta, staying in a paddock beside the Towns water supply.

Mon 8th. It was rather a cold night, in the morning everything was covered in ice. I refused to get out of the tent until it had all thawed. We head Northish to Martins Wells and then onto Chambers Gorge, taking us along the East side of the Flinders Rangers. Chambers Gorge was so picturesque we decided to camp there for the night. The creek water was salty. The herds of goats did not seem to be disturbed by our presents.

Tue 9th. The map showed the Gorge to be a no through road, but looking at the amount of wear on the track, we decided it would probably go right through linking up with another track heading to where we wanted to go. Nothing ventured nothing gained. The track got rougher, following the creek bed, crossing from side to side continuously, over large boulders, rocky ground and steep embankments, coming out on a farmers property. We followed the fence line for miles, to come out exactly where we anticipated. We met up with the farmer who just rounded up 400 head of goat to sell to Arabia. Apparently he gets more for the goats than his sheep. We head off to Arkaroola and set up camp in the caravan park, if you can call it that. As we arrived reasonably early, we headed out to Paralana Hot Springs, pitty they were radioactive, coming back via the scenic route (the wrong way) down the one way section.

Wed 10th. We head the back way out of Arkaroola, around the Gammon Rangers, it took us about three hours to do 130 Ks. We came out at Copley, where we had a quick hamburger, fill up with petrol and go, we knew John was waiting for us in Marree. The road to Marree was in pretty good nick, fairly hard packed, Tom and I were riding side by side, waving to each other having a great time. We went through a washout, on the other side was thick gravel (real thick). The back end started to weave. I wasn't worried, just accelerate out of it, um accelerate a bit harder, abit harder, somethings wrong here, its getting worse and worse. I really hate that, when you know your going to come off and you have time to think about it. I held onto it for about 200 yards, the sway of the 40 liters of fuel acting like a pendulum. By this stage my back was overtaking the front, the front end folded, resulting in a high side. As the bike cartwheeled, the tank flew off, taking out the electrics, including the black box. Instruments, headlight gone, handlebars bent. The worst part was. I took Toms bike because I didn't want to scratch mine and I didn't. I was glad I had full body armour on. Though I still received badly bruised ribs, back, right arm, knee and a huge lump on my head, which would explain why I wasn't really with it for about 20 minutes. Finally we met John in Marree, I go for a quick check up to the nurses station, while Tom organizes a trailer to get the bike. From here the bike gets shipped to Adelaide and we head off the next day on one bike.

Thu 11th. My helmet was pretty wrecked, John provided me with his spare goggles and also a kidney belt, which kept the continuous muscle spasms under control. We stopped for a look at Lake Eyer, William Creek and off to Oodnadatta for the night.

Fri 12th. By this stage the lump on my head had moved down causing my eyes to blacken, some thought this was caused from Tom after I smashed his bike. Now off the Oodnadatta track, we head 70 Ks to Hamilton Station. This track was a bit sandy in places and proved a real battle for most. Tom and I flew past everyone, with John close behind, and Les next (showing true Touring Club Spirit). Then off to Mt Dare (don't get excited there's no mountain), where there were only a hand full of bikes. People gradually coming into the campsite until nightfall. Quite a few smashed bikes and bodies, we heard that three had been air lifted out. We noticed alot of outfits this year with talk of a few more for the next event (I guess they can't fall over). We met up with some old freinds.

Sat 13th. We spent Saturday checking out the bikes, which were mostly BMWs of one form or another. However a group of very trick XTZ660 Yamaha's rolled in (fully imported) mounted by these old guys aged between 60 and 70, mean bastards too (with a spirit). They headed out the next moning to cross the Simpson Desert, along the hard track. The Mt Dare Homestead put on a BBQ for us that night, wow real food. The party went on till all hours of the morning, with the final decision to have the next rally around the Robinson River area in the Golf Country.

Sun 14th. Les had to be back early so he left strait for the bitumen and home the quickest way possible. John Tom and I continued onto Dalhousie Springs. The road in was not as difficult as what the stories made out and the Springs absolutely superb. 38 degrees all year round with 43 where it comes out of the ground. We layed in there for hours. Great for the aches and pains. A few dingos came into the camp at night. We decided to go for a night swim only to be sprung by a spotlight.

TO BE CONTINUED, NEXT MONTHS MAG

A GENTLE RIDE TO SEYMOUR !!!

Dictated by Dave and typed by Loretta...

LEADER : DAVID WARD ZX9

WHO WAS THERE ? JOHN MORLEY XJ 900 R/RIDER, DAVORIN ZIVKOVIC K100 RT, GERALDINE EAST VFR 750, STEVE LEYLAND GPX 750, DAVID MOORE GSXR 750, PATRICK TAYEH GSXR 750, MARK DENNIS GSXR 750, PETER GSX 750F, DAMIEN (FIRST RIDE) GS1100, BEN "THE POSTIE" WARDEN ZX9 750, STEVE & JILL GPZ 900, DAVID BYRNE CBR 1000.

THE BIRDS WERE SINGING, THE SUN WAS SHINING AND THE ROADS WERE WAITING FOR SOME RUBBER, NOT!!!!!! IT NEEDS TO BE SAID AT THIS STAGE WHEN I LEFT HOME ON ROUTE TO BEN'S IT WAS ABSOLUTELY PISSING DOWN ! BUT BEING A COMMITTED MEMBER I TRUDGED ON THROUGH THE RAIN AND SNOW IN EAGER ANTICIPATION OF A "HORN" FILLED DAY. SO TO THOSE OF YOU WHO HAVE LABELLED ME A WET WEATHER WIMP, GET F (I'D JUST LIKE TO ADD AT THIS POINT, DON'T SHOOT ME I'M ONLY THE TYPIST. LORETTA)

WELL, THE DAY STARTED AT WHITTLESEA WHERE WE MET DAVE AND THE RIDERS FROM THE CITY. WE THEN GOT THE USUAL LECTURE ON THE CORNER MARKING AND REAR RIDER SYSTEM. IT WAS THEN OFF TO EDEN PARK WHERE WE ENCOUNTERED "THE 13 CORNERS" FROM HERE WE MADE OUR WAY UP THROUGH WALLAN (THE WEATHER WAS STARTING TO LOOK A BIT BETTER). FROM WALLAN WE MADE OUR WAY UP THROUGH ROMSEY & LANCEFIELD, "HORN, HORN" ! WE STOPPED AT TOOBORAC FOR MORNING TEA ONLY BECAUSE DAVE WARD HAD CRACKED A FAT OVER HIS BIKE AND MISSED THE TURN OFF TO PYALONG

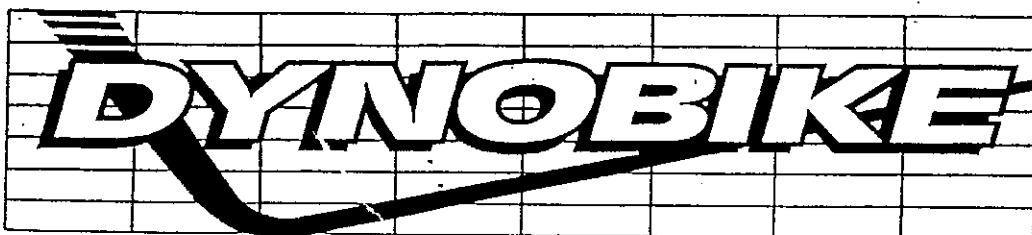
AFTER MORNING TEA IT WAS THEN MY TURN TO CRACK A FAT, AS DAVE LET ME TEST THE FULL CAPABILITIES OF HIS ZX9, FOR A FEW KMS, AND LET DAVE EXPERIENCE A REAL BIKE! (THE CBR 1000). IT WAS A GENTLE RIDE UP TO HEATHCOTE, WELL KNOWN FOR ITS OUTSTANDING CONTRIBUTIONS TO THE JEFF KENNETT POLICEMAN'S BALL FUND, JUST ASK MARTIN BASTOCK AND MYSELF FOR FURTHER DETAILS OF HOW YOU CAN DONATE TO THE ABOVE FUND. FROM HEATHCOTE IT WAS A VERY SEDATE (BULLSHIT) RIDE ACROSS TO NAGAMBIE FOR LUNCH AT THE HYATT, OH ALRIGHT THE LOCAL CAFE. !! AFTER LUNCH WE HEADED OFF DOWN THE HIGHWAY TO SEYMOUR AND MADE OUR WAY TO THE HIGHLANDS WHICH INCLUDED 3KMS OF DIRT (BEN AND PATRICK COMPLAINED OF THE COLD, GIRLS!!!!!!). WE THEN TURNED RIGHT AT THE YEA /SEYMOUR ROAD AND HEADED TO PARROT CREEK ROAD AND THEN STRATH CREEK, HORN, HORN, HORN!!! WE STOPPED FOR A QUICK CUPPA AND LET THE OLD POOPER VALVE CALM DOWN BEFORE STARTING OFF TO FLOWERDALE. WITH THE POOPER VALVE NOW HOT AGAIN IT WAS UP TO KINGLAKE WEST WHERE THERE WAS A MALE BONDING SESSION AND A TEARFUL FAREWELL!!

AS STUPID AS IT MAY SEEM I ALLOWED BEN "THE POSTIE" TO SHOW ME A NEW AND HARROWING WAY HOME. VIA THE TWISTING DIRT ROAD OF YAN YEAN RESERVOIR, PLUS A COUPLE OF OTHER DEVIATIONS OFF THE MAIN ROAD TO HURSTBRIDGE (BANNONS LANE) AND BACK AGAIN. SENSATIONAL !!

A GOOD DAY BY ALL, THANKS FOR A GOOD RIDE DAVE. THANK YOU BALL BOYS, LINESMEN AND PLAYERS. SEE YOU AT THE NEXT RIDE.....

DAVE (CBR 1000)

P.S. THANKS LORETTA FOR TYPING THIS. (THAT'S OKAY)



26 Stafford Street, Huntingdale 3166

Phone:- (03) 562 7675
-Facsimile:- (03) 543 2142-

SEYMOUR RIDE

SUNDAY 25/9/94

Well what a day! My first time as leader and my first outing on my new ZX9R with the club. (what a bike) Tony Schrader asked me if I was interested in taking this ride as he had other plans. Mind you I opened my big mouth about a month ago and said I wouldn't mind leading a ride. Here was the chance. I must quickly say thankyou to Tony in advising me which way to go as I had no idea.

So back to the ride. It started the usual way of KBCP via the Kew Boulevard and straight on to Whittlesea for the second pick up. I must admit I was impressed with the turnout as the weather in Melbourne was a turnoff.

10:30am and we were on our way. The first leg of the ride was to Wallan, Ronsy, Lancefield and morning tea at Tooborae. It was supposed to be at Pyalong but I missed the turnoff, so I kept going and found some excellent roads to the Northern Highway. How lucky can I get?

After morning tea Dave CBR1000 and myself swapped bikes. I got his limo CBR and he got a real bike ZX9. We then proceeded to Heathcote, Greytown and lunch at Nagambie. I decided lunch would be here as it would have been too long to ride to Seymour. What fun this leading is.

After lunch we headed to Seymour then on to the Highlands, some road works and gravel roads. But a nice ride on to Ghin Ghin and we turn off the Goulburn Valley Highway. The weather was threatening but no sign of the rain, thank God because the real roads were coming up. Strath Creek and afternoon smoko and on to Flowerdale and finally the break up at King Lake West. I had a great time and must thank everybody for being patient.

David Ward ZX9R

P.S.

Peter GSX750 pulled out of the ride at Ronsy due to he was running in his new bike as it has only 200km on the clock. We must have been going too fast?????

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MELBOURNE to FAR NTH QUEENSLAND

MOTORCYCLE TOUR SAT JULY 30th to AUG 19 1994

Performers: KYLIE HILLIER KAWASAKI GT550
 FERDIE BUDDINGH KAWASAKI ZZR1100

When Kylie walked out of the Port Melbourne R.T.A. office, clutching her newly acquired motorcycle license seven years ago, she dreamt of riding to one distant destination; back home to Cairns in North Queensland.

Alas time had passed by, but her desire had not. When 6.20AM arrived on a chilly morning on Saturday July 30th we started our three weeks holiday and our trip north; Kylie astride her camel packed GT550, and myself on a somewhat equally gearsack loaded ZZR1100.

Cruising along the Hume and Goulburn highways we passed Shepparton after 9.30 AM. We crossed the border at Tocumwal and once into N.S.W. the weather became quite wet and miserable. Had the drought broken. For the remainder of the first day we not only had to contend with the bad weather slowing our progress, but numerous road works along the Newel Hwy saw us travel across long gravel sections which were now very muddy and needless to say bloody slippery. After having had covered 809 KM we arrived at the Oasis Motel in Peak Hill. Geez we still had three more days and 2500 KMs of riding ahead of us!

Sunday July 31st dawned with a cold frosty morning, however the roads were thankfully dry. After only having had covered 100 KMs we had to stop in Dubbo in order to defrost our fingers, Kylie sad she was nearly in tears with pain being virtually unable to manipulate the GT's clutch and front brake levers. The day progressed well with bright sunny weather and the bikes lapped up more gravel strewn road works. We crossed a rut at 120 KmH which bottomed out both our bikes with our centre stands biting the dirt, but thankfully not our sumps. Any way we made the N.S.W. - QLD border at Goodiwindi at 2.30PM and proceeded along Moonie Hwy to Dalby. This roadway was quite smoother than the Newel, but once again we had to cross 20KMs of gravel and the scenery was flat and monotonous. On arrival at the Dalby Motel, I was surprised by the receptionists reluctance in providing a pair bikers with a double bed room. Only after informing her that my partner was female did she oblige. In future I'll have to check that Kylie has removed her helmet when we stop.

Its the first Monday of August and we are half way from our destination. We traversed some great smooth sweeping roads through the Bunya Mts enroute to Kingaroy. I was able to give the ZZR its head and quite easily cruised through the sweepers over the old ton. The roads and scenery to Kingaroy and Goomeri are not unlike the roads through Gippsland to Wonthaggi.

Had lunch amongst the tourist buses at Gin Gin, and continued along the Bruce Hwy for an arrival at Rockhampton at 4.30PM. The weather and road conditions are wonderful, with the only nuisance being vast amounts of retirees with caravans clogging up the highway. After 800KMs our bums and wrists and stiff necks scream out in agony, so we stopped for our overnight stay at the Marlborough Caravan Park.

It's Tuesday, our fourth and hopefully last day on the road. In order to arrive at Kylie's parents' home in Innisfail we had to cover over 900kms. This I thought was becoming a holiday suitable for masochists! It was getting warmer the further north we travelled. We passed Mackay at 10.00AM; had lunch and gave the bikes an oil top up in Proserpine. When we arrived at Townsville at 3.00PM we had already travelled 3046KMs from home. Well further north we passed Ingham and our butts were crying out enough, but we still had to cover 166KMs. Once we passed the coastal town of Cardwell we started to come across light showers as we proceeded to Tully, which of course is the wettest town in Australia. Finally having had travelled 3299KMs we arrived at Kylie's folks home at 7.00PM. It had so far cost us \$244.49 in petrol, with N.S.W. fuel prices being around 77c - 80c and QLD only averaging around the 66c mark.

Yeah!, we could now park our bikes, even though they were filthy with mud and road grime, and start enjoying our holidays. During the course of our first week Kylie and I relaxed and enjoyed daily cloudless free sunny days hovering around the 25° C mark. I went crab fishing with a mate at Mourilyn Harbour and waded into the water along the bank to set the traps, forgetting that I was in possibly crocodile infested waters.

On Tuesday August 9th, we set out to complete our mission and commenced to ride to Cairns via the Atherton Tablelands. The 97KMs along the Palmerston Hwy from Innisfail to Millaa Milla introduces to you wonderful rainforest scenery as you enjoy this ultra smooth black top, with its fast flowing sweepers. This road which continues through the dairy countryside of Malanda and then onto Atherton and then Mareeba is a must conquer road. It not only challenges your riding skills but warms you up for the more tighter mountain road that leads from the tourist haven Kuranda to Cairns. Cairns is quite large and modern and purely tourist orientated. It does make a great spring board in order to explore the reef and rainforests, and if you've ever fancied dating Swedish backpackers or touching up on your Japanese, Cairns is the place to be.

The GT has developed a serious fuel tank leak due to a ruptured seam under the tank. Fuel tank repair putty would have to stem the flow of escaping petrol until we returned to Melbourne; and its a good thing Kylie doesn't smoke!

With both bikes having now 3700KMs on their trip meters, they were duly given a fresh engine oil change. This task should have been uneventful if the correct pitch size heli-coil had been inserted into the sump drain hole of the GT. With the kind and free assistance of the local Innisfail Kawasaki dealer in providing the appropriate tool and new heli-coil, I was able to rectify this oil leaking problem.

Sunday August 14th was our last day in Innisfail, and we spent the morning by going for a last quick ride to Cairns. During the time we had spent up north the weather conditions had been fabulous, with the temperature always in the mid-20s, however I couldn't believe that some of the locals complained how cool it was. Obviously these people have never experienced a Melbourne winter.

By 10.00AM Monday August 15th we were heading south on our home-ward journey. Travelling back along the Bruce Hwy we stopped overnight in Mackay having only travelled 685KMs. With still another 3000KMs to roll beneath our wheels I felt we were in for an arduous week. With all the road maintenance we had experienced whilst traversing the Newell Hwy, we decided to come home along the coast. This provided for an additional day of riding.

After having had completed 833KMs by Tuesday night, we arrived in Gympie. It was not until 11.00AM on Wednesday that we finally farwelled Queensland (to Kylie's dismay), when we crossed the border at Coolangatta. Our tight schedule of arriving home by Friday, precluded us from doing any sightseeing; except for possibly inspecting every green and gold B.P. station along the east coast.

The mountain roads through Murwillumbah were very wet, as we were riding into sporadic showers. Once again N.S.W. was putting on the water works for us. However, what was even more unpleasant about riding through this state was that you had to be wary of the heavy police presence on the roads. Their patrol cars are also fitted with mobile radar speed detectors. We were pulled over by an officer for doing 120KMH as we were coming down a left hand mountain road sweeper, whilst he was accelerated up it. He must have performed a magnificent tyre smoking "U" turn. Anyway we were let off with a warning, since our speed was gravity assisted!

Thursday morning greeted us with a huge thunderstorm, which had thankfully dissipated when we departed from our motel room in Uranga. Unfortunately the wet weather prevailed as we made battle with Sydney traffic; and not only was the day wet but very cold as we stopped overnight at Yass. We had covered 813KMs during this day of miserable weather.

Having had recuperated in the motel spa bath the previous night, Friday beckoned with sunny and dry weather, as we headed out of Yass. With a nominal distance of 650KMs to be covered on our last day we were not concerned in how late we would arrive home; but after three weeks we were eager to sleep in our own bed!

We had arrived in Wangaratta by 1.30PM, and enjoyed a pleasant lunch as we basked under a cloudless and sunny sky. Were we really back in Victoria. By 3.30 in the afternoon we passed Broadmeadows and were heading into the thick of Friday arvo commuter traffic. I lost Kylie in the bedlam of city chaos, with myself arriving home dead on five, and herself twenty minutes later.

All in all, Kylie and I experienced no significant dramas during this 7516KM trip. Both bikes performed well, recorded good fuel consumption (@20km/l for each) and would like to do it again tomorrow, if Kylie and I were up to it!

F. BUDDINGH.

Winton Sports Day

(Organised by the Motorcycle Touring Club of Victoria, Inc.)

When: Sunday 13th November 1994
Time: Gates Open 8 am, Track 9 am
Cost: \$35 per member, \$45 non-member
Contacts: Ben Warden 457-4479 (H) 344-5733 (W)
Les Davis 772-0689 (H)

Conditions of entry:

- indemnity form completed and signed
- monies pre-paid
- no refunds
- no alcohol to be brought in or consumed on premises
- bike must pass scrutineering
- loud exhaust systems at own risk
- flag marshalling duties as required

Other Information:

- make cheques payable to MTCV Inc, P.O Box 453, Richmond 3121
- St John's Ambulance Service will be in attendance
- a maximum of 60 riders will be accepted
- kiosk facilities will be available
- members have first preference till Thursday 15th September
- no restriction on number of visitors
- fee pays for rider, not bike
- timing equipment will be available

SNOWY MOUNTAINS HIGHWAY
WEEKEND OCT-29th-- NOVEMBER 1st

ITINERARY:

SATURDAY 29th

Meet at Lilydale (service road outside Pub)and leave at 9.30am.
SHARP. Proceed to Noojee, Moe, Maffra (Smoko), Bruthen, Buchan, Orbost
and Cann River for our overnight stop at the Pub. Approx. 520km.

SUNDAY 30th

After breakfast leave Cann River and head North and then East to
Eden, Tathra and Cooma. Approx. 330km. Check into accommodation, unload
the gear and head to Thredbo, Charlottes Pass and Lake Eucombine. Back to
Cooma and overnight stay.

MONDAY 31st

As our next overnight stop is at nearby Walwa, today we will explore
the Snowy Mountains Highway and the good roads between Cooma and Tumut.
Or perhaps some might prefer a trip up to Canberra! Overnigh at the Walwa
Hotel.

TUESDAY 1st

Leave Walwa and travel around the Lake road, Granya Gap, Tallangatta
and Towonga. If time allows, up Falls Creek and Buffalo then to Myrtleford,
Whitfield, Mansfield and Yea where the ride will break up. Approx. 350-450km.

Please book for me:

NAME _____ PHONE _____

Sat29th--single/Double bed at Cann River Hotel at \$18/person. \$ _____

Sun30th--Single/Double bed at Cooma Guest House at \$17/person.\$ _____

Mon31st--Single/Double bed at Walwa Hotel at \$15/person \$ _____

Tear off and return to Ian Payne with
a \$20.00 Deposit by October 6th.

This will secure you a place on the
weekend.

| | |
|--------------|----------|
| TOTAL | \$ _____ |
| LESS DEPOSIT | \$20.00 |
| BALANCE | \$ _____ |



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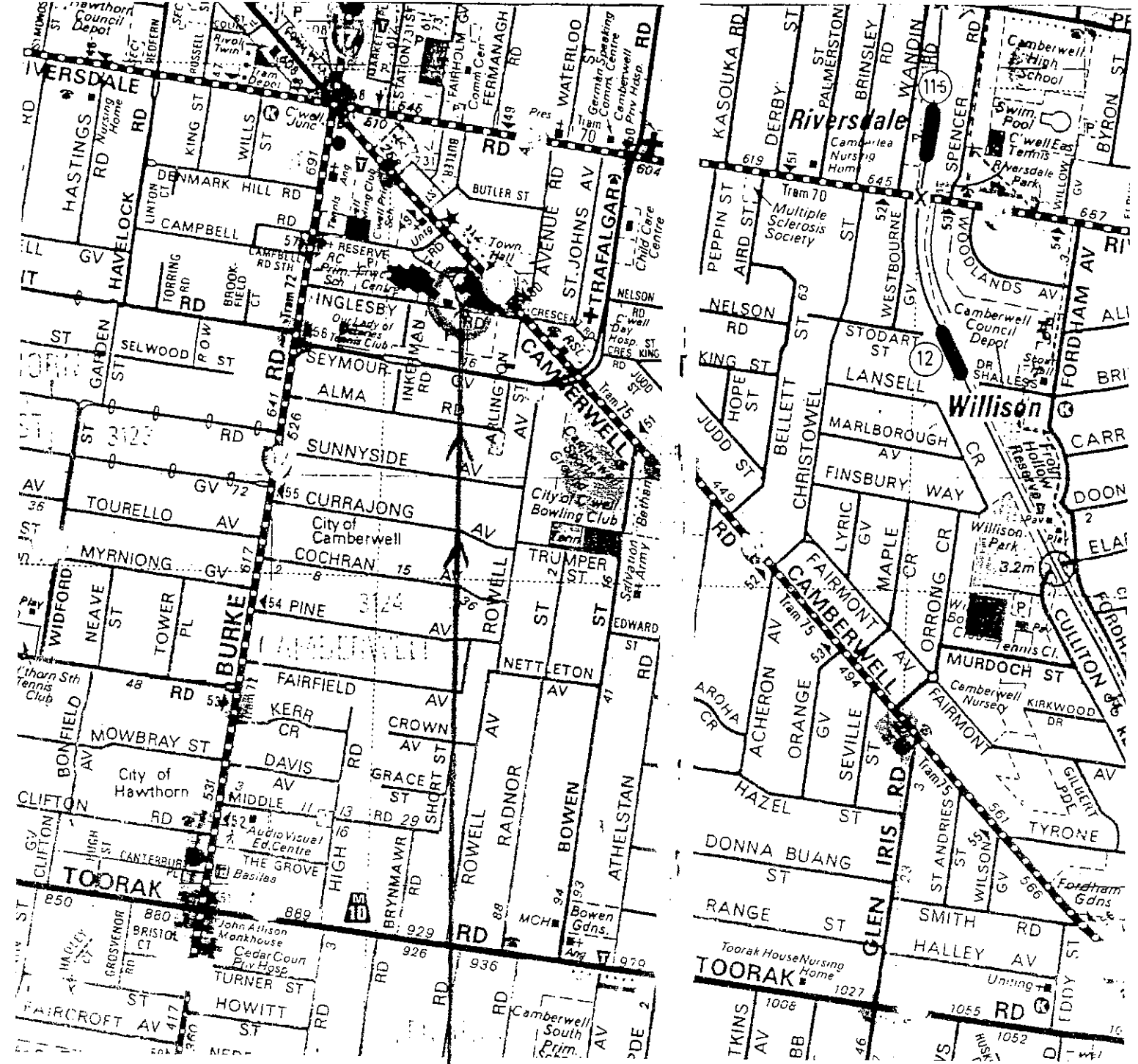
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NEW CLUB HALL.

AS OF NOVEMBER THE CLUB WILL MEET IN A NEW HALL. THE NEW HALL IS THE THEATRETTE AT THE REAR OF THE CAMBERWELL TOWN HALL, THE ENTRANCE IS IN INGLESBY RD. CAMBERWELL. THERE WILL BE PLENTY OF PARKING.

THE NEXT MEETING IS ON THE 3/11/94.

The map above shows you were it is Melway reference is 59-J-2.

DONT FORGET.

