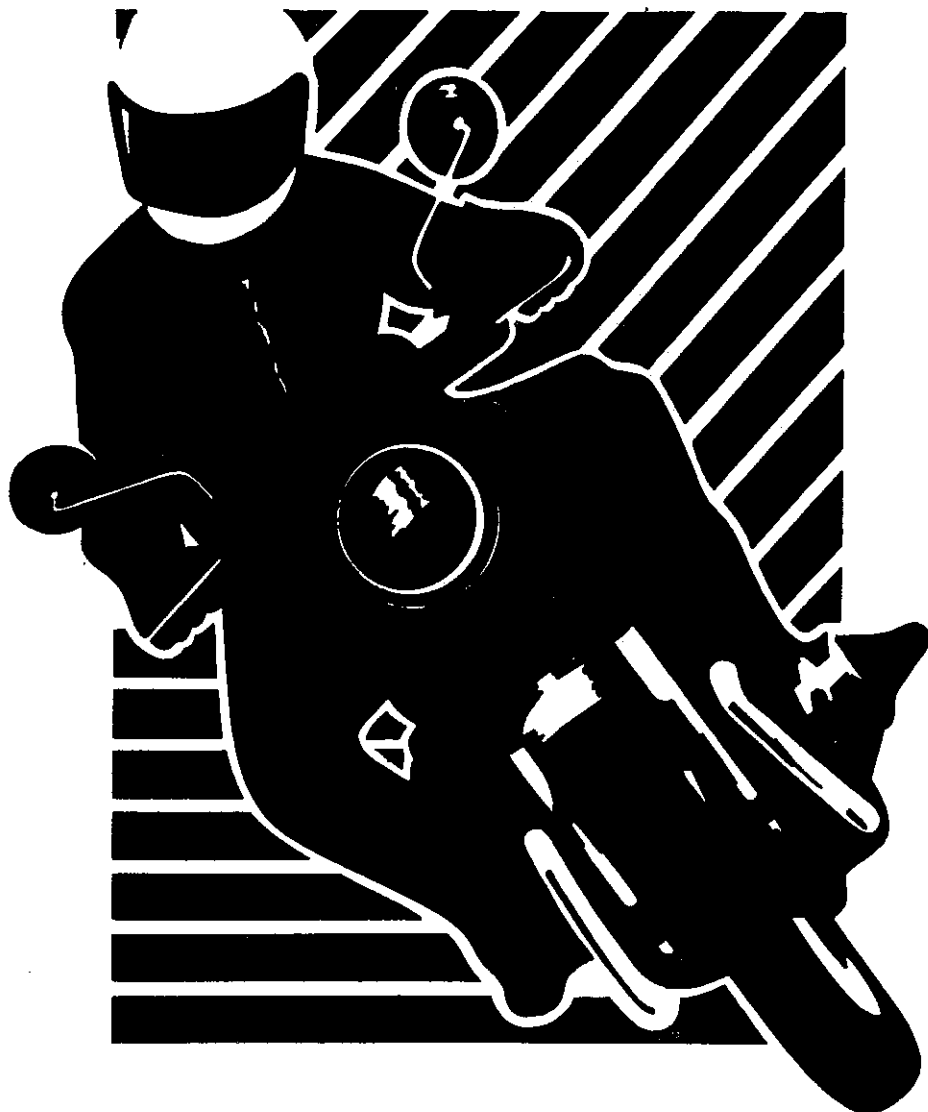


JUNE 95

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

M.T.C.V. ITINERARY**JUNE 1995**

SUNDAY 4TH JUNE	Yea , John Morley leading, 9.30 KBCP 10.30 AM Whittlesea	Leisurely ride, hope the weather holds. Not via the Gin Gin road!
WEEKEND 10th -12th JUNE	Echuca, Ian Payne Leading. 10,30 am Whittlesea	Direct ride to Echuca Sight seeing ,good weekend all round home monday.
THURSDAY 15TH JUNE	Social Sip	Usual venue
SUNDAY 18TH JUNE	Inverloch David Ward leading. 9.30 KBCP 10.15 AM Hallam	Good roads around Sth Gippsland, maybe a quick trip to Tidal river.
SUNDAY 25TH JUNE	Heathcote , Tony Schrader leading 9.30 KBCP, 10.30am Whittlesea.	Route will depend on weather. See Tony at one of the rides for more info.
SUNDAY 2ND JULY	Tarra-Bulga Nat Park Jack Youdan leading 9.00am KBPC 9.45AM Hallam	Not your typical ride Although it says leisurely we have to keep it moving! Via Sth Gippsland curvy bits & at the park , walking track & swinging bridge. Back around 5.00pm
THURSDAY 6TH JULY	General Meeting 8.15pm Club Hall	

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11th May 1995

TO ALL MEMBERS OF M.T.C.V.

Nova Honda, in co-operation with Azzurra Riding Techniques are having a Ride Day at Phillip Island on SATURDAY JUNE 3rd. Tuition from Mick O'Connor and Roberto Tuzii will be available. Lunch will be fully catered and plenty of coffee to keep you hyped. Numbers are limited to 40 Riders. Last Ride Day at 'The Island' we did approximately 450^{track} km.s so special prices will be available from Nova Honda for ^{tyres} tyres, spares etc. SO BE QUICK.... Contact Vincent or Markus on Ph. 98702222.

..... SEE YOU THERE.....

"The Best in Service & Advice"

GENERAL MEETING MINUTES

Motorcycle Touring Club of Victoria Inc.

4th May 1995

Meeting Opened : 8:30 pm, Camberwell Town Hall
Attendance : 39 members.
Apologies : Les Davis, David Byrne.

Captains Report : APRIL

SUNDAY 9th April
Philip Island 2 plus 4
Weather: Cold, wet and windy.
3 bikes, 5 people, 260 km.

SUNDAY 9th April
Gippsland Area
Leader: Christine of Brighton Kawasaki.
Weather: Cold, wet and windy.
9 bikes, 9 people.
Incidents: FJ 1100 crashed at Arthur's Seat.

WEEKEND 14th-17th April
Mt Kosciusko
Leader: Ben Warden.
Weather: Good for 2.5 days, then affected by cyclone that swept through NSW.
7 bikes, 10 people.
Incidents: 4 riders booked for speeding Friday night. Snowy Mountains Hwy Rob had to go to Canberra Saturday for tyre. Ben hit a kangaroo Sunday.

THURSDAY 20th April
Social Sip, 23 attendees.

SUNDAY 23rd April
Kinglake Horse Riding
Leader: Tony Schrader
Weather: Cool, overcast, no rain.
10 bikes, 13 people, 7 horse riders.
Incidents: Pat's CBR 900R blew its rear shock, fell over on the way into horse riding on gravel.

SUNDAY 30th April
Yarra Scenic Ride
Leader: Andi Sirminger
Weather: Cool and overcast.
14 bikes, 17 people, 31 people at BBQ.
Incidents: Tom Saville crashed Kew Blvd.
Danny Vits dropped K75 Ivanhoe Blvd, Dave Ward misjudged right hand corner on Reefton Spur went down cliff.

Thanks to leaders, rear riders, attendees.

General Business:

- 1 Captain's report delivered.
- 2 President previewed forthcoming rides.
- 3 Treasurer's report delivered.
- 4 Mick Doohan will be featured on the next episode of "Beyond 2000".
- 5 The Australian 500cc motorcycle GP is returning to Phillip Island.
- 6 The photocopier is playing up Garry Osborne photocopier repairer has previously volunteered his services.
- 7 Assistant Secretary presented a short spoken report.
- 8 Both Tom Saville and Martin Thompson have managed to come off their bikes at the same place on The Boulevard.
- 9 The success of Club Ride Days discussed.
- 10 Tonight's lucky door prize winners have been: Loretta Byrne, Martin Thompson, and Ferdi Buddingh.

Meeting closed: 9:50pm.

ANNUAL GENERAL MEETING MINUTES

Motorcycle Touring Club of Victoria Inc.

4th May 1995

Meeting Opened : 8:30 pm, Camberwell Town Hall

NEW COMMITTEE MEMBERS

President	Martin Thompson
Vice President	Steve Leyland
Treasurer	Dianne Welsford
Secretary	Danny Kosinski
Captain	Tony Schrader
Vice Captain	Pat Tayeh
Editor	David Byrne
Assistant Secretary	no nominees
Social Secretary	no nominees

AWARDS

Club Person of the Year	Les Davis
Rider of the Year	Ben Warden

Meeting Closed : 9:20 pm.

A WORD OR TWO FROM THE EDITORS.

Yes , it's us again and once again this mag has been produced by your sub-editor as the Editor has been put on night shift!!

As you will all see we have put in a couple of articles that unfortunately didn't make it into the last edition. So we hope this fills in any missing gaps.

We do have some good news to report Mirror Image has given the club mag sponsorship which has been gratefully accepted . They will be supplying all the paper and toner for each edition.

Thanks Mirror Image.

It appears the photocopier is now up and running and we hope not to repeat the crazy May edition.

Congrats to the new committee and all the best for the year ahead.

See you all next month.

Loretta & David

SUNDAY 14TH MAY INDOOR ROCK
CLIMBING

WHO WAS THERE?

MARK DENNIS GSXR 750 (L) (RC)
STEVE LEYLAND & SUE WELLS GPX 750 (R) (RC)
BEN WARDEN ZXR 750
PAUL YZF 750 (1ST)
DIANNE WELSFORD CBR 600

CRAIG MORLEY YZF 600
TONY SCHRADER YZF 600 (RC)
GARY SCHRADER TZR 250 (RC)
GREG FZR 250
DAVORIN ZIVKOVIC K100RS (RC)
ROB LANGER VFR 750

ROCK CLIMBING ONLY (RC)

SAM, RITA & CORY SIRRIANNI
IAN PAYNE
KERRIE GOODING
DARRYL OTZEN
STEVE BAZAK

For myself, Gary, Greg Paul & Craig on a borrowed YZF 600 we met at a servo in Viewbank and then proceeded to Yarra Glen, where Mark was already waiting shortly after 10.00am. Steve & Sue lead no one from the city and the others made their own way to Yarra Glen.

Shortly after 10.30am we left Yarra Glen and made our way to Healsville where we took the Chum Creek turn off to Toolangi, (I guess I should mention that the roads were wet and covered in leaves & other debris for a lot of the day) and then to Mt Slide junction where Ben had caught up after a late start and then through to Kinglake for morning smoko. Here Dianne left us.

Mark had planned to go down the St Andrews road to Warrandyte for lunch, but seeing as it was still pretty early he was persuaded to go via Whittlesea, Arthurs Creek, Diamond Creek and then to Warrandyte where we had a fairly leisurely lunch. Rob Langer left us.

A short time later we arrived at the rock climbing centre at about 1.30pm. We get ourselves organised with the essential gear, a harness and a gizmo called a stitch plate which allows you to lock off the rope. Mark demonstrates how to use the above gear and shows us how to climb some beginners climbs and also what would happen if we should fall. We then paired off and tried the easy climbs, finding it pretty easy to reach the top. As our confidence grew we moved on to the more difficult climbs. These are shown on a numbered board low numbers 5 to 10 relatively simply. 11 to 20 intermediate. Above 20 difficult.

One particular #20 had us all defeated with no-one reaching the very top, after about one and a half hours my forearms and hands had had enough and I called it quits. I left but the rest were still trying to reach the top of that #20.

Thanks Mark for organising an enjoyable day.

Tony Schrader

FOR SALE

MTCV Stickers	\$1.50
MTCV Metal Badges	\$6.00
MTCV Cloth Patches	\$3.50
Ear plugs	\$0.30
Elastic cord for occy straps	\$1.00 per metre

AROUND THE BAY LUNCH AT SORRENTO PUB AND FERRY TRIP TO QUEERSCLIFF.

STEVEN L AND SUE GPX750 MARK GSXR750 (NO SUCKER HAS BOUGHT IT)
PAT CBRRR900 FAIRYBLADE RON CB400\4 (2ND RIDE)
DIANNE CBR600F DANNY K75LT (BMTROUBLE U)
IAN & KERRIE GSXF750 AFK NX650 (HONDAHHHHH PENATRATOR)
JENNY NTV650 (NOT A NTX, XLV OR MTV)
DENISE F GPX 250 (RECEIVED A WAKE UP CALL FROM DIANNE ON PATS BATPHONE.
SHE HAD SLEPT IN & WAS GOING TO CATCH UP WITH US AT THE PUB FOR LUNCH
BUT WENT SHOPPING, TRAIN GOT A PUNCTURE OR SOMETHING INSTEAD.)
STEVEN B KAWASAKI GTR1000 (INDICATOR STOPPED WORKING AND ALSO
REAR RIDER)

The ride started with no incidents, leaving KBCP at approx 0930am and travelling along backstreets via Sth Melbourne with very light traffic. Steve L took us along Beaconsfield Pde Beach Rd and Nepean Hwy ending up in Mornington for the first stop of the day. Here, It came to a unanimous decision that I should do the write up for the ride.

Five minutes turned into 15 minutes for the break and we departed at about 11 o'clock continuing along the coast then heading inland at Dromana. We then diverted to Uncle Arthurs Seat for some more windy roads, Jenny continued along the hwy to meet up with Denise at the pub. Unfortunately she could not make it(see excuses above).

We all ended up meeting at the Sorrento jetty and getting our tickets to for the ferry. Leaving our bikes at the entry ramp, We walked to the pub for lunch, and a very enjoyable lunch at that! The publican was very friendly, chatting to all of us and assuring that everything was O.K.

The only people to take the trip, were Dianne, Mark, Ian & Kerrie, Steven & Sue, Ron & myself. Getting off the boat first the six bikes attempted to follow the coast to the best of our abilities, stopping for a short time at Portarlinton for a quick re-fuel then completing the short trip to Steve & Sue's, via Geelong, Lara and Weribee we kept to the back roads and had little or no traffic. Steve had disappeared to purchase bickies and moo juice and while he was doing that the kettle was turned on and a refreshing hot drink was had by all .

After some reminiscing about the ride we headed off in our own directions.

***** STOP PRESS *****

The unmarked police car on the side of the road at Safety Beach was not the drug squad. This is for Dianne's benefit only!!!!

p.s. sorry for any mistakes thank-you. Steven Baszak.

p.s. p.s. very good thankyou to Jenny for proof reading.

APOLLO BAY - MINI GOLF

SUNDAY 21ST MAY 1995

Leader: Ben Warden

Rear Rider: Davorin

*CBR900 - Steve and Danielle	FZR1000 - Colin Davies	ZZR600 - Jed Cardy
°CBR900 - Keith	FZR250 - Greg Agosta	ZXR750 - Ben Warden
CBR600 - Dianne Welsford		°ZXR750 - Damian Czarnecki
°CBR600 - John the Pom	GSXR750 - Simon Locke	°GPX750 - Brice and Jane
CBR600 - Andrew Kennedy	and Kerry	
*°CBR1000- Valimir Beranek	GSXR750 - Mark Dennis	
CBR1000 - Adam Locke	GS500E - David Ward	K100RT - Davorin & Kathy
VFR750 - Rob Langer	XJ900 - Craig Morley	

(The CBR Club with a few of the Touring Club along for the ride??!!)

* = Crashed

° = first ride

Turning up at King's Bridge Carpark just before 9.30 I noticed there were a few strange faces, a few strange bikes, and a couple of even stranger combinations...eg Craig turning up on an XJ900 and Dave Ward on a GS500! Maybe this run I won't be so close to the back of the pack!

After the usual spiel about cornermarking, Dav volunteering to go rear rider, and a word of warning about how bumpy the GO Road is we headed off for Laverton (with Dave now on a CBR600...didn't take you long to abandon the Suzie Dave!). We picked up a few more at Laverton, with another 2 first-timers joining in, Val and Keith.

After Ben called everyone over and asked who had first-aid experience, and finding out that no-one did, we were warned no-one had better fall off and headed off down Geelong Road (with Dave getting back on the Suzi, I guess we Hondas just don't compare hey Dave!)

The first sign of how many Police seemed to be out that weekend was just after the Werribee turn-off, when I was in the right-hand lane doing my obligatory "just a little" over the speed limit, to suddenly see a double-bubble with a radar gun pointed straight at me. There was no sign of him pulling out in my rear-vision mirror, though I am a little concerned as to what the cop further down Geelong Road with a clipboard in his hand was doing. hopefully none of us will receive fines in the mail!

We very shortly after turned off Geelong Road (thank goodness, I was beginning to wonder if I'd have a licence by the end of the day at this rate!), and headed toward Lara. Just a little before Lara we encountered a right-hander which was covered with diesel. As I was taking the corner I saw Colin on his FZR in front of me totally lose control, with his back end sliding from side to side he made it in to the gravel only to lose his front end. amazingly he kept it upright and came to a steady stop. but as I slowed down, pulled over and started to apply my brakes to see if Colin would be okay, I felt my rear wheel start to slide out, so I quickly released the brakes and cruised onto the dirt. Thinking finally the drama was over suddenly Val's CBR1000 slipped out from under him just in front of me, and as I looked in my rear-vision mirror saw Steve's CBR900 sliding on its side across the bend.

Everyone else managed to safely pull off the side of the road, fortunately Val and Steve were not hurt, but Steve's daughter Danielle went into shock as she had come down on her right knee, been thrown over and slid on her left hip scraping off some skin. One of the local residents came out and an ambulance was called for Danielle. A policeman arrived and took down details and the resident told him that the corner needed desperately to be cleaned off as many cars were losing control there too. By this stage Danielle was showing signs of improvement and was standing up but was still slightly in shock. Val's bike sustained cosmetic

damage but he was still able to continue the ride. Steve's bike (a brand-new, only 1,400km on the clock, burgundy fireblade!) was still rideable but received substantially more damage. After ensuring everyone was okay and there was nothing else which could be done there, Ben continued the ride. Steve later rang me and told me the resident had accompanied Steve and Danielle to the hospital, then went to the fire station to get something done about the corner. Danielle was kept in observation for 1½ hours, then upon leaving very admirably finished the ride with her father to Apollo Bay, they only missed us by 10 minutes. (This would surely deserve Clubperson of the Year points!). Steve and Val will be chasing up any avenue of legal action they can against the Council. (Steve later told me there was so much diesel on the road he skimmed across it without any damage to his leathers at all.)

We continued west doing a circle, crossing first the Midland Highway, then down and across the Hamilton Highway, and down across the Princes Highway and continuing on the back roads to Anglesea. I can't elaborate more on the towns we went through as I just followed the ride with it all being unfamiliar territory to me. It sure beat the normal boring run down Geelong Road though.

We had a caffeine-and-chat stop at Anglesea with the mood being a little subdued and the main topic of conversation being the "corner".

We then tackled the GO Road, being pulled over halfway along to allow a "running race" to come the other way. (When will they realise that this road should be kept solely for motorbikes?!)

We arrived in Apollo Bay at lunchtime. Only 5 of us were keen enough (or crazy enough!) to test our skills on the mini golf course. The scores are set out below but I must add I think everyone's score was fantastic considering the condition of the course.

	HOLE 1	HOLE 2	HOLE 3	HOLE 4	HOLE 5	HOLE 6	HOLE 7	HOLE 8	HOLE 9	TOTAL
BEN WARDEN	2	4	2	5	5	2	4	2	2	28
DAVID WARD	3	3	4	2	4	3	3	10	3	35
DAMIAN CZARNECKI	3	2	2	4	8	3	3	10	2	37
ROB LANGER	3	2	2	5	4	8	5	10	2	41
DIANNE WELSFORD	4	3	2	3	4	8	5	3	2	34

(Ben, did you spend half the day on your pre-ride practising mini-golf?!)

Not long after 2.00 we headed back, turning inland at Skene's Creek, taking spectacular roads through Forrest and Dean's Marsh and back up north again taking the same roads we took in the morning, though this time without the diesel.

On approaching one of the towns on the return trip I noticed Adam on the side of the road flashing his high beam and Kerry doing a great radar-gun impersonation to warn of a zealous cop in town with his radar gun out, THANKS ADAM, VERY MUCH APPRECIATED (how much money would you like from the Club's bank account...just joking!) As I entered the town on 60kph I saw the cop on my righthand side dejectedly lowering the radar gun. My heart went out to him...NOT!

After another petrol/chat/but-no-caffeine stop we headed back onto the Geelong Road, again noticing the clipboard-cop but now with a few buddies, a table, a tape on the road etc. I guess the next few weeks will tell if they were taking down rego plates.

The ride broke up around 5.00pm on the Westgate Servo, thanks Ben for leading, thanks Dav for going rear rider and thanks to all who supported Steve, Danielle and Val, and congrats Danielle for showing heaps of spirit in continuing the ride.

Dianne Welsford

*APOLLO BAY: SUNDAY 21ST MAY 1995
THE NEXT GREG NORMAN?!*



*LADIES RIDE: THE PENINSULA
SUNDAY 9TH APRIL 1995*



Left to Right
Bronwyn, Lyn, Jenny, Christine, Dianne, Kate,
Mary and Andi

RACE DAYS

The last few weeks in S.A. were exciting with my first two race meetings one at Mt second at Mt Gambier. Mallala was a disaster, the bike I was riding was supposed to be a good one. However it ended up being an underpowered shitter with a perished front tyre and a broken front fork. Consequently I crashed twice in practice. The second crash trashed the bike and ended the practice session. Thankfully the bike was repairable and only my pride was injured. I spent from 2.30 that afternoon to 6.30 repairing the bike and trying to get the brakes working. It was a disaster and the best I could manage was about 10th. Enough said.

Mt Gambier started off on the wrong foot but thankfully improved. Thursday night we spent time changing the carburettor and trying to get the brakes working. We worked until 1.00 am and still couldn't get the brakes working. I got home about 2.00 am had four hours sleep and headed off to Mt Gambier (5 hour drive).

We got on the track about lunch time, for those of you who have not seen Mac Park it is a hilly and bumpy. A real handful to ride fast around. I went out to do a few practice laps, I had not even seen Mac Park before. I came back in after two laps, as the brakes were not working, I made some adjustments, back out for two more laps then the battery died. I had to push the bike back, thank god it only weighs around 80 kgs. With a fresh battery fitted I went back out for another lap and the 2nd battery died also. So much for practice.

I went back into town and put the two batteries on charge and had a good night's sleep. The next day I woke to sunshine. Definitely a good sign. Practice in the morning went well, I did 10min sessions. It was here that I finally got the brakes to work somewhat. It had been a struggle for the first two laps but once it was warm it was great.

1st race- went out for the warm up lap, got to the grid and the bike stopped. Buggy thought it was a fuel problem. Lack of it. The guy who built the bike forgot to take the fuel tank and he had locked the fuel tap to the on position, resulting in no fuel.

2nd race- all problems cured, we gridded up in finishing positions from the last race. Last as I did not start the 1st race. Thankfully I got a good start and worked my way to the end of the race.

3rd race- got a front row grid position and started well. Worked my way up to 2nd place on the 2nd laps and stayed there until the finish. The guy who won had cleared off and I couldn't catch him. I had a ball trying though, with the front end letting go several times. I'm interested in racing, a bucket is a great way to start. The most fun I've had without a crash.

My FZR will be the next one to hit the track. I'll keep you updated.

Marty

LADIES RIDE - THE BENINSULA

SUNDAY 9TH APRIL 1995

NTV 650 - Jenny
BR250 - Vanessa
CB250 - Kate
GS500E - Bronwyn
*GS80 - Christine

~~YZF750~~...YZF1000! (YZF 1750?!) - Andi
°CBR600 - Dianne
ZZR600 - Lynn
~FJ1100 - Mary

* = Lead rider
° = First rear rider
~ = Second rear rider

Weather: Cold, wet, windy
Road conditions: Wet and greasy!

The ride commenced at Brighton Kawasaki at 9.30am with Christine leading a group of five very adventurous girls (or sadomasochists?!) down to Cranbourne to meet up with those of us who preferred an extra hours sleep so joined at Cranbourne. Apparently the first incident was Christine's indicator switch deciding to abandon ship (or bike!) in the middle of Bentleigh. Deciding that it would be a VERY interesting ride if the leader couldn't indicate, the rest of the riders watched amused as Christine ran around in the middle of the intersection of Tucker Road and Centre Road looking for her indicator switch. Finding it much to the relief of those who had to follow, the ride continued.

Meanwhile I arrived at Cranbourne where Andi was waiting very patiently for any other sadomasochists who desired to venture out on two wheels on such a treacherous day. I arrived just before 10.15am (the due time for the second pick-up) and a little later Lynn arrived on her ZZR and then Mary on her FJ (it was beginning to look like it could be a bit of a sporty ride!).

At about 10.30 the 5 from Brighton arrived in the middle of a downpour, and a discussion ensued as to whether it was worth riding to Gippsland as planned or whether a lunch somewhere would be more appropriate, a compromise was reached and we decided we'd start riding down to the Peninsula and have something to eat down there. (Looks like the comment I received the day before along the lines of "what...a girl's ride...no-one will turn up, they won't want to get their umbrellas wet!" was totally unfounded!)

8 of us then headed off, with Vanessa on the BT250 heading home deciding that her lack of wet weather gear would make for a pretty miserable day. I took up rear rider duties (figure the bright pink bike would be pretty easy for the others to identify me on!).

We stopped at a market at Bittern and just did a lap of the stalls, with a couple of the girls buying purchases small enough to fit in Christine's panniers! (Knew I was cold when all I could do was look at the rabbits and think what a great "woollen" lining they could make for my jacket!) By this time I was beginning to realise that my soaking Four Seasons jacket was not really good for all four seasons anymore...I'll have to rip off the badge and replace it with "Two Seasons - Summer/Spring"!

We then headed down to Flinders and went to a lovely little restaurant, where the ladies who run the place thought the Hell's Angels had arrived when they heard us pull up out the front. After setting them straight that we were not Hell's Angels, (just Angels!, though some of you may even dispute this!), and that we were also not a branch of Dykes on Bikes, we had a fantastic lunch and tried to warm ourselves up a bit with caffeine fixes.

Mary took over as rear rider for the next leg, but a few corners later we left Andi marking a corner wondering where the rear rider was. I headed back to get Andi, and Mary continued on and marked the next turn which was the bottom of Arthur's Seat (Arthur's Bottom?!). The 3 of us then tackled the Seat, with only 2 of us reaching the top. After waiting a while and wondering why Mary hadn't appeared we headed back down and found Mary standing beside her bike on a bend, it turned out some "idiot" (to give you the "ladylike translation"!) had decided his lane wasn't enough for him and used her lane instead as he turned right. Mary had been forced off the road and dropped her bike. The car did stop a little further down but Mary told him he "could continue" (again censored for a "ladylike" translation!) and picked up the FJ1100 herself. Fortunately she was not hurt and the bike only received a few scratches.

With a bit more discussion about the weather, and noticing that Port Phillip Bay had practically disappeared from view in the rain, agreement was reached to go back over the top of "Arthur's Rear!" and make our way back. I resumed rear rider position (...seems the pink bike is easier to see!)

We headed down the Arthurs Seat-Red Hill Road and from there made our way across through some great bendy roads onto the Moorooduc Road and then onto the Nepean Highway, with the ride really sticking together. As we headed along the Mornington Peninsula Freeway I just had to hope all the bikes were still up in front of me as it was just a case of following the white line as that was all I could see, most of us also discovered all helmets aren't 100% water tight when it really counts.

At about 2.30 the ride officially finished at the petrol station on Edithvale Road at the end of the Freeway. It was certainly a very bedraggled bunch by this stage, but everyone had still really enjoyed the day. Phone numbers, fax numbers, addresses etc changed hands and we decided another ladies run will have to be held later in the year (how did I manage to be rear rider, do the write-up AND get roped in for leading a run all on the one day?!). With it still quite early in the day we accepted Christine's offer to raid her caffeine supply in Carnegie.

Under a clearing sky, Andi headed home from here, Lynn turned off soon after, and the now remaining 6 headed to Carnegie, with what seemed to be a lot of pent-up energy being directed to the throttles as bikes revved at each other at lights and zipped through the traffic. One car pulling a catamaran on a trailer pulled into my lane without indicating, almost collecting me, now I knew it was wet but to be almost run off the road by a boat?!!

Back at Christine's, all wet weather clothing was put on the back verandah to enable us to dry out a little, (some of us had to go further!, thanks for the windcheater Bron!), which seemed a good idea until when time came to leave we discovered another downpour had come in under the verandah and soaked EVERYTHING! Oh well, getting wet was nothing new to us now!

Everyone made their own way home from here later in the afternoon, some glad to have gained more experience in the rain, some glad to have made more contacts to ride with, and everyone having enjoyed a fantastic day riding with a bunch of very enthusiastic and determined fellow riders. On ya girls.

And thanks to Christine for leading, Mary for her stint as rear rider and to Andi for getting to Cranbourne early to meet those who wanted to join there.

DIANNE WELSFORD

CLUB FEES ARE NOW DUE:

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ASSOCIATE MEMBERS \$12.50 EACH

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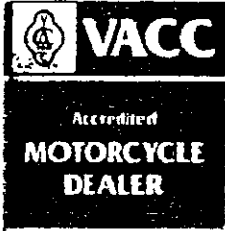
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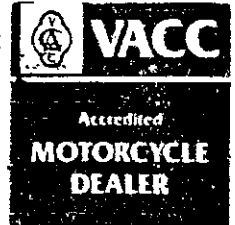
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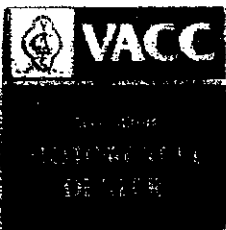


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