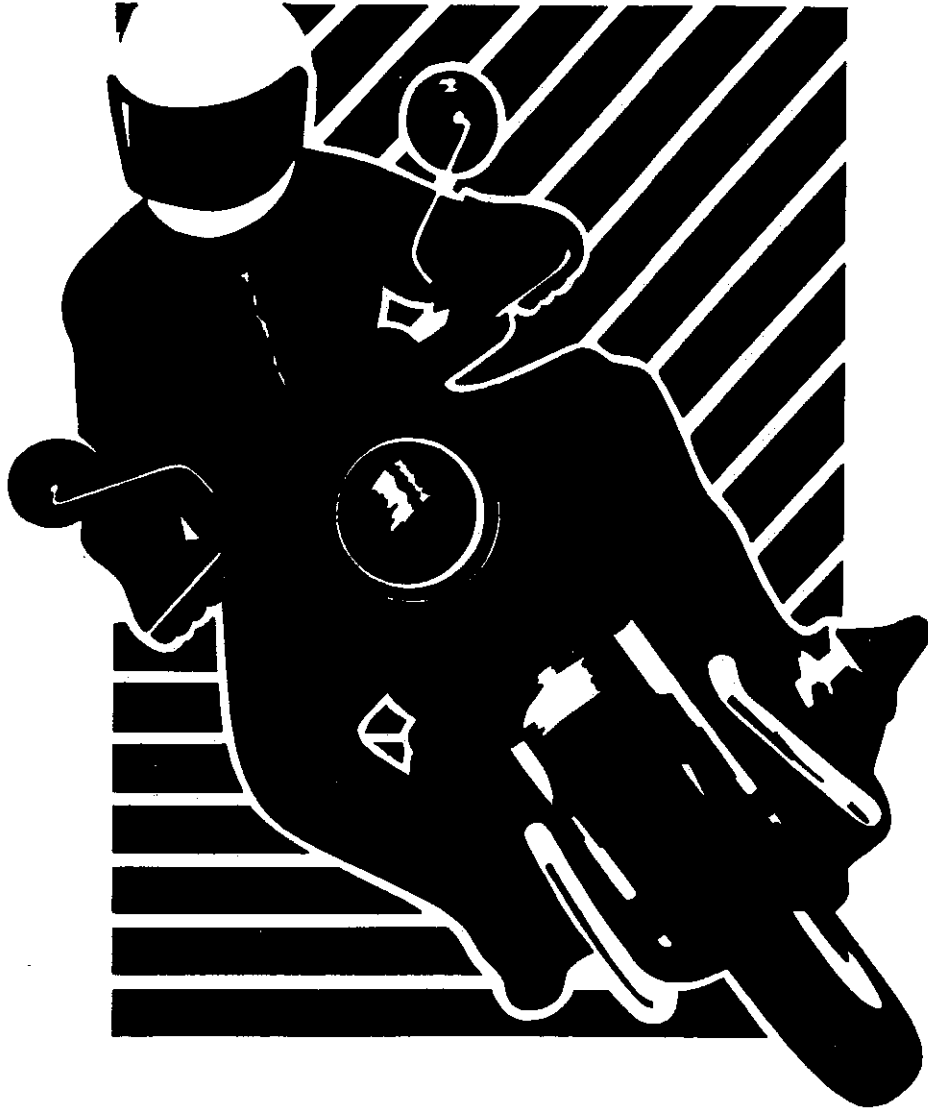


CERRY

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

MTCV ITINERARY MAY 1996

Thursday 2nd	Annual General Meeting 8:15 pm start	Camberwell Town Hall Theatrette, Ingelsby Rd.
Sunday 5th	Daylesford Ben Warden leading. 9:30 am KBCP 10:30 am Whittlesea.	Join us on a trip to the Springs area to partake of the natural waters. NOT.
Sunday 12th	Gippsland Bronwyn Manifold leading. 9:30 am KBCP	NOTE : No second pickup point.
Thursday 16th	Social sip Swan Hotel Cnr Church st & Swan St Richmond	Come and join us for a drink and a chat. The meals aren't bad either. 7'ish 'til late.
Sunday 19th Some Dirt	North East Mark Dennis leading 9:30 am KBCP 10:30 Yarra Glen	Not quite North, Not quite east. Mainly North East.
Saturday 25th DIRT RIDE	Kinglake Ranges Mark Dennis leading. 10:00am Yarra Glen	If the crusty demons keep this up they'll be crusty OLD demons.
Sunday 26th	Leongatha Tony Schrader leading 9:30 KBCP 10:15 Hallam	If It's wet, it's wet If it's cloudy, it's foggy But make no mistake It's
Sunday 2nd JUNE	Ocean Grove BBQ John & Dots new place Steve Leyland leading 9:30 KBCP 10:00 Laverton	All welcome Basic BBQ (snags & bread) supplied, BYO drinks and fancy stuff. G.O. Road for desert.
Thursday 5th JUNE	General Meeting 8:15pm start	Camberwell TownHall Theatrette, Inglesby Rd.
Saturday 8th - Monday 10th JUNE	Queens Birthday Long Weekend Ian Payne leading	Pub accomadition, see inside mag for details.

GENERAL MEETING MINUTES

Motorcycle Touring Club of Victoria

Thursday 4th April, 1996

Meeting Opened;	8.35
Attendances;	23 members, 5 visitors
Apologies;	Pam and Andrew Dunn, Geraldine East, Tom and Andi
Correspondence;	Report from the Road Safety Committee, flyer on the Bulldust Rally

Captain's Report

MARCH

Weekend 9th-11th Leader; Mark Dennis 10 bikes, 13 people Weather; warm to hot	Licola Camp	Sunday 24th Leader; Dave Ward 25 bikes, 29 people, 550 km Weather; warm Incidents; Ben assisted at a car accident. Car with 5 occupants rolled. No serious injuries. Tony F had oil leak onto his tyre	Great Ocean Rd
Sunday 10th Leader; Ben Warden 7 bikes, 7 people, 550 km Weather; warm	Licola Rendezvous	Sunday 31st Leader; Andi Sirninger 12 bikes, 12 people, 400 km Weather; overcast, cool	Yea Train Tunnel
Sunday 17th Leader; Mark Dennis 10 bikes, 14 people, 300 km Weather; fine	Anakie Gorge BBQ	Saturday 30th Mark Dennis and Rob Langer Wet and slippery conditions, both fell off	Dirt Ride
Thursday 21st Swan Hotel 35 people	Social Sip		

General Business

- 1 Dianne covered the ins and outs of what's happening on the P.I. ride day. She put a copy in the March mag.
 - 2 The Road Safety Committee's report on motorcycling was mailed to the club. Interesting reading apparently.
 - 3 Tom and Andi know some people on Phillip Island who run a B. and B. and can accommodate people on the ride day weekend.
 - 4 All bikes will be checked for roadworthiness, as safety is a main concern. On A1's ride day there were 9 casualties.
 - 5 New itineraries now available for the next 4 months.
 - 6 Our first social sip at the Swan Hotel was well received, with a good attendance.
 - 7 Peter Menere no longer sells BMW motorcycles.
 - 8 May meeting will be the Annual General Meeting. Anyone wishing to attend a committee meeting is free to do so.
 - 9 John M went to Tasmania with the Ulysis Club and he gave us a very, very brief run down on what he did and what he saw.
 - 10 Raffle winners were; -1 Ben, 2 Vinnie, 3 Kerry
-

Meeting Closed; 9:15

GENERAL MEETING MINUTES

Motorcycle Touring Club of Victoria

7th March, 1996

Meeting Opened; 8.25
Attendances; 28 members, 10 non-members
Apologies; Geraldine East, John Morley, Andrew Dunn

Captain's Report;

FEBRUARY

Sunday 4th	Poker Run	Sunday 25th	Early Ride
Leader; Pat Tayeh		Leader; Dave Ward	
25 Bikes, 28 people, 300km		15 bikes, 15 people, 250 km	
Weather; fine and warm		Weather; hot	
Incidents; Ken P (1st ride) pulled over doing 121km/h. Let off with warning. John M's bike fell over when he forgot his sidestand		Incidents; ? popped a mono in front of a police car at Yarra Glen and was booked. He then left	

Sunday 11th	Pillion Ride	Sunday 3rd	Castlemaine
Leader; Geraldine East		Leader; Steve Leyland	
10 bikes, 15 people, 200 km		14 bikes, 17 people, 380 km	
Weather; wet and cold		Weather; Perfect	

Friday 16th	Night Ride, Stephenson's Falls	Saturday 24th	Dirt Ride
Leader; Mark Dennis		6 bikes, 6 people	
24 people, 18 bikes, 2 cars		Incidents; Tom S. had a demo XTZ 660 Tenere	
Weather; warmish		Mick B. fell off, Mark D. fell off.	

Sunday 18th **Welshman's Reef - Swimming**
Leader; Ian Payne
13 bikes, 13 people, 300km
Weather; hot

President previewed forthcoming rides
Treasurer previewed financial report

General Business

- 1 Next Social Sip (Thursday 21st, March) will be at the Swan Hotel, cnr Swan and Church st's
- 2 Ride classifications. The debate raged for hours but finally it was decided that the grading of rides was to continue, although written a little more clearly on the itinaray
- 3 Dianne's bike kissed the bituman on the weekend. Parked on its side stand till the bituman melted in the heat, causing the bike to topple. Someone picked it up and it toppled again. 3 times in total. Thats what you get for working on Saturday. Not a happy girl
- 4 Kiosk at Phillip Island will be opened. If it rains it can be postponed. Pit sheds are for hire. Davaron is track supervisor. Track day is for registered and roadworthy bikes only (slicks okay). Noise limit is the only real restriction. Dicky will be supplying timing equipment. Pillion ride will take place during the day
- 5 Committe meetings are opened to members to give you an insight into the hours of hard work we do for the club, and also for any prospective new committee members
- 6 Raffle won by;- 1 Steve B., 2 Andy S., 3 Robert M. (me)

Meeting Closed; 9.10

A Note From The President

In September 1995 Martin Thompson resigned from his elected position as President of the MTCV due to work commitments. I was appointed by the committee to fill this position at the October committee meeting, and voted in by the members at the October general meeting. I would like to thank Marty for his input and contribution to the club during his time as president, and for his continued support and enthusiasm.

The past months have been quite interesting with the MTCV celebrating its 40th anniversary, a milestone for any organisation. Approximately 60 people attended the celebration dinner held in September, with many long time members sharing memories with other old and new members. Social Sip's have had another move to the Swan Hotel Richmond and are continuing to be very popular with attendances in the high 30's. Thanks to Sue Wells for her efforts as our Social Secretary.

The highest attended ride for the year was led by David Ward in August, with 29 bikes and 33 people travelling down the Great Ocean Road.

The Phillip Island track ride day was also a great success. Thanks go to Tony, Gerry, Dicky, Pat and Vince for their help, and specially to Dianne Welsford for her efforts in almost single handedly organising the day.

Dirt rides will continue throughout the year on the last Saturday of each month, having proved to be quite popular in the past year.

On a sad note, we lost Alec Brown, who died in a diving accident in January, a personal loss to myself and to all who knew him.

Finally, thank you to the committee and all members and visitors who participated throughout the year. No matter how small the contribution, the strength of the club is through it's members participation.

Mark Dennis

Vice Presidents Report 1996

Dear Members,

Riding with the club this year hasn't been very different from previous years in that activities have been nothing short of excellent.

With the year in review, I reckon our 40th birthday bash with 60 odd persons in attendance would have to figure prominently. The photos and memories were really something else, even for a relative newcomer such as myself. So thanks go to everyone who played a part (the list of helpers was very long), but a special big thanks must go to Les Leahy for his professionalism as our master of ceremonies.

The Christmas BBQ was well attended, as always. This is a good time to catch up with those members that are less active but still like to keep in touch. A noticeable absence was Big Daddy, who was asked after heaps, unfortunately Peter was undergoing corrective surgery to equalise the length of his legs after that rotten accident 2 years ago. Peter is fine now and can't wait for the next BBQ, mind you he missed out on some pretty good food at a very well organised event. Thanks here must go to Sue and Dot, great job girls.

Another highlight has to be the Phillip Island ride day, it was a hoot. Especially so when you consider those impressive (unofficial watch) lap times, and only one very minor step off early in the day resulting in no damage to the rider and very little damage to his bike. Out on the track amongst the A and B groups or marshalling I saw nothing but maturity and common sense resulting in a top day that will be talked about for months (when's the next one?).

Thanks to Dav, Gerry, Pat and Tony for their officiating, and all the marshals on the day, but the biggest contribution in getting the ride day on track was from Dianne Welsford, whose efforts during the months leading up to the day, as well as her performance as out treasurer have been nothing short of outstanding, leaving us with a very healthy bank balance. I know I speak for many in saying thanks Di.

Other contributors on the money side of things were Vince, who not only pays for the hall rental, but also offered to put up the deposit for Phillip Island. In the end we were able to cover the cost ourselves, but it gave us the confidence to go ahead with the day. Thanks Vince.

Rob Matricciani was able to have two lots of itineraries produced free of charge, in addition to overseeing the change of layout of the itineraries to a more convenient business card size. Thanks Rob for stepping in as assistant secretary and making a difference.

Darryl Otzen helped out too by selling one of our defunct photocopiers. Thanks for that Dicky, and also for stepping in midterm as our editor, which must be the most difficult of committee jobs.

Unfortunately, last year the club had its lowest point in the nine years I've been a member, with the tragic loss of Alec Brown in a scuba diving accident. Our thoughts are still with Debbie and his family. While the rest of us were still shocked, Mark Dennis had the presence of mind to place a memorial notice in the newspapers expressing thoughts on behalf of us all. Thanks Mark.

Mark also stepped in as president mid term and his dedication has been second to none, participating in all that the club has to offer, as well as leading more rides than anyone if you include camping weekends and the dirt rides. Thanks again Mark, your efforts have been much appreciated.

Sue Wells also volunteered her time and gave up a lot of it. She used an RDO to prepare the Christmas BBQ salads, and timing those monthly suppers can't be an easy job. She never missed a meeting, either general or committee, nor did she miss any social event. Thanks honey for your help and support during the year.

Pat looked after all of our correspondence, Tony could always be called upon for a constructive and valued opinion, as could Danny, all playing a part in managing the clubs huge diversity of activities.

Other highlights, Licola and Christmas camps were well attended and the other weekends were sorely missed by Sue and myself. We hope to rectify that in the coming year. Social sips are becoming more and more popular, one in particular saw 36 members and associates at the Swan.

As for myself, I'm living proof that anyone can do it. So if you have the slightest inclination, if you feel that you can contribute something, why not have a go at a committee position. The work isn't really that hard and it can be very rewarding.

Yours faithfully,
Steve Leyland
Vice President.

MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)
STATEMENT OF INCOME AND PAYMENTS
1.5.95 TO 30.4.96

1994/95	Payments	1995/96
\$		\$
525.00	Printing Itineraries	228.95
354.35	Printing magazines	335.50
397.99	Supper	429.20
41.15	Door prizes	153.86
452.71	Postage	398.20
40.00	PO Box Rental	40.00
431.00	Hall Rental	480.00
5.00	Trophies	26.00
41.60	BBQ's	92.55
17.74	Bank fees	20.64
158.00	Accommodation (Adelaide)	40.00
8.00	RACV Maps	25.00
30.00	Poker Run	30.00
32.00	Incorporation fee	32.00
234.00	Magazine covers	0.00
1,215.00	Race Track Hire	3,692.00
364.00	Race Track Catering	-
200.00	St John's Ambulance	200.00
12.85	Miscellaneous	27.50
50.00	Phillip Island - timing equipment	-
500.00	Photocopier purchaser	
2.95	1st Aid supplies	
50.00	Pizza Night	
12.95	Bat and ball	
5.00	Puffing Billy carpark	
	Repair of old photocopier	115.00
	Stationery	48.40
	Stickers	70.00
	Syphon	7.00
	Flowers	50.00
	Ad in The Herald Sun	35.00
	Phone bills (club & accomm.)	140.93
	Deposit on pub for 40th anniv.	200.00
5,181.29		6,917.73
1994/95	INCOME	1995/96
\$		\$
1,570.00	Subscriptions	1,818.75
64.50	Stickers/badges/patches/earplugs	57.00
25.60	Auction	55.10
19.44	Interest	20.37
140.00	Donations	31.80
11.65	BBQs	0.00
8.10	Ear plugs	As above
1,795.00	Race Track Receipts (1996 - profit \$1,618.00)	5,510.00
270.00	Race Track Catering	-
98.00	Christmas Camp	-
470.00	Door Money	441.10
	MISCELLANEOUS	
	Hall Rent (from NOVA)	450.00
	Accommodation (Adelaide)	40.00
	(refund of Echuca deposit)	50.00
	Refund of deposit - 40th anniv.	200.00
	Photocopier sale	200.00
4,462.92		8,874.12

MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)
STATEMENT OF INCOME AND PAYMENTS
1.5.95 TO 30.4.96

CASH BOOK BALANCE:

1,065.00	Balance brought forward	346.10
4,462.92	Plus receipts	8,874.12
5,181.29	Less expenses	<u>6,917.73</u>
@346.00	TOTAL	<u>2,302.49</u>

PROFIT OF \$1,956.39

VALUE OF MERCHANDISE

Metal badges	19 x \$6.00	\$114.00
Adhesive badges	75 x \$1.50	\$112.50
Cloth badges	52 x \$3.50	\$182.00
Ear Plugs	210 x \$0.30	\$63.00
RACV maps	6 x \$1.00	\$6.00
TOTAL		\$477.50

ASSETS:

Urn	\$60.00
Tarpaulin	\$45.00
Electric typewriter	\$300.00
Electric stapler	\$198.45
Photocopier (not in working order)	?

TREASURER'S REPORT

Well here it is, the culmination of 12 months of adding, subtracting, writing cheques, treating myself to overseas trips on the Club, well most of the above anyway. I must say I'm very happy to be able to hand over the Club's funds to a new treasurer a little healthier than when I started. However this should really be seen as the minimum the Club should be at to prevent problems if it has a bad run or we lose our opportunity for cheap copying etc. The profit of \$1,956.39 was reached through a few avenues and I'll use my report to hand out credit where it's due.

As mentioned in last year's treasurer's report the purchase of an old photocopier which turned out to be a lemon was the main reason for strating the 95/96 financial year so low, so the first problem was finding a viable way to produce the magazine. Ben Warden has helped out immensely this year by arranging to copy the magazine at an extremely nominal rate which has enabled the Club to not have to use all our membership fees to produce the magazine.

Secondly a big thanks goes to Robert Mattriciani who with a friend produced 2 of the 3 itineraries again saving the club a few hundred dollars.

Thirdly a big thanks to Honda Nova for again donating the cost of the hall rental all year, for offering to lend the Club the deposit for Phillip Island, and for selling a lot of the places for the ride day contributing substantially to our \$1,618 profit for the ride day.

Thanks to Pat for doing a fantastic job while "wearing the treasurer's hat" while I was sailing the seven seas (with my head in a paper bag!). And thanks to Tony for helping me at the auction night when there was money going everywhere (except unfortunately into my bank account!). Thanks also to Steve Leyland who was given a copier which was sold for \$200.00 which went to the club. I'd also like to thank the whole committee for sharing the responsibility of bringing the club's finances up again.

Last and least of all I'd like to thank David Ward for nominating me treasurer last year...without which I would not have had the worry about running out of money, the joy of working through my lunch hours while at work and for giving me memories of why I hated math at school so much.

Seriously though, I won't be standing for treasurer again as I said from the start I would do it for one year, give it my best shot, then hand it over, so here it is. I wish next year's committee the best of luck and look forward to a year of riding, social sipping and joining in the suppers at the meetings.

M.T.C.V CAPTAIN'S REPORT 1995-96

DESTINATIONS TRAVELLED TO DURING THE YEAR:

Round the Bay via Ferry	Licola
Hard Rock Indoor Climbing	Great Ocean Road
Mini Golf-Apollo Bay	Glenrowan
Pizza Hut Boronia	Broadford
Yea	Ada Tree-Powelltown
Echuca Weekend	Economy Ride-Rokewood
Inverloch	Post Celebration Recovery Ride
Heathcote	Black Spur Inn
Tarra-Bulga National Park	Noojee
Euroa	Pink Cliffs-Heathcote
Reefton Pub Counter Meal	Adelaide Weekend
Daylesford	Snobs Creek Fish Hatchery
Lake Mountain Snow Ride	Creswick
Narbethong	Early A.M. Ride-Warrandyte
Reefton Spur	Apollo Bay-Ladies Only
Otway Ranges	Boolaroo-Central Gippsland
World Superbikes-Phillip Island	Warburton
ARRC Shell Oil Series-Phillip Island	Hanging Rock
Eildon	Bruthen-Christmas Camp
Gippsland	Abseiling-Ben Cairn
Wilsons Prom	Tallangatta Weekend
Poker Run- Seymour	Pillion Only Ride-Mt.Dandenong
Night Ride-Stephenson's Falls	Swimming-Welshman's Reef
Counter Meal-Castlemaine	Licola Camping Weekend
Licola Rendezvous	BBQ Lunch-Anakie Gorge
Odometer Calibration-Great Ocean Road	Yea Train Tunnel
Canberra Weekend	Hills Ride-Healsville
Phillip Island Ride Day	Switzerland Ranges
Lunch-Reefton Pub.	

As you can see, our last twelve months have provided our members with not just rides but rides with a theme. This has proven extremely successful and it is my hope that this will continue in the future.

Aside from these Sunday outings, we now have a new venue for our Social Sip, which has been very well attended in the last few months. The position of the Swan Hotel and its prices and quality are obviously proving attractive to many members.

Our 40th Celebration dinner was widely acclaimed for its nostalgia and sense of longevity that it brought to the members who attended. The occasion drew on the resources of many long standing members who unfortunately seem to have dropped by the wayside somewhat. I would ask those members to rethink their attitude towards the club as their expertise and camaraderie are sadly missed. We can now boast of our Dirt Rides on chosen Saturdays which have been well attended. It has given our dirt bike enthusiasts a chance to "get dirty" without offending the senses of some of the sports bike riders who prefer the hard black stuff to ride on.

Our Christmas Barbecue was also well received and this can be attributed to the support given to the occasion by all who attended.

It is, after all, "A riding club for the riders and run by the riders" I know this quote from our constitution has appeared in my last two Annual Reports but it is essential that we remember this. The club will only prosper if new members are attracted and new life is injected. This means that those of you who have never led a ride, please come forward to do so. It's really not that difficult. There are many long standing members who give their support willingly to first time leaders and there is always someone who will give you assistance if you need it. Those of you who have never done a write up of the ride, please offer your assistance. The magazine is your avenue for making a point or just telling it how it was. Once again, there is always someone who will help you out with names of those attending, towns passed through and incidents that you may feel are noteworthy. Please don't just assume that the same people will continually volunteer for these duties..if we all do that the Club will disintegrate.

The last twelve months have not been without dissension. During our Committee meetings we try to discuss issues that we feel are causing problems for members or we try to introduce new ideas for general discussion. These differences of opinion have proven profitable for the Club as a whole and this Committee can boast many innovations. I have enjoyed my time as Captain and although I will not be standing for that position again this year I hope to continue on the Committee, perhaps in a different capacity. I take this opportunity to wish the new Captain luck for the coming term and look forward to a continued array of interesting and diverse events and places to visit with the club.

TONY SCHRADER.

MTCV Membership List April 1996

Name	Address	Home Phone	Work Phone	Bike
Barnes, Michael	P.O. Box 2261 Richmond South, 3121	9397 1640		Kawasaki KLR650
Barta, John	2/15 Harcourt Rd Boronia, 3155	9761 2155		BMW 100GS
Bastock, Martin	1/4 Swinton Ave Kew, 3107	9853 7628	018 175 979	Honda CBR1000
Baszak, Steven	11 Dalston Rd Oakleigh, 3166	015 327 053		Kawasaki GTR1000
Bates, Stuart	25 Whitford Way Frankston, 3199	9775 587	9786 1123	Honda CBR900RR
Bear	263 Springvale Rd Nunawading, 3131	9877 6914		Kawasaki GPz900R
Bradshaw, Ross	10 Wollahra Pl Heathmont, 3135	9720 53179	603 4664	Kawasaki GTR1000
Brown, Ken	294 McKinnon Rd McKinnon, 3204	9578 3403		Honda CD175
Budd, Richard	6/340 Beaconsfield Pde St Kilda, 3180	9525 4520	9359 7688	Honda VFR400
Buddingh, Ferdinand	6 Tyas Pl Carrum Downs, 3201	9782 0119		Kawasaki ZZR1100
Burns, Jennifer	36 Alice St Mt Waverley, 3149	9807 4766		Honda NTV650
Cardy, Jeff	2/7 Fawkner St Essendon, 3040	9331 0956		
Chan, Michael	3/28 Shelley St Elwood, 3184	9531 8989	9697 0390	Suzuki GSXR1100
Clowes, John	17 Auburn Rd Healesville, 3777	059 662 309		Yamaha YZF750
Curran, Phillip	PO Box 551 South Melbourne, 3205	9879 1925	9428 7555	Kawasaki XJ750
Czarnecki, Damian	23 Dunscombe Pl Chelsea Heights, 3196	9776 2166	9829 9086	Kawasaki ZXR750
Davis, Les	28 York St Bonbeach, 3196	9772 0689		Honda GL500
Davis, Mike	12 Rolland Crt Montmorency, 3094	9439 2378		Honda CB400N
Dennis, Mark	4/29 Elm Gve Richmond, 3121	0414 760 424		Suzuki GSXR750
Douglas, Andrew	59 Vista Dve Chirnside Park, 3116	9727 2765	9585 0444	Kawasaki Z1000
Duncan, Lynne	3 Spry St North Coburg, 3058	9354 9427	014 400 046	Suzuki GSXR750
Dunn, Andrew	16 Foch St Ormond, 3205	9578 8728		
Dunn, Pam	16 Foch St Ormond, 3205	9578 8728		
Dwyer, Peter	PO Box 57 Altona, 3018	053 483 663	9398 2322	Yamaha XJ900
East, Geraldine	41 Majestic Dve Emerald, 3782	059 685 369	015 516 815	Honda VFR750
East, Rod	24 Deviation Rd Belgrave South, 3160	9754 3756	9665 4325	Honda ST1100
Eckert, Debbie	155 Power Rd Doveton, 3177	9706 1026		Kawasaki GPx250
Fabris, Anthony	19 Bambury St Boronia, 3155	9762 8330	9877 7477	Yamaha FZR1000
Genova, Vince	25 - 27 Merrill Rd Warranwood, 3136			
Gooding, Kerrie	6 Peter St Springvale, 3171	9558 4740		
Hillier, Kylie	6 Tyas Pl Carrum Downs, 3201	9782 0119		Kawasaki GT550
Johnston, Ronald	12 Nyanda Crt Croydon, 3136	9725 7303	940 1212	Honda 400/4
Jones, Geoff	34 Argyll Cct West Melton, 3337	9743 3164		Yamaha RZ350
Kennedy, Andrew	79 Hull Rd Croydon, 3136	9725 9267		Honda CBR600
King, Ross	23 Nicholson St Essendon, 3040	9370 9479	9688 3400	BMW R100RS
Kosinski, Danny	78 Haldene Rd Niddrie, 3042	9379 1959		Yamaha XT600Z
Langer, Robert				
Lardas, George	51 Fortuna Ave Balwyn, 3104	9859 1904		Suzuki GSX750
Leahy, Les				
Leyland, Steve	5 Chave Crt Laverton, 3028	9369 5330		Kawasaki GPx750
Makin, Eric	17 Auburn Rd Healesville, 3777	059 622 309	9287 1627	Yamaha YZF750
Manifold, Bronwyn	1/1014A North Rd East Bentleigh, 3165	9563 7705	9510 8541	Suzuki GS500
Matricciani, Robert	50 Marjorie St Bulleen, 3105	9850 8519		Suzuki GSX750
Miller, Harold	33 Day Crs Bayswater Nth, 3153	9761 4126		Yamaha FZR600
Moore, David	24 The Crofts Richmond, 3121	9428 9967	9676 5323	Suzuki GSXR750
Morley, Craig				Yamaha YZF750
Morley, John	47 Japonica St Bundoora, 3083	9467 7334		Kawasaki XJ900
Noble, Katrina	6 Piri Gve Altona Bay, 3028	9360 0682		
Oberhofer, Alex				
Otzen, Darryl	12 Moray St Diamond Creek, 3089	9438 1087	015 809 127	BMW R65
Payne, Ian	6 Peter St Springvale, 3171	9558 4740		Suzuki GSX750F
Philferan, Peter	19 Aird St Camberwell, 3124	9813 3518		
Pilkington, Ken	17 Nyanda Crt Croydon, 3136	9725 1670	9792 4554	Suzuki GSXR750T
Platt, Andrew	1/7 Koolena Cls Clayton Sth, 3169	019 175 726		Kawasaki KLR650
Pope, Wayne	39 Fraser Crt Wantirna Sth, 3152			Honda CBR1000
Price, Gary	127 Oakleigh Rd Carnegie, 3163			Yamaha FZR1000

Riddett, Jon				
Rivette, Leanne	3/22-24 Duff St Cranbourne, 3977	059 966126	9586 5564	Yamaha FZR600
Saville, Tom				
Schrader, Tony				
Schwarze, Dot	3 Achenar Crt Ocean Grove, 3226			
Shearer, Len	798 Fernreegully Rd Wheelers Hill, 3170	9561 2857		
Sirianni, Sam	7 Surrey Cls Hallam, 3803			Yamaha FZR1000
Siminger, Andrea				
Smale, Andrew	1/9 Donald St Mount Waverley, 3149	9807 1560		Yamaha FZ750
Tallents, Paul	402 Lower Plenty Rd Rosanna, 3084	9455 1416		Yamaha YZF750
Tayeh, Patrick	6 Piri Gve Altona Bay, 3028	9360 0682	9822 3000	Suzuki GSXR1100
Thomas, Dee				
Thompson, Martin	48 Finlayson St Doncaster, 3108	9857 4017		Yamaha FZR600
Toulson, Raymond	25 Tower Dve Briar Hill, 3088	9434 7185	018 375 329	Kawasaki ZX9R
van Dorp, John	3 Achenar Crt Ocean Grove, 3226			
Vits, Danny	PO Box 20 Patterson Lakes, 3197	9776 0236	016 378 307	BMW K75LT
Ward, David	4/1014A North Rd East Bentleigh, 3165	9563 7705		Yamaha YZF750
Warden, Ben	12 Timor Pde West Heidelberg, 3081	9457 4479	9344 5733	Kawasaki ZXR750
Warden, Vicki	12 Timor Pde West Heidelberg, 3081	9457 4479	9867 1666	
Weinert, Darryl	38 Railway Pde Chadstone, 3148	9807 0616	9252 6000	
Wells, Sue				
Welsford, Dianne	8 Highview Drv Mooroolbark, 3138	9726 9066		Honda CBR600
Willis, John	19 Chaffer St Healseville, 3777	059 662 061	019 931 973	Honda CBR600
Wurster, Ann	15 Redwood Drv Hoppers Crossing, 3030	9749 5575		
Wurster, Hans	21 Medford St Altona, 3018	9398 5575		Suzuki RF900RT
Wurster, Ken	15 Redwood Drv Hoppers Crossing, 3030	9749 5575		BMW R1100RS
Youdan, Jack	22 Fort St Mt Waverley, 3149	9802 3564	9311 6555	
Zivkovic, Davorin	9 Duncan Ave Greensborough, 3088	9434 3465	014 694 560	BMW K100



Motorcycle Touring Club of Victoria Inc.

Thankyou for visiting the Motorcycle Touring Club of Victoria Inc home page.

The MTCV was established in 1955 and currently has a membership of approximately 90 people. It is an all makes club for motorcycle owners and pillion passengers wishing to enjoy the many interesting and varied roads and sights of Victoria in the company of other motorcycle enthusiasts.

What is different about this Club? The members **ride every Sunday**, rain hail or shine. It is very well **organised** with leaders, rear riders, and a tried and proven **corner marking system**. No-one ever gets lost! The **itinerary** is planned and published 3 to 4 months ahead. There is a monthly **magazine** containing write ups of the previous month's rides, expanded itinerary information, and a host of other motorcycle related information. Magazines and itineraries are available at the **monthly meeting**, an informal get together at our Club hall. The Club **hires race tracks** such as Phillip Island and Winton for the enjoyment of its members.

The MTCV has great depth and tradition. It currently has a bias towards sport riding, though all tastes are catered for in the varied itinerary. It is a riders' club. Worth a try?

I look forward to meeting you on a ride or at a social function,

Ben Warden (member)

This page has been visited **30** times since 7th April, 1996.

Licola Rendezvous

Sunday 10th March 1996

8 bikes, 8 people

ZXR750	Ben Warden (leader)	VFR750	Geraldine East
GSXR750	David Moore	FJ1200	Terry 1st Ride
GPx250	Stuart Forster	GSX750F	Rob Matricciani
XT600	Danny Kosinski	YXF750	Craig Morley

Danny, Terry and myself left Kings Bridge Car Park at the scheduled 9.30 am leave time and travelled the standard route via the South Eastern Freeway to Hallam, the first pickup. A rear rider was selected, a person to scribe for the day (Dave) and we were away.

The weather was fantastic - bright sunshine and no wind. I lead on the roads parallel to the Princes Highway to Drouin before heading south around through my favourite twisty bits near Lardner South, eventually crossing the highway at Yarragon. We stopped at Moe for a leisurely morning tea.

Soon we were heading for Heyfield, the last "cheap" fuel. I was tempted to only put in a half tank due to the twisty nature of the next stretch but didn't.

It is 54 km to Licola from Heyfield. It is a great motorcycling road with a lot of variety including tight twisty sections, mountain passes, following the river along valleys, and a few straight sections to regain your breath. At Licola we regrouped, had lunch, then headed up the Wellington River road, a further 14 km of fast sweeping bitumen, to rendezvous with the mud grubs. Alas, when we arrived they were out grubbing, and we could only admire their fire blazing away. Someone left a note mentioning our visit, Craig thrashed around on Danny's XT doing a few monos, and then we were off. Meet back at Heyfield.

The road was even better the second time around after the sighting lap! Lyn was at the service station and heading for the camp. Everyone arrived smiling and bursting with a story or two. Four wheel drives featured in most stories.

Back along a similar route, this time ducking around Yallourn North to pick up the Walhalla Rd and back to Moe. A few speedsters became airborne over a hump in the road, surprising them enjoyably so.

Rob and Terry left at Moe taking the heavily trafficked Princes Highway back to Melbourne. The rest of the team made their way back to Drouin, then NarreWarren where we disbanded at about 5.15 pm.

I travelled close to 600 km for the day. Everyone seemed to enjoy themselves, no-one fell off, and no one was booked.

Ben Warden (ZXR750)

Dirt Ride

30 March 1996

As rain was falling constantly throughout Friday night in semi cyclonic conditions, I really wouldn't have minded if no one turned up, but as I arrived at Yarra Glen Rob was ever so keen to go for a ride. Everybody else must have been more sensible.

We headed up the Long Gully road and onto the Old Chum Creek road and our first hill. This is where we found out how wet it really was. About half way up my rear wheel was going forward but my front wheel and the rest of my bike was going backwards. On the brake, still sliding back, I saw Rob with more momentum skip out sideways and hit the deck.

We doubled back and found a track off to the left. 'No Through Road', this must be the way. We progressively let more air out of our tyres for more grip until we got to Toolangi, then on to Saint Fillians via Mt Tanglefoot for lunch. We circled around the Mt Gordon area for a couple of hours until I fell off, then we went to Marysville for afternoon tea.

We did the normal stint along the Acheron Way to Healesville, then back to Yarra Glen and the Skyline road to Warrandyte.

The weather turned out to be warm all day, with the only sprinkle of rain just as I arrived home, and the days ride was about 200 km all up.

Tom and Andi didn't show as promised due to their test ride of the latest import from Japan.

Leader Mark Dennis XT600.

Rear Rider Rob Langer NX650.

Mark.

WANTED TO BORROW:

**THREE FOLD UP PORTABLE SINGLE BEDS FOR THE WEEKEND
18TH MAY. MY DAUGHTER'S 9TH BIRTHDAY HAS SOMEHOW
TRANSFORMED INTO A SLEEPOVER FOR FOUR OF HER
DELIGHTFUL LITTLE FRIENDS. IF YOU CAN HELP ME OUT
PLEASE RING ME ON 9459 3293.**

THANKYOU,

GERRY EAST

TOM'S DIRTY SATURDAY

"Who wants to do the write up ?" echoed around the group as Tom's eyes scanned each muddy face for signs of relenting. Its times like this on a club ride that you can hear a gudgeon pin drop on a pillow. The faces belonged to ;

Tom R80GS Dee TT350 Rob TTR250 Steve XL600 Mark XT600
Jon DT200 Davorin R100GS Andi XT350

Fearing what someone else may write about me I decided that I should be the one to accurately detail what happened to everyone else. "I'll do it Tom. It'll read something like - Everyone but Jon fell off, everyone but Jon got bogged, everyone but Jon got to the top, everyone but Jon was riding a four stroke" Well at least the bit about riding four strokes was true.

Leaving the morning tea stop at Narbethong I was thinking about how I would describe the day so far and what I'd leave out. I won't mention blasting down a track I know well to find a tree branch across my path. Nor will I mention trying to duck under it and getting pulled off the bike by hitting my right shoulder. I mean no one saw it happen - I hope.

Tom lead us into the forest just near the end of the black spur, and this was to be the most interesting part of the day. "A BIT OF A HILL", he said

We were riding up wet and muddy four wheel drive tracks. Tom gave Dee a ride of the R80GS he had been leading on and this gave me the opportunity to mono past him into a puddle. I didn't really balance it well and brought the front wheel down in a different wheel rut to the one the back was in. The water in the puddle was cold !! and luckily Dee didn't run me over or fall off laughing. It was getting difficult to tell who was who as everyone was swapping bikes all the time.

As I rounded a bend there was no mistaking the R80GS on its side facing the wrong way. Tom had a bit of a stack - broken mirror, bent crash bar and scratches - now even Tom was covered in mud. All this on Andi's bike, speaking of whom, took a while to catch up after stalling in a puddle.

Tom took us up what began as a fairly easy hill. It was wet, rocky and getting steeper. Rob had come off in front of me and I had to stop rather than riding over him. He got going while I waited then it was my turn to take off and then problems. Once you were moving it was OK but starting was something else. A clear run would have been great but someone would stop causing a chain reaction down the rest of the ride.

A group gathered near the top on a plateau just before the last climb. I gave the last bit a good run only to come unstuck as Steve lost it in front of me. I just couldn't get going again, and like Steve I entertained everyone by dumping the bike on the hill.

While having a rest the sound of a BMW could be heard and over the gasps of amazement Davorin could be heard cursing. He was hot and stuffed and very red in the face but he got his Paris Dakar up the same hill we got our dirt bikes up. What a legend !!

Going down was a piece of piss. Some of the puddles were pretty deep and Tom well and truly drowned the R80GS. The air box was full of water so Tom just ripped out the air filter and stuffed a soggy hanky in its place - high tech but it worked.

The mud in the next puddle ate my front wheel standing the bike straight up and throwing me over the bars. It would have made a great photo. The back wheel was spinning in the air with the bike buried to the headlight facing nose down.

After the next break we tried to attack another short hill. Tom and Dee got up but Steve and I at least looked good trying with Steve actually chucking a chain in the process.

The ride snaked its way back more or less the way we had come heading from Narbethong back to Toolangi via some of the logging and SEC tracks. I had slowed down, now in quite a bit of pain (later diagnosed as torn ligaments) and I was wishing the ride was over. My DT200 is not a bike to spend a long time on, the seat is like sitting on an iron bar after a few hours.

Back at Yarra Glen I was too tired to dodge the bullshit that was flying or take part in hurling it. Everyone was gathered around Marks XT pointing. The gaping hole in the back rim was truly something to behold. I don't know how it didn't blow out the tyre but there was a three or four inch crack along and across.

Once home a hot bath was in order and then I stayed in bed for the rest of the weekend. Thanks to Tom for leading a truly arduous ride and to Andi for bringing up the rear.

Jon DT200

Yea Train Tunnel

The day started out dark and overcast as I headed for Yarra Glen. Its not often that I can say I passed every bike I saw on the way to Yarra Glen. The challenge of out cornering, out braking and out accelerating rider after rider was wearing a bit thin after about the thousandth cyclist !! Yes the great Victorian bike ride was on again and they were going our way. I could hear Andi's voice mutter, "I hope they don't go up the Chum Creek Road."

Chum Creek Road was damp and dirty and YES we were sharing the road with the bicycles - hundreds of them. This narrow road just was no fun when you have to share. Everyone got a fright by a big semi trailer that was hogging the road at an unsafe speed. You really have to wonder about some the idiots that drive those things - I'd like a few of my burly mates to discuss his driving technique with him at his next truck stop. I even thought I caught a glimpse of lycra on the bulbar !

From Toolangi to Healesville I followed orders and did not go too fast, my orders taking the form of kidney punches that hurt even through body armour. The Black Spur was reasonably dry making for swift progress. Through Marysville and on to Buxton for morning tea where we learnt after a long wait that Phil on the GT Kawasaki had put it down at low speed while pulling over. He called it quits and went home. The weather was really picking up by this stage and the ride to Eildon was really good. I got a couple of good slides and the gossip at the lookout stop was putting it down to the white river pebbles used in the local road making.

Andi showed us a span of high voltage electrical cable that goes across Lake Eildon which is the longest span in the world (or this half of the world at least) I'd love a flying fox ride down it!!! The lunch stop was at Eildon at a little kiosk by the lake. After watching my starving fellow club members wait up to one hour for their food orders to be prepared I was very glad I had brought my own food. It was definitely a place to give a miss if in a large group. They were slow - both at making food and thinking. The woman bringing out the food orders called out "64" and someone claimed their food. "65" and then another was fed. Then about ten minutes later she started calling out "99" and there were no taker. After repeating the call for "99" on and off for ten minutes Davorin enquired whether it was "66" she should be calling out. He was rewarded with a cold hamburger for his efforts.

On the way up the Maroondah Hwy on our last stretch before our destination Tom lost one of his kneescrapers on the road. I came over the crest at speed as Tom made a U turn from the wrong side of the road. He didn't see me until after my Anti Lock Brakes had been chattering for almost 100 meters. I think at least for people soiled some underwear but in the end Tom just tucked tighter into his turn and we missed.

A little further on I came to Andi marking a corner. She wisely decided on a regroup as what had been a close group had suddenly disappeared. Mark had run out of petrol, getting caught out by his new GSXR's fuel gauge. Several of the group followed Mark after syphoning him some fuel and then dinking him with a jerry can.

Finally it was on to the tunnel. At the turnoff Andi explained that there was some bad dirt and that Tom would lead the chickens in an easier way. About ten minutes later we were riding down what was left of the old train tracks - the rails and sleepers had been removed leaving a fairly bumpy gravel track. We actually rode through the tunnel as a group. Steve was in front of me and his comfortable speed over the corrugations was less than mine and slowing made my ride very loose and rough. All the headlights bouncing looked fantastic in the long dark tunnel. We beat the others by several minutes. "When do we get to the bad dirt ???", I asked smiling.

Suzi and I went back to walk the tunnel. Along the side at regular intervals were small openings that looked like other tunnels. My eyes had not adjusted to the dark and I could not see what was in them. I walked forward carefully with my arm outstretched to find that it struck bricks after only a couple of feet.

Just step back into the shadows and presto - vanish! Suzi and I stood back and waited for the group intending to jump out and scare them. As we crouched I whispered to Suzi to put her hands out in front of her face incase someone jumped into us. Low and behold Mark ran in and not seeing us shoved his bum right into my hands that were in front of my face. I pushed him back out and he literally shit himself with fright. You had to be there.

After climbing the hill over the tunnel we reassembled for the ride home via Yea and breaking up at Yarra Glen. Thank to Andi for leading a great day and to Davorin and Rob for rear riding.

Jon Riddett R11RS.

Andi TDR250, Tom & Debbi FZR1000, Mark GSXR750, Dee GSXR750, Rob NX650, Jon & Suzi R1100RS, Davorin R100GSPD, Troy ZXR750, John YZF750, Eric YZF750, Phil GT750, Mick XJ750, Danny F650, Steve & Sue GPX750, ??? GSXR750.

**Easter Trip
8 April 1996
On The Way Home.**

Adaminaby, the trout capital of the alpine region, is one of my favourite spots that I try to visit at least a couple of times a year. The town was quite busy on Sunday as no one was silly enough to go fishing except for me. I travelled the 100 km return trip to Kiandra and my favourite fishing hole and didn't even get my rod out. Visibility was down to about 5 to 10 metres and the rain was coming down in buckets, so I opted for the trout at the country club restaurant, 'YUM'.

Breakfast on Monday morning was had under a clear blue sky. After all of the rain and mist it was a very welcome sight. This area is a Mecca for motorcycles, a Norton Commando from Queensland had made the trip south with pillion and gear loading it down, and a few BMW's that we met on the first night trundled past as we refuelled ready for the days action.

We headed up to Kiandra and regrouped as the usual hooners were in front, then on to Cabramurra, the highest town in Australia, and down to Tumut Pond for a second regroup. The ride down from Cab' was so cold I couldn't feel my fingers on the brake lever. The cold also got the better of Bronwyn, who had a bit of a dizzy spell but was OK after a few minutes.

The next stop was Corryong, the final resting place of Jack Reilly, 'The man from Snowy River' (well, Omeo actually). He spent most of his life as a stockman in the high country of NSW and Vic and died when a horse threw him. We had coffee and warmed in the sun before the final fang around Lake Hume, which saw some very hot and sticky tyres on some of the hoon bikes when we stopped to regroup for lunch at Wodonga.

Andrew travelled straight home from here, and Phil also left the group to visit friends. We travelled back along the Hume, zig zagging our way through the traffic to Melbourne. We stopped at Lynne's place for coffee, where Tony F. scored a ride on Lynne's BSA. Tony S. and I declined the offer as it had started to rain.

My summary of the weekend, Tony S. did a really good job organising the accommodation and the rides, the weather rained a bit, but one day out of four isn't bad and it would have been a pain carrying the wet weather gear and not using it. Total distance about 2000 km.

Thanks to Tony for a great weekend.

Mark Dennis.

Tony S.	YZF600 Leader	Tony F.	FZR1000
Dave W.	YZF750	Bronwyn	YZF750 Rear rider
Andrew K.	NX650	Phil C.	XJ900
Lynne	GSXR750	Mark D.	GSXR750T

**Hills Ride.
14 April 1996.**

Eric M.	YZF750 Leader	Rob L.	NX650
John C.	YZF750	Mark D.	GSXR750T
Steve & Sue	GPX750 Rear Rider	Ben W.	ZXR750

Six bikes and seven people, wow, Eric couldn't believe his bad luck. With blizzard like conditions he was hoping to go home to his heater, but he hadn't counted on the touring club fanaticism, and it was only because we were so eager to get going that the ride started from Yarra Glen at eleven. Anyway, the ride went ahead, albeit a little changed due to the ordinary conditions. Back to Kangaroo Ground via Christmas Hills (don't try and write 'Xmas', the locals get upset. ed), through to Pantan Hills, then lots of scenic stuff with St Andrews, Kinglake, Kinglake West, Flowerdale and on to Yea for a break, which, to the pleasure of some was rather lengthy. But 'come on fellas, we gotta head for home some time today' was heard, and so, somewhat reluctantly, we did, all except for Ben, who, with the Molesworth road looming, decided to go home another way. From Molesworth we went to Buxton, Marysville, Narbethong, the Black Spur and on to break up at Healesville, where, wouldn't you know it, by now the sun was shining. Thanks to Eric for leading in such atrocious conditions, thanks to Sue for putting up with (or accepting) my morbid relish for atrocious conditions, and thanks to Mark for the bikkies.

Steve (& Sue) GPX750

' Were having a PARTY!!!!!!!

When; Saturday 1st June.

**Where; 3 Mary Avenue
Heidelberg Heights.**

Time; 7.30 p.m. B.Y.O.

ALL WELCOME.

Tony and Gerry

PHILLIP ISLAND RIDE DAY - 20TH APRIL 1996

Well, it was an absolutely ghastly morning, weather wise, that is. Tony and I arrived at the track at 7:50 a.m. to find it wet and uncompromising. A fine, yet heavy, drizzle prevailed for the next hour or so and then amazingly the sun appeared, the track dried out and the maniacs were on the loose! Suffering from a broken collar bone, which I received in highly suspicious circumstances..i.e. the bump in the road, the glare of the sun, the distraction of oncoming headlights etc.,etc., (not my fault, in other words) I was relegated to administrative tasks for the day. Our first debacle was the numbers which we were using to identify bikes for noise, behaviour and time recording. The set supplied were, shall I say, somewhat lacking. Nobodies fault, in particular, just one of those things sent to try us. Fortunatley, it was about the most major upset of the day, not counting A.F.K.'s abominable behaviour. Whats new you ask? Of the sixty riders present A.F.K. was the only one who refused to identify his bike using the numbers. This was obviously a ploy to avoid the inevitable BLACK FLAG which hailed him in the final session! (I might also add that he was the only person to ignore said flag..not once but four times..disappointing behaviour for any rider on any track, let alone one of our members.)

Numbering and grouping of bikes accomplished Group A set off at a steady pace for the first twenty minute session. I won't mention Dave Moore's incident with the slicks...oops sorry Dave, too late...a very impressive display of riding which the numerous spectators lapped up. Group B, which contained our lady riders, well, most of them anyway, was also impressive with Bronwyn achieving a very pleasing 2:05 lap time. Good on ya Bron. Group C consisted of mostly Nova Honda recruits and was certainly far from slow. All in all, the riders seemed to enjoy themselves thoroughly.

We heard a small amount of dissension with regard to limited track time, but strangely this came from the same people who wanted the original forty expanded to enable them to invite their friends. You cant please all of the people all of the time.

Many thanks are due to a variety of people. If you will indulge me I would like to take the time to name them all, for without their cohesive effort the day would not have been such a success. Firstly, and obviously without bias, Tony, who organised corner markers for each session, herding the often unwilling participants out to various far reaches of this celebrated track. For supplying us with a trailer which thankfully was only used to

carry the afore mentioned corner markers and not for any other more serious purpose. Thanks Tony.

Davron, whose endurance at the start/finish line for most of the day in inclement weather is commendable. Holding twenty riders a time at bay may have proved daunting for a lesser person. Thanks Dav.

To our Social Secretary, Sue, who organised the urn, hot drinks and yummy biscuits for the day. Without your efforts it would have been a dry argument. Thanks Sue.

Thanks to Phil Curran, who did not ride, but merely turned up for support and did so by relieving Dav of his duty for the last couple of hours.

Thanks to Dicky for his efforts to time the riders, even though the poor identification made it extremely difficult for him. I believe he did manage a jaunt around the track. Small compensation for his time.

Thanks to Pat, who along with Tony scrutineered the bikes as they came into the pit. Pat giving up a lot of his allocated track time to ensure the flow of bikes through the pit area. Thanks Pat.

A big thanks to Dianne, without whose enormous efforts to organise the day from scratch, the event would not have happened. Ensuring that everyone had paid the correct amount, filled in the indemnity form and finalising payment and last minute details with the Phillip Island track committee and St.Johns Ambulance must have taken up a huge amount of her personal time. Thanks Di. "Up the cheque!!"

Last, but not least, thank you to 99.9% of our club members for displaying the courteous behaviour, on and off the track, for which this club is becoming renown. I am hopeful, that with a small follow up which I am at present preparing, some of the non-member participants will forgive us for allowing the likes of Andrew to remain in our midst and join up. This remains to be seen.

From a spectators point of view the day was interesting and enjoyable but I'm not going to sit out the next one, thats for sure.

Tony and I spent an enjoyable evening in a lovely restaurant in Cowes with Dave and Bronwyn, Tony F. and Dave ..slick..Moore. A large majority of the M.T.C.V. members headed off for the Tooradin Pizza Restaurant who I'm certain were financially advantaged for the evening, even if passing customers took one look and went for Big Mac's!

Gerry East

VFR750 written off but not forgotten.

ARARAT WEEKEND JUNE 1996

THE DATE:

Queens Birthday long Weekend. June 8, 9 & 10.

THE PLACE:

Turf Hotel, 157 Barkly St. Ararat (Western Hwy).

DISTRICT:

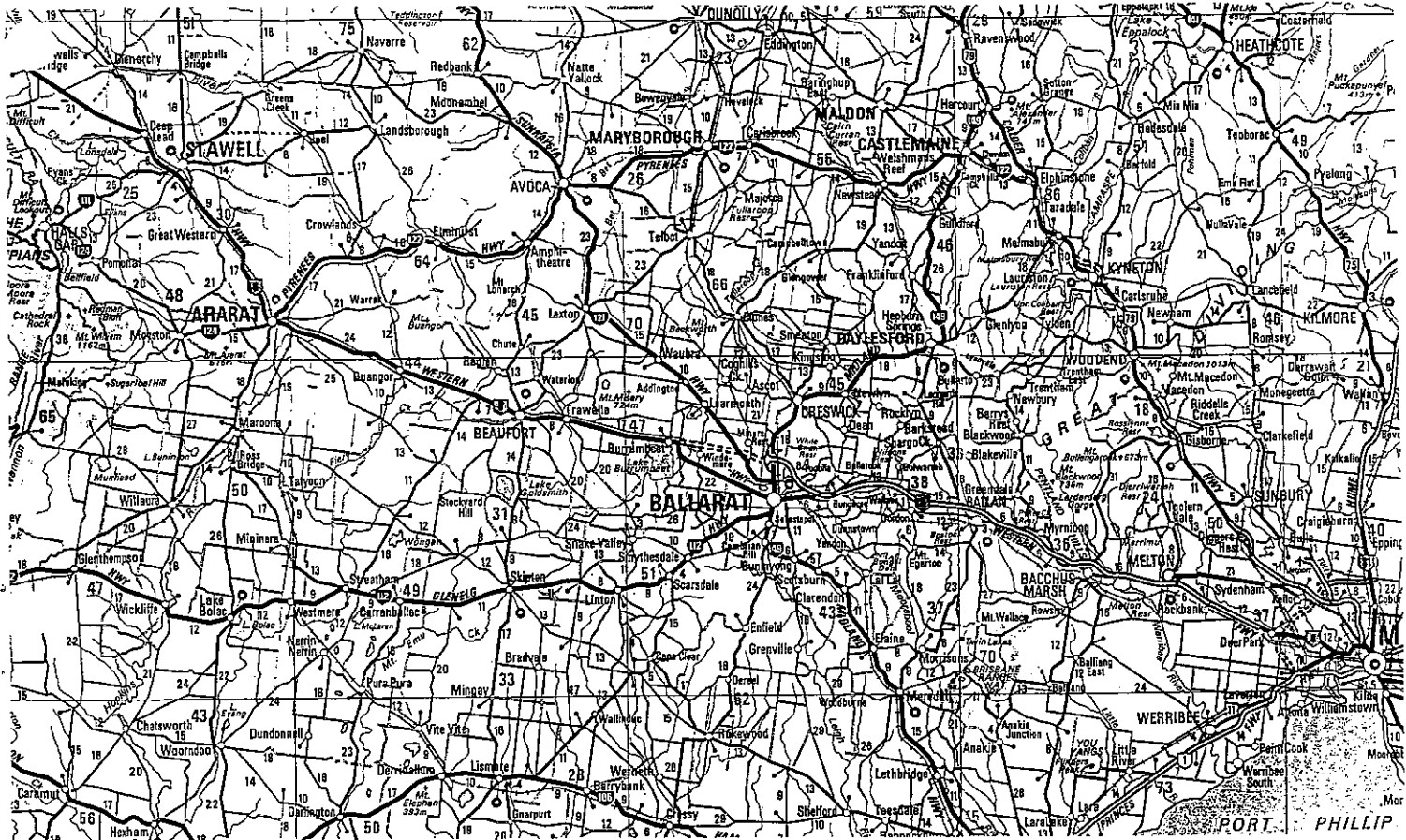
Ararat is 203 kilometres west of Melbourne and close to the Grampians, Wineries, Aboriginal rock paintings and the town of Stawell.

BOOKINGS:

Due to the popularity of this area a we have only been able to book a maximum of fourteen (14) places, which comprise single, twin & double rooms.

Therefore to secure your place please return the attached booking slip, together with the \$20 deposit ASAP.

NOTE. The tariff includes a continental breakfast each morning.



Forward to :- Ian Payne, 6 Peter St. Springvale 3171. Ph. 9558-4740.

Ararat Weekend

NAME.....	PHONE.....
Please book the following for me;	
Single/Double room for Saturday night at \$25/\$35 per room.....	\$.....
Single/Double room for Sunday night at \$25/\$35 per room.....	\$.....
(Continental breakfast included in tariff)	Total.....\$.....
I enclose a DEPOSIT of \$20 per person.....\$.....	
Balance \$.....	

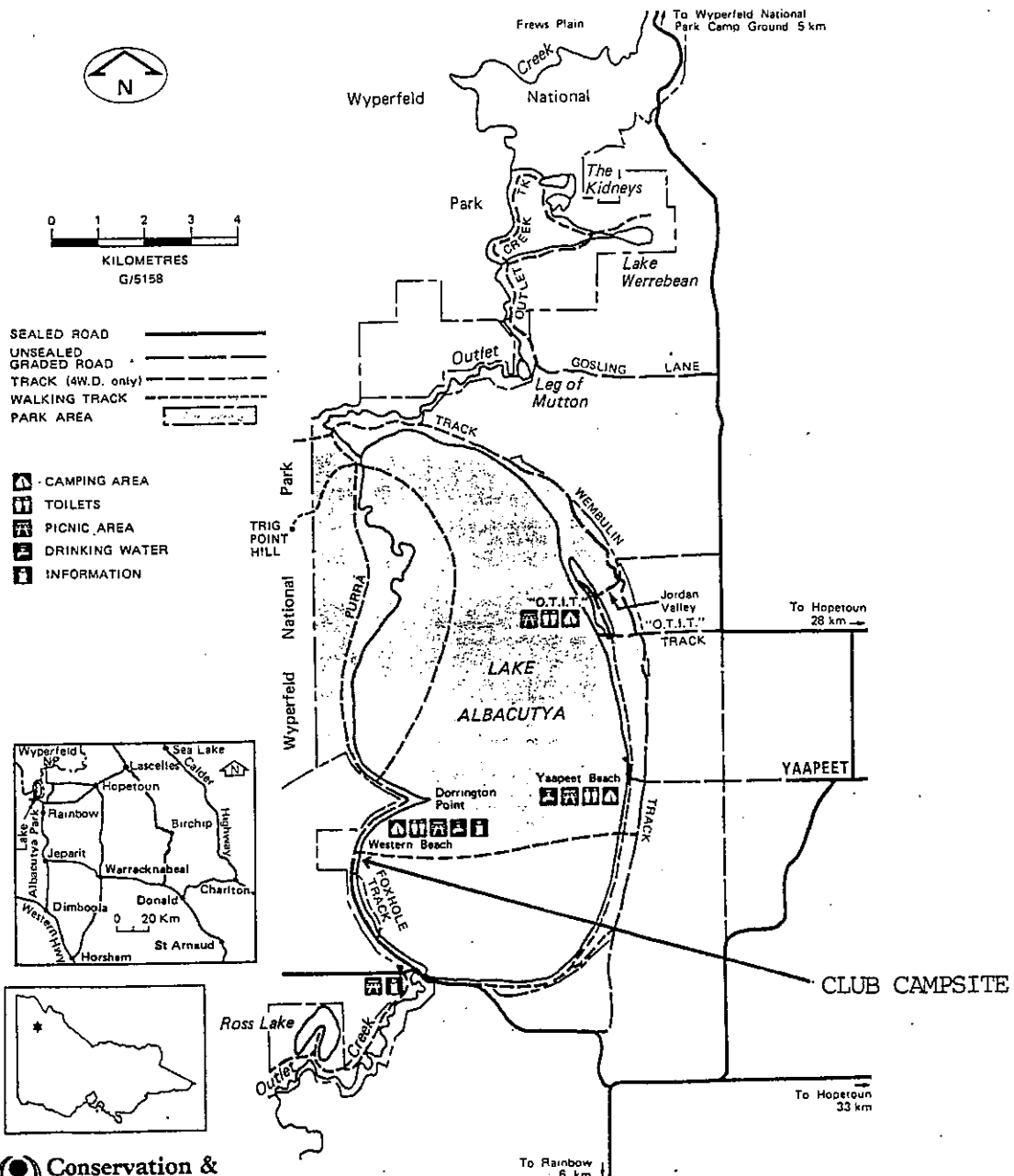
DESERT WEEKEND RIDE JUNE 28th - 30th.

Lake Albacutya. Not recommended for the faint hearted.
Leave Friday night, make your own way there.
Campsite as per map, just at the end of the bitumen.
Toilets and fire places at campsite. Water usually, but don't rely on it.

Saturdays ride: Leave 9am, very demanding riding all day. Make sure you carry enough fuel for 170 ks, food and drink. There are no shop stops. Recovery of any bikes would be difficult, strictly 4WD only, so make sure your bike is in mechanical order.

Sundays ride: Short ride, dependent on recovery rate.
Make own way home.

Lake Albacutya Park



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

PO Box 453, Richmond, Victoria 3121

MEMBERSHIP RENEWALS

Well members it is time to boost the coffers of the MTCV with your annual membership fee. This fee enables the club to keep producing your itineraries, your monthly magazine, the postage of same, etc.

Please let us have your renewal in the near future, by post if you wish, or at the forthcoming meeting.

Membership will expire on the 30th of June each year.

We will be publishing a revised membership list soon, so if you have changed any of the details shown on the list, please let us know with your renewal. The list is only for distribution to members, but if for some reason you do not want details published then please indicate on the form below.

Name:

Change of Address:

Change of telephone number:

Change of Motorcycle: Make. Model:

Membership Renewal

I enclose cash/cheque for \$25.00 (full membership)

\$12.50 (associate membership)

being subscription payment for the forthcoming 12 months.

Please do not publish the following details in the membership list:

.....
.....

Please return this form to the address shown above or to the treasurer at the next meeting.

Treasurer
MTCV