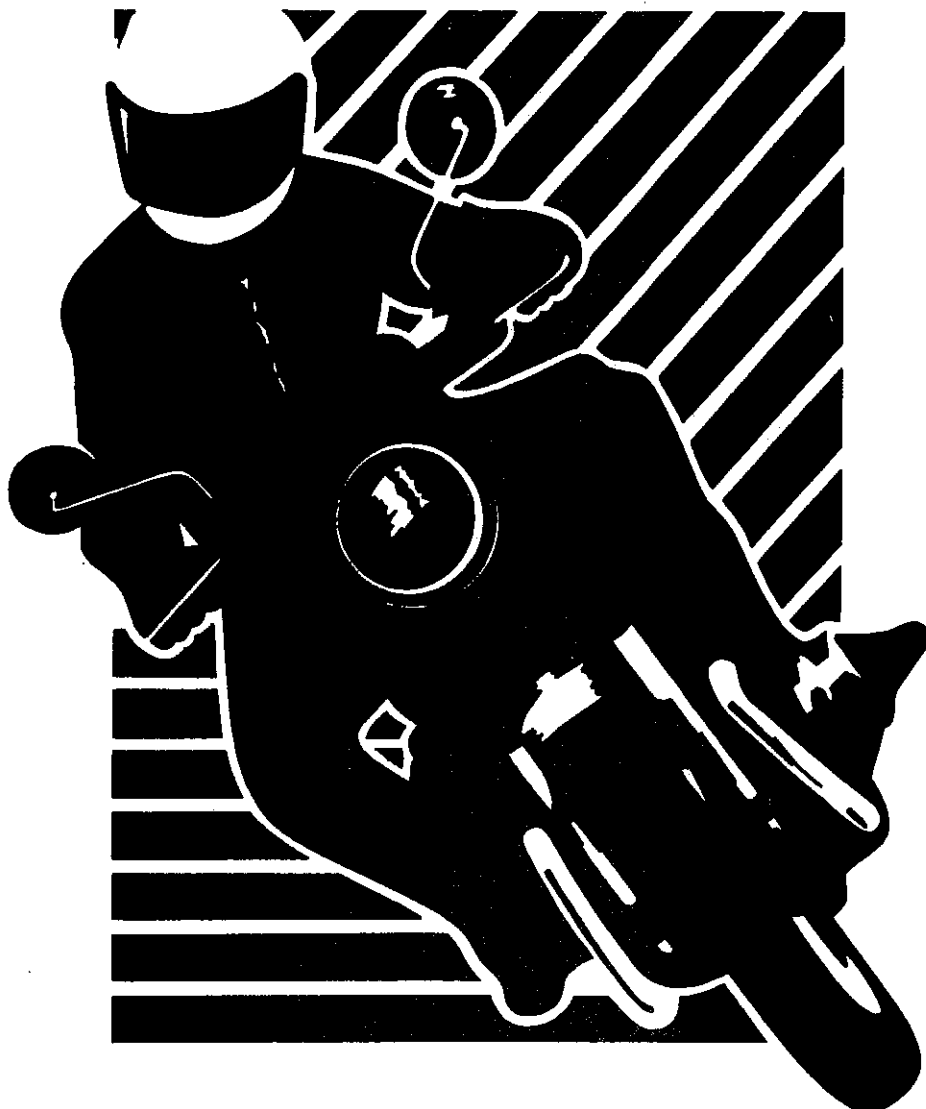


APRIL 97

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY APRIL 1997

- THURSDAY 3RD General Meeting
8:15pm Club Hall at the Theatrette behind the Camberwell
Town Hall.
- SUNDAY 6TH Reefton/Black Spurs Dave Moore Leading
9:30am KBCP 10:30 Yarra Glen
Christmas Hills, Reefton Spur, that tiny bit of dirt between, The Black
Spur and Toolangi Road, up and down Mt.Donna Buang and maybe
Lake Mountain.Twist the wrist and hang on!!!
- MONDAY 7TH Phillip Island Ride Day
Make your own way to the track. Gate open 8:00am Track
open 9:00 40 bikes only
- SUNDAY 13TH Circle Ride Luke Richardson Leading
9:30am KBCP Anti-clockwise from Melbourne to Melton with a lunch
stop in Yea. Approx. 12kms dirt and 420 kms all up
- THURSDAY 17TH Social Sip
Swan Hotel Cnr Swan & Church Sts, Richmond
7ish till late
- SUNDAY 20TH Early Ride Tom Saville Leading
8:30am Warrandyte Bridge...Melways Ref.: 23F11
ARDUOUS##### N.B. No KBCP pick up
- WEEKEND
25TH -27TH Rutherglen Wineries Ian Payne Leading
10:00am Whittlesea A special treat for wine lovers and
motorcyclists. The best of both worlds with Ian at the helm sure to be
a top weekend.

MAY 1997

- THURSDAY 1ST Annual General Meeting
8:15pm Club Hall at the Theatrette behind the Camberwell Town Hall.
Elections for New Committee for 97/98 period. Be there to have
your say.
- SUNDAY 4TH Buxton Counter Meal Jon Riddett Leading
9:30am KBCP 10:30 Yarra Glen LEISURELY
Details next months magazine
- SUNDAY 11TH Fraser National Park Geraldine East leading
9:30am KBCP 10:30 Whittlesea.
Details next months magazine

CAPTAINS REPORT MARCH 97

2nd March 97 Great Ocean Road
Ben Warden Leading
8 Bikes 8 people
Weather: Mainly overcast
No incidents

9th March 97

Warragul
Luke Richardson Leading
14 bikes, 14 people
Weather: Dry and warm
No incidents

16th March 97 Ballarat Wool Shed
Ian Payne Leading
11 bikes, 12 riders
Weather: Cloudy/Cool
No incidents

23rd March 97

Great Ocean Road
Rob Matricciani Leading
4 Bikes 4 people
Weather: Rain early/Fine later
No incidents

28th-31st
March 97 Beechworth Weekend
Ben Warden Leading
7 bikes 8 riders
Weather: Superb
Approx: 2000 kms.

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Hagar



Editorial

Thanks to Ian Payne and Ben Warden for passing on the MTCV Library to me for safe keeping. I am currently sorting and filing so that we can determine the need for copy mags from Members. They make for very interesting reading, especially the early 1970's where Peter P (AKA) Big Daddy features and the hippy/flower power theme runs strong. I will be including write ups from these days of old in the current magazine so that you can get a feel for some of the Clubs history. The myth that we have never lost a rider on a Club ride has sadly been proven incorrect, twice! (so far). Please take care on the roads.

We have two new members to announce this month....Ron Palmer (VFR750), has accompanied us on many rides and was a member of the Tallangatta Weekend Group. Tim Walker on a BMW who certainly won a place in my heart when he visited me on my death bed in February. Welcome to both of you.

This time 10 years ago the M.T.C.V. became an Incorporation. We should have an "Incorporation" Piss up..er I mean party.

I've just sat through the Channel 10 televised coverage of the Phillip Island Superbikes race. I saw Laps 1 \$2, 4\$5, 14 \$15, and the last two laps. Thanks for the ads Channel 10, I hope the rest of the years television coverage is a little less "Commercialised". Oh and by the way, doesn't Aaron Slight ride a Honda? I didn't think they were "attracted" to the gravel.

Andi Sirninger is leading a "Womens Ride" on Sunday 13th April 97. First pick up is at Brighton Kawasaki at 8:30am. She is leaving there at 8:45am SHARP. Second pick up is at Warrandyte at 9:30am. Warrandyte Rd at the bus stop next to the roundabout at the turn off to Kangaroo Ground. Please arrive at Warrandyte with a full tank of fuel. Approx. 250 - 300 kms all up for the day.

I wonder if someone would be so kind as to clear up a small question I have on points and the accumulation thereof for the "Rider of the Year" award. It has been suggested to me that points for, wait for it...DIRT RIDES....are used in the tally. Please tell me this is not so. The name of this club is The Motorcycle Touring Club of Victoria. I don't see the word "DIRT" in there anywhere. Surely the award is given to the person attending the most itineraried Sunday rides???? Does anyone else on the Committee know the correct answer or perhaps someone who has been in the Club for a while can shed some light.

Dave Ward has news of a Motocross Day being held at the Westgate Track (Melways Map 56 RefD3) and wondered if any Club Members were interested. It is being held on Saturday the 12th April and starts at 12:00 midday. Entry Fee is \$10 and a kiosk will be open.

Lyn Duncan kindly represented the Club at the Victorian Motorcycle Council's most recent meeting. As most of you know Lyn is pretty tireless in her campaign for better conditions for motorcyclists and was very interested in what she heard. Maybe she can overcome her shyness and tell us a little about it at the meeting. It was interesting and very relevant and I feel we should be represented on the Councils Committee. I have a copy of their objectives for those who are interested.

Where are our Itinerarys??????

I have changed the name of this page from "General News" to "Editorial" as the page consists mostly of my veiws. They do not necessarily reflect the views of the Committee. An Editorial is an article presenting the opinion or comment of an editor.

Thankyou to those sensitive members still enquiring as to my well being. My collar bone is healing rapidly and my new YZF is in the pipe line and should be here when I return from Germany late April. In my absence my house sitter, Janine, will be happy to receive any faxes of write ups for the rides in May 97.

At time of printing, the minutes of the last meeting had not been received.

FIGJAM

April Who's News

Over the course of the Phillip Island **Superbikes** weekend many members were spotted including Tom Saville, Andi Sirninger, Sam & Rita Sirianni, Dicky Otzen, Ben Warden, Jenny Burns, Lyn Duncan, Alex Oberhoffer, John Willis, Ian Payne, Dee Thomas, and Davorin Zivkovic. The racing was very exciting, despite the first race being held in wet conditions - 12 crashes!

On display in the pavillion was the **Hunwick Hallam V** twin, a fascinating engineering achievement, the crowd 7 or 8 deep when Ian and I tried to see it. It is an all Australian made (except for Suzuki gearbox, Brembo brakes and White Power suspension) engine and frame. It is a 90 deg V twin, 4 valves per cylinder (pneumatic in future), liquid cooled, fuel injected, computerised engine management system displacing various capacities including 997, 1100 and 1350 cc. They had a race version "XR1" (997 cc) claiming 176 hp and 180 kg with 8 kg fairing. Pretty big numbers. Planned production is in early 1998 with costs hoped to be in the low forties. Currently they are negotiating with Vic and NSW state governments to get funding and where to build them. It looks fantastic.

Also on display was the recently released c/o Motorcycle News **Drysdale 750 V8** claiming 120 kW at 17,000 rpm in a road registered chasis weighing 190 kg. They were after \$70,000 plus for such a machine. It didn't compare well with the Hunwick Hallam, looking not fully developed. It is based on two FZR400 blocks mated to a single crank.

The **MTCV Home Page** on the internet has been visited 550 times since the 7th of April, 1996. The URL is <http://ariel.unimelb.edu.au/~ben/mtcv/>

Tony Schrader is currently working in Germany for Audi car manufacturer and is missing the Australian summer - riding, good weather. He'll be home mid-year.

Tom Saville has taken delivery of his new Suzuki TL1000 and loves the motor. The suspension is stiff from new but will soften up with use. He finds the steering heavy compared to Andi's TRX850. We await further impressions.

On the injury front **John Willis's** arm is all but healed, **Gerry East's** collar bone is slowly healing, but still is uncomfortable, **Danny Kosinski** is back riding, his broken leg mended, and Tom Saville has recovered from his broken hip. We believe **Rhys Williams** is undergoing rehabilitation on his fractured hip.

Ben Warden

TASSIE TOUR DAY ONE

Gee is it Monday already, better pack some gear, hand in my time sheet at work, do some shopping, go pick up Michelle and meet the others. Rob rang to tell me he was running LATE so he would meet us down the wharf, so Phil and I rode from my place to meet them. Steve, Sue, Luke and Stav were already there, Rob and Mandy arrived with Stewart shortly after them. 10 people 7 bikes, everybody in high spirits. The back end of the queue was the wrong end for us so we went straight to the front. We parked our bikes and went to the cafe for afternoon tea. Lyn and Di turned up to see us off and were there till the ferry was in motion, it was really nice of them to wave us off, thanks to you both. The trip across Bass Strait was smooth all the way which was a bit of a disappointment to some of us, but to those with half their stomach in their throat they just didn't seem interested in talking about a bacon and egg breakfast. The ferry arrived at Devonport at about 8:00am. Phil was held up getting his bike off, but unloaded his XJ in fine style with a mono across the ferry ramp. (Lucky the Club Captain wasn't there to see that Phil..FIGJAM)) We stopped for fuel, 81 cents per litre, and headed to a hotel in Burnie, unloaded our gear and went for a ride. We travelled west along the Bass Highway meeting the Ulysses Club at one of the lookouts we visited.

We had lunch in Stanley, then we climbed on to Stanley's Nut - lucky guy you might say, no its a rock outcrop with a plateau. Half of the group took the chair lift and the jeep tour around the top, the other half of us walked, which took about the same time.

On the way home or back to Burnie we visited Dip Falls and The Big Tree, this is the only dirt road we used for the 2500 kms trip, was about 5kms into a rainforest and well worth the detour. Thanks Luke for leading there and Rob for bringing us back and Mandy for the never ending video filming. I think somebody superglued the view finder to her eye. Back at the hotel we had a charcoal grill for tea and one by one went to bed. This was the start of a great week with good roads, scenery and it was good to see everybody getting on so well together, thanks to everybody who went.

Mark Dennis

TASSIE TOUR DAY TWO

Burnie to Zeeham via Savage River and Cradle Mountain.

It was an extra \$8.00 for breakfast at our thirty bucks a night per double in Burnie, which had a room so big you could even open the door half way once a double bed was put in it but it did have clean sheets, although Rob and Mandy may have a different story there and they didn't realise until morning, ORR YUK! So it was breky at a bakery Luke found in Somerset.

It was about 9.30am when we hit the road and the Murchison Highway was chosen because of the Hellyer Gorge and ya know what that means, left handers right handers rock walls and cliff faces, "speedin' time" but even though the weather was fine first thing, it became more threatening the closer we got to the hills, and by the time we reached the Gorge it was raining. Although it did give us a taste of what was to come.

After 65kms we came to a tee intersection turn left back to Burnie along the B18 (hum I wonder about that road) that happens a lot in Tassie, turn right and its to Queenstown and Savage River, short distance, another tee, Savage River to the right, left is Queenstown via the A10 and on the corner was a bus stop type hut made out of corrugated iron and big enough to fit us all, by now the rain was quite hard. Savage River had been pencilled into the itinerary and we had heard about the road. Mark, Mitch, Stew, Sue and I agreed it was worth a look, Luke, Stav, Rob, Mandy and Phil hung back to fix Stavs sticky throttle.

This road is so famous they hold targa (I only type what I see..FIGJAM) rallies here, as a matter of fact there was one held there one week earlier putting crap all over the first 10 kms in, the other 33kms were just wet. But this is a great road. First we're up high and can see the wilderness for as far as the eye can see then we wind down this huge valley and come up the other side. Grouse. At the other end is a town being dismantled now that the iron ore mine is closed and the bloke at the servo reckons he may not be serving in a few weeks, something to consider if heading out that way 43kms in and 43kms out and worth it.

The others were waiting at Waratah (a town built around a gorge with a water fall smack bang in the middle of town. Top views) having chips and coffee, but it was at this point did I realise that Sue wasn't enjoying herself as much as I was, err,, she didn't feel good on the boat either and she did have some red wine the night before its not my fault, really, err sorry hun. While Sue was in the toilet cleaning the inside of her helmet, we ponder our options, and decide Cradle Mountain was still worth a go look see despite the low clouds and rain and just as well, by the time we had reached the turn off the rain had stopped and a few kms in on the Cradle Mountain Road the clouds had already started to break up, the last 6kms to Dove Lake (thats the one you see in the fore ground of all the Cradle Mountain postcards) was gravel, it was very windy, cold and spectacular and definitely a must on any Tassie tour. We went out the same way we came in and by now it was dry. Not that it really mattered from a riding point of view, the roads are of such a nature that they are "grippy" wet or dry, very abrasive if you like. Which is a worry when it comes to tyre wear. I tried to limit my straight line speeds to around 130kph which worked for me with the centre line of my rear tyre lasting the two and a half thousand km tour.

Back on the Murchison H'way at Tullah while filling up we notice vehicles coming from the direction in which we were headed covered in brown gunk, a four wheel drive pulls into the servo and Luke (our leader for the day) asks the question. A lot of crappy roadworks ahead and an alternative was suggested, now I can't remember the name of the "alt route" but it did have the Murchison River and Lake Anthony in the foreground with the Cradle Mountain Lake St.Clare National Park as a back drop and bitumen that could have come straight out of a motorcyclists imagination..in a word..fantastic! (that section was about 30kms long)

Then it was Zeeham Highway to Zeeham where our accommodation had been prearranged. total bill had been quoted and at first we were going to split the bill equally, but upon our arrival we realise some beds were better than others and we graded them in order of value, the three single blokes shared a room in the pub at \$20 each, Sue and I, Mitch, Rob and Mandy had our own rooms in the pubs separate cabins at \$30 a head leaving Luke and /Stav to put two single mattresses down on the lounge room floor in one of the cabins for \$25 each. That evening, the girls using the cabins cooking facilities and under Mandys supervision whipped up a pasta dish that everyone coming back for more, some big eaters here and there was plenty enough for everyone and cheap too. Beer and bullshit topped off a sensational day. Thanks to everyone for making it so .

Just a word on Tassie generally. I hadn't been there before but I had heard its a motorcyclists dream and that it most certainly is, even the highways are twisty with the scenery for ever changing not a boring moment in the 10 days I was there. This day was fantastic but the trip got better from there, in the 9 years I've been a Club member I've had the privilege to take part in some exceptional tours, Snowy Mountains and Tallangattas will always figure prominently, but Tassie was by a country mile the best trip I have ever done with this Club. A big, big, BIG Thanks must go to Luke who painstakingly put together the itinerary and was leader or rear more than anyone else, Rob and Mandy for arranging most of our accommodation in advance, and of course, everyone for coming along and making the trip so memorable

Steve GPX750

(With Sue on my back)



RUTHERGLEN WEEKEND - APRIL 25/26/27

For this 3 day Anzac Weekend we will stay at Rutherglen which is approximately 280kms north east of Melbourne. Rutherglen is a notable wine producing area close to the Murray River with the surrounding area hosting over a dozen wineries. It is 45kms west of Albury/Wodonga and 100kms from Mt. Buffalo, so for those not interested in wine, some great riding roads are nearby.

We will be staying in the recently renovated Victoria Hotel which is in the middle of town, has a restaurant, 3 star rooms and off street parking.

Due to the popularity of this area accommodation is very scarce both in Rutherglen and the surrounding areas. There is also a **long weekend surcharge** on all accommodation, fortunatley ours includes a **cooked breakfast**.

Therefore, if you wish to join the Club on this weekend fill in the booking slip below and forward to Ian Payne with a deposit ASAP.

BOOKING SLIP FOR RUTHERGLEN

Name.....Phone.....

Please book for me:-

Friday 25th.....Single/Double Room at \$30/56 per B&B.....\$.....

Saturday 26th.....Single/Double Room at \$30/56 per B&B.....\$.....

Total \$.....

LESS DEPOSIT \$ 20.00

Balance \$.....

"Due to Limited Single Rooms, Members Will be Asked to Share"

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

WOMENS RIDE DAY

THE FAR SIDE

By GARY LARSON



Early archaeologists

Approx 250 - 300 km

WHEN: SUNDAY 13th APRIL

WHERE: A) BRIGHTON KAWASAKI 8:30AM
LEAVING 8:45AM SHARP

B) WARRANDYTE 9:30AM
WARRANDYTE RD AT THE BUS
STOP NEXT TO THE ROUNDABOUT
WHERE YOU TURN OFF TO
KANGAROO GROND

PLEASE ARRIVE AT WARRANDYTE WITH A
FULL FUEL TANK - TA!

SEE YOU THERE

20 YEARS AGO

THIS ARTICLE IS TAKEN FROM THE APRIL 1977 ISSUE OF "GOOD VIBRATIONS" MAGAZINE.
WOULD THIS BE OUR OWN TOM S?

Sex Tour (Do it in the Dirt.) 27-3-77.

We left KBCP at 9.35 with twelve members, with the mighty 550 in the lead. (fully recovered from her drowning at Dargo.) Big Daddy kept up the rear. We stopped at Whittlesea to top up and to get a snack. Big D. was talked out of placing his milkshake in his pannier for the 60km trip to Murchison Falls, which involved 15km of dirt road. He honestly thought that the milk would remain in place for that distance. Maybe the 9.00 am meeting time was too early for Peter.

We toured on through Wandong on the Broadford Rd., and turned off onto the Spier Rd., which took us through winding bitumen road to Mt. Disappointment State Forest. The road follows the spur and rises sharply. The dirt road soon began and was a bit hairy because the Forestry Commission had dumped screenings on the road for winter use. The track down to Murchison Falls has a steep drop that was a good hill-climb for Paul and Tom.

We spent about twenty minutes at the falls and had a bit of a look. The falls are quite high, but there is little water at this time of the year.

I led the club into the unknown through a maze of un-signposted forestry and logging track towards Strath Ck. The steep dirt track down from the hills finished in some cow paddocks. We stopped to investigate a gold mine which is still in operation, and poked around some other disused tunnels. From Strath Ck. we caned up through Murchison Gap to Broadford, and then onto Seymour along the freeway. While we were having lunch, Bob Evans and Barbara (200 Honda) arrived. Bob gave some poor story about missing the club because Barbara kept him waiting. You should know better Bob. Bob brought his own rain-storm with him. After a general discussion, we toured into the distance to inspect the Tank Museum at Puckapunyal.

The Tank Museum was great stuff, with a large range of tanks to choose from. The museum is free to enter and is well worth a visit. We headed home via dirty back roads. We were over shadowed by a large black cloud, and by the time we got to Broadford, it came down solidly.

With typical bad judgement, I decided to lead the club over slippery dirt goat tracks to Melbourne via Reedy Ck. The rain continued to fall and when I stopped with Paul to wait for the rest of the club to catch up, I am sure I saw steam come out of his ears. He wasn't very pleased with my choice for a route home, Greg Moore yelled out something about me leading the club on goat tracks and I replied that anyone following me is a goat anyway. (Not exactly a responsible attitude - a) Because of my bad choice of roads (or good choice if you like dirt) Barbara unfortunately parted company with her CB200. She was unhurt, but the front forks were injured and a blinker suffered badly. I now realise that I did the wrong thing by leading the club onto a road that was not safe for the majority to ride on. Gail broke the law of gravity and nature by riding her 350 Honda on baby-bald bridgestones through hazardous slippery dirt roads. Finally we got back onto the Freeway for an easy cruise home. Overall it was a great day, and I am sure those who went appreciated going through country that they had not seen before. The sex tour ended with an extra 300 km on the clock.

T.V. & revived 550

P.S. Thanks Tom for opening the Gate.

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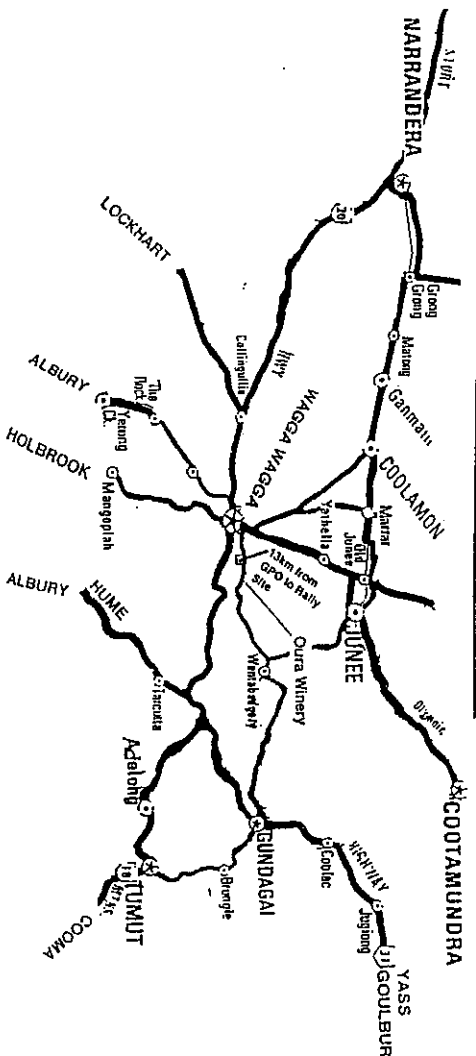
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Best Jap
Best American
Highest Combined Age
Longest Distance Female
Longest Distance Male
Highest Club Attendance
Hard Luck Award

Indemnity Statement

I,..... undertake not to hold the organisers of the Oura
Bushfire Brigade or sponsors and representatives responsible for any damage or
theft of machinery or possessions or any bodily injury sustained during the course of
the rally.

No cars, No louts, No thieves, No firearms, No unregistered trail bikes.

Entry Form

Name:

Signature:

Address:

Entry Fee: \$10/\$12 late

Machine Make: Year:

Model: Capacity:

Distance ridden to rally:

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till
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ICICLE RIDE ENTRY FORM

NAME/s

ADDRESS

CLUB

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P.O. Box 2298
Richmond South 3121

"Tom's Terrible Trek"

March 8,9,10

It must be about 6 years since we had the inaugural M.T.C.V. week-end dirt tour. It started from the pub in Maffra, did a loop through the Victorian High Plains, with one night camping out, and finished back in Melbourne. About 10 members did the journey and because of the altitude of the route the troops attending were dubbed the "High Plains Drifters" This time, in 1997, with four of the original "Drifters" participating plus another three new chums we self-indulgently dubbed ourselves (yes, you guessed it) "The Magnificent Seven" If this era of movie making was before your time, then pop into your local video shop and borrow these two classics from the Nostalgia section. Friday evening, about 7 p.m., I cranked up the mighty 350TT and joined the mass of holiday traffic heading east for the long weekend. Unlike the first dirty tour, where a flotilla of wives and girlfriends followed in cars carrying food and camping gear, the 1997 run was a "you carry everything yourself" affair. This included extra fuel for the 190 k day.

Melbourne to Maffra on a trail bike is a good test of how much junk you should have taken out of your pack and left at home, but didn't. By Moe, I had the choice of staying with the heavy holiday traffic or going it alone on the backroads to Heyfield. It was a pitch black night and the TT runs a 25/25w head light. What the heck; I took the backroads.

Rob Langer had left several hours before me and had been drenched in a torrential downpour, but all that was left at 9 p.m. were wet roads in places. Maffra appeared on the horizon soon enough and I cruised into the pub where Tom had the bottle shop storage shed (i.e. the trail bike compound) opened in a flash and the TT, the last bike in, was safely locked away for the night. Up on the hotel verandah were gathered "the Gang of Five" who will be undertaking a private journey to Cape York in a few months time. This weekend was to prove a valuable 'dry run' for the group as to what they would need, to survive 4 weeks in far north Queensland.

There wasn't a lot of sleeping done on Friday night as the disco band, the late night drinks, and the early morning yobbos successfully shattered the still night air again and again and again.

Regardless the troops were up at a respectable hour to partake of breakfast.

DAY ONE

The line up was as follows:

Andi	ATK605	Dee	Yamaha TTR250
Tom	Yamaha Super Tenere 750	Steve	Honda XR600
Rob	Honda XR400	Les	Yamaha TT350

and Sam would join us that night at Dargo on his Kawasaki KLR650

Dee and Steve had already established themselves as the Heckyl and Jeckyl of the tour. Their constant banter had Andi in stitches as early as breakfast the first morning. Her tea and toast coincided with the constant snide remarks and nearly caused a nasty obstruction of the windpipe.

8:45am we shuffled downstairs as we had been informed that somebody would arrive at the pub to unlock our bikes from the compound. 9:30am nothing was happening, so Tom rang the licensee to jog his memory. By the time we had attended to routine maintenance and fiddled about it was at least 10:am before we rolled north towards the Great Divide. All riders were carrying camping gear and food for 3 days, plus extra fuel capacity for the Sunday. We soon took the Valencia Creek track and began to climb in altitude with first a sheer drop on the right and then a steep drop to the left. No-one could ride this country without being stunned by its rugged beauty. The rain from the night before had left plenty of mud puddles but had also dispensed with any dust.

A dirt riders dream.

By lunch we were at the Pinnacles, a spectacular stone ridge with a 360 degree view of the rooftop of the world around Dargo. Steve and I even drummed up enough energy to climb to the fire observation hut. The next trail section took us along the ridge to Castle Hill and then the descent (known as 'the jump up') into the valley. Tom and I had been down here many years before with the road going BMW's, but my courage has certainly taken a nose dive since then. Dropping over the steep slopes I could feel the cold hand of fear on my shoulder more than once.

More by good luck than by good riding I arrived at the lesser slopes in one piece and then began one of the most amazing sections of trail. Twist, turn, up, down, through the creek, twist, turn etc.,etc. The boys up front were giving it the berries. With one particular lad on the titanic of a trail bike dialling "P" for power and the rear tyre running out of "T" for traction. When 230kgs of bike decides to go down, there's not a lot you can do to change its mind. Anyway, Tom dusted the leaves off himself, kicked the bike straight and we were on our way again.

The multitude of creek crossings were getting deeper from the overnight rain then we finally reached the "Big Mutha". You dropped off the bank into a foot of water, headed fifteen meters downstream and then turned for the opposite bank. At the turn, the bike plunged into even deeper water and in the case of Andi, Tom and Les it was at this moment that the engines died without a murmur, carby breather tubes seemed to be the problem. Rob, Dee and Steve made it through, but what with pushing the bikes out most of us ended up wading around in thigh high water. Fortunately, the water temperature was very mild. The two Yamahas (TT and Super Tenere) refused to start, water in the carby bowls being the culprit. The TT being considerably easier to work on than the big road going 750. Eventually, all motors fired up and a bunch more creek crossings later we rolled out into the Dargo road.

From here we cruised into town to refuel, consumed coffee and the odd meat pie or two. Fifteen minutes later (great timing) Sam cruised up on the big KLR and we had our full contingent. By continuing through town (if you can call it that) and taking the north Dargo track we arrived at a good river campsite for the evening. Pulling to a halt, Rob inexplicably dropped the XR400 while stationary. Thus commencing a strange series of "drops" for him on the weekend. Much drying out of socks, boots, trousers etc., proceeded around the campfire until light rain sent us scurrying for our tents where, I for one, remained for a good eight hours not having had much sleep the night before.

DAY 2

Sunday morning a few were up and about at 7am and a much better start was made to the day than our previous effort at Maffra. It was pretty cold doing the transport section up to the turn off and then into the historical ghost town of Grant. After absorbing the historical information from the tourist board we proceeded down, down, down into the Crooked River Valley. This was another gold mining town called Talbotville of which nothing remains except a couple of lemon trees and one or two grave stones. Twenty years ago the MTCV had a weekend camp in here and everyone rode their street bikes down the massive descent. Fat chance of that happening with today's bikes (and riders) (That's a bit cheeky...FIGJAM)

Several crossings later of Crooked River we took Racecourse track and set our bearings for Wonangatta. Entry to the valley requires the ascent of Wombat Spur to an altitude of some 4500 feet. At this stage I took over rear riding duties from Andi. I had actually been slowing her down, such is the level of her off road riding ability these days. She does a great job on the big American 600. And a strong exhibition of riding too, from Sam on the KLR, which resembles a bridge truss; and as for Tom on the massive Super Tenere...well what can you say. He does things on the trail with that 750 that I wouldn't attempt on a mini bike. Right on top of the Wombat Spur we stopped and assembled the 7 bikes in precise formation for the official dirt tour photograph. Yes Folks, the Magnificent Seven atop the grandeur of the Great Divide.

At this point two other bikes shot up onto the ridge from an alternate track. A bloke on a Kawasaki 650 trailie and much to Andis' interest another young lady on a Yamaha DT200. The descent into Wonangatta Valley is pretty steep and loose and rocky and once again the cold hand of fear was on my shoulder. But I made it down without dumping the bike and continued on to the floor of the Valley. Lunch time saw us pulled up in the shade of a copse of English trees. These trees would have been the result of plantings from the original homestead, almost nothing of which remains. The Zeka track is a rough rocky rutted trail that switch-backs its way from Wonangatta to the Howitt High Plains. One hill caused a few problems with Sam hitting a false neutral on the big KLR and when he dabbed to regain balance found his leg about 30cm short.

Rob and I scooted up to the slope to give him a hand. Rob on his bike and me on foot. On reaching a ledge near Sam, Rob parked the 400 on its side, got his feet tangled in a tree root and (Yep, you guessed it) went arse over again. With Sam mobile we continued on till almost the top when I rounded the corner to find all bikes parked and Andi waving a pair of tyre irons in the air.

The KLR had pinched a heavy duty front tube, but in no time at all the team had pitched in and completed the change. One of the good things about riding with a helpful group of friends. At the Howitt road Tom pulled in to regroup. "Funny", he said to Rob, "I can smell something burning!". "Something like melted vinyl". Yep, you guessed it. Robs thrown over saddle bags had forced the side cover onto the exhaust and the rest was history. Well, a lot of his gear was anyway. Destroyed bags, melted side cover, melted winter jacket and on the other side, the sleeping bag had been rubbing on the rear tyre and holed out. Looking on the good side, it was better that it happened here than a week into the Cape York trip with three weeks to go. Riding quickly across the open spaces of Howitt we soon arrived at the turnoff to Kelly's Hut. At the first chain wire gate Rob pulled up to help open and close the unit, when (Yep, you guessed it,) he dropped the XR again. Sunday was just one of those "shit-of-a-days" for Rob. Kellys Hut is off limits these days, so we rode onto a terrific little camp site with running water. Wood gathering and camp fire lighting completed, we then had a good time riding everyone elses bike. Steve's XR600 gained the most approval if the grins worn on return by Tom and then by Rob were any indication. Sunday night was very cold, or maybe it was the chill of Sams stories about crocodiles on Cape York.

DAY 3

The troops were slow to emerge from their cocoons on Monday morning. I was first to re-light the fire by time proven method of half a litre of petrol and then "Voompah". With the sun well and truly up we headed off on the last bush section to finally join the gravel road to Licola. The track out was a maze of very large mud puddles. This morning of the last day, Dee was keyed up like a small boy on Mars Bars. A bit too much zip on the Doo Dah and suddenly the back was no longer there as the TTR slid gracefully to earth. Actually, to give him the benefit of the doubt, Dee had ridden extremely well all weekend on a very ordinary looking dual purpose tyre. The freight train of trail bikes rolled down the Wellington River road and stopped at the bowlers in Licola. The official trail component of the ride over, we wished each other the best, thanked Tom and Andi for the days and days of preparatory riding, agreed that it had been a ripper of a weekend and headed on our separate ways. Steve and Dee by way of tracks (and therein lay more drama) to their vehicle at Maffra. Sam home to Hallam via the highway to get some sleep before fronting up for the night/morning shift, and Rob, Andi, Tom and myself to negotiate the thousand twists and turns of the gravel roads over Mount Selma, Matlock, and eventually Cumberland Junction.

Well, there you have it. Something different. I know that as a motorcycle touring club, trail riding is not really our official bag but I like to refer to runs such as "Toms Terrible Trek" as "Bush Touring". It has all the rewards of touring on the road, but with the addition of the most amazing country side that this land has to offer.

See you on the road (Track).

Les and (The Magnificent Seven)

Workers get payment in lewd

☐ IS it any wonder that chunky, fun-loving Russkie Boris Yeltsin has decided that drastic measures are called for in his troubled nation?

London's *Sunday Times* has revealed the plight of exhausted workers at the Akhtubra factory in Volgograd: none has

received wages for the past 13 months. They are paid, instead, in goods from the factory.

The factory used to produce high-precision marine instruments. But now?

Akhtubra makes sex aids.

BIKER WANTED
For attractive 20 year old slim
with long brown hair. If you
are in your 30s and over, looking
for a partner with nice, nice
please ring with message. Name
would be.

Warragul 9th March 97

Stewart Foster	ZX6R	Ian Payne	RF900
John Willis	FZR1000	Craig Morley	YZF750
Steve Leyland	GPX750	Diane Welsford	CBR600(Rear)
Danny Kosinski	VFR750	Lyn Duncan	GSXR750T
Danny Vits	TRX850	Luke Richardson	XJ600 (Leader)
Ben Warden	ZXR750	New Rider#1	ZZR600
New Rider#2	GSX250 Across		
Rob Matricciani	GSXR750 (joined at Noojee)		

An overcast sort of day to head East with some good known quantity roads thrown in. Sounds good to me.

Secondary pick up at Hallam had me a bit stressed as no one was volunteering to be at the rear. I was quite prepared to take on the responsibility but some days you just have other plans.....Thanks Di. When you're Captain I'll do it for you one day.

Full of fuel we follow Luke through some interesting roads I haven't seen for quite a while. Its great to flex some of the muscle lurking beneath the big bikes available today. My VFR's audiosonics heightens the experience for me enormously. The first break at Warragul (130kms) produced an almost ghostly aura around the parked bikes as everyone was off in search of food or facilities.

The group left from here in an almost commonplace occurrence of splitting into a good bitumen and a bloody good bitumen and dirt rides. Six bikes take off after Ben while four and myself follow Luke. Some fabulous curves and good roads too! more than compensated for the dirt.

Re group at Noojee with tongue wag and story telling

Some more new roads were found by our leader. At the end of a short gravel section, John W. and Danny V. corner marked and waved riders over and cautioned them on gravel sections in the twisties on the way down the hill. Nice to see a service done beyond the call of duty. A dip in the middle of a slight kink caught Craig and myself. I skated on my centre stand and Craig pulled out his spare of jocks after his YZF became jittery.

The ride continued toward Yarra Glen. En-route, riding into the afternoon sun, Stewart was momentarily blinded and continued riding straight ahead. Meanwhile, the road went to the right! Ian wasn't far behind and also went gardening. Stewart pulled his bike up since he was already off the gas, but Ians was a first class save. Cheers and horns blasting from Ben and myself as Di pulled in to help. Ben and I continued since the fun was over.

Breaking up in Yarra Glen (170kms = 300kms for the day). Many thanks to Di and Rob M. for rear riding and Luke for the good lead.

Till next time, keep sliding

Danny K

VFR750

P.S. Pillion seat on VFR available on request.

CLASSIFIED ADS

Phone - Hands free, cordless. Key Pad on handset and Base station. As new \$150
Queen size Futon Bed Base - As new \$100

Ph: Lyn Duncan 9354 9427

Starters :- Jack GPX1000; Darryl & Kaye XJ 900; James RG 250;
Craig CEK 750; Ross BRADSHAW GS 1000 and Hans K100 RS.

Weather forecast:- Strong Winds and Showers.

When I arrived at the KBOP Darryl & Kaye had just arrived and Jack and James arrived shortly after. The weather at this stage was fine but windy.

Left for the Laverton pick up point travelling straight over the Westgate & up the Highway. At Laverton found Craig waiting and Ross arrived shortly after.

We were just leaving when James decided to have breakfast and held up the ride. He was Politely informed to have breakfast in his own time before the start of the ride or when the ride stopped for a scheduled stop.

Left Laverton for Geelong at 10.15 am into a strong head-wind. I was leading with Jack rear rider. After leaving Geelong we ran into the first of many heavy showers forcing us to stop and don wet weather gear. At Anglesea we re-grouped and then continued on to Lorne. The G.O.R. was a little damp at places and very wet at others when we were hit by heavy showers at regular intervals.

At Lorne we again re grouped now with Craig as Rear rider. After a short stop headed to Apollo Bay for lunch at our usual Cafe. It rained off and on all the way there. During our lunchtime chat found that the others were reluctant to head for Lavers Hill over the dirt section. Darryl & Kaye decided to head back home along the G.O.R. The others decided to come with me after I told them that Jack was also going, and I said the dirt was probably tarred by now.

After lunch left for Lavers Hill and found that the dirt was not as bad as they had thought. We re-grouped on the other side of the dirt section and James decided there he didn't want to go on and went back. The rest of us carried on although Ross said he would later take the road to Colac.

We carried on to Lavers Hill and then back east toward Beach Forrest. At the Colac turn off Ross, Jack and also Craig decided to head for Colac. I left them there and headed for Beach Forrest along some dirt (Good stuff not slippery) for about 12 km and back onto the road leading back down to Skenes Creek. It had stopped raining when I got back on the good road and soon after everything was dry.

From Skenes Creek travelled back to Geelong on the now dry G.O.R. at a fast clip and arrived home at 4.30 pm after a total of 460 km for the day.

Weather wise I expected a lot worse for the day and I quite enjoyed the ride. In regards to following the ride with the leader it was awful, with 6 starters, and only myself to finish the planned ride.

H. WURSTER - K 100 RS

10 YEARS AGO

THIS ARTICLE IS TAKEN FROM THE APRIL 1987 ISSUE OF "GOOD VIBRATIONS" MAGAZINE.
RIDERS COMPLAINED, WAY BACK THEN, ABOUT THE DIRT BETWEEN APOLLO BAY AND LAVERS
HILL. SOME THINGS NEVER CHANGE

Ballarat Woolshed 16th March 1997

Ian Payne	RF900	Lyn Duncan	GSXR750T
John Willis	FZR1000	Rob Matricciani	GSXR750
Danny Vits	TXR850	Craig Morley	YZF750
Steve Leyland & Sue	GPX750	Jack Youdan	BMW
Gary Clifton	ST100	Geoff Jones	RZ350
Rob Langer	VFR750		

Val Jones met us at the Wool Shed in the car

As I set off from Healsville at around 8:30am it was steadily raining and the wet weather gear was required. A few familiar faces awaited me at the KBCP and Ian filled us in on the days activities. It was a clearing sky as we set off over the WestGate Bridge, lane dodging our way along.

We headed towards Anakie, then south to Bannockburn for smoko. My plastic seat collapsed from underneath me while sipping on a cuppa, and everyone else enjoyed seeing me on my bum again. No gravel rash sustained this time though. Lyn had on a new set of boots, fitted the day before, being swapped off a brand new TL1000 buyer, who didn't like the Metzlers but bought Michelins instead? Lyn said she could certainly tell the difference between the standard tyres and these race compound thingies.

We came across a herd of sheep in the middle of the road and Steve went into auto-pilot and started forging a way through. (Obviously must have been around a lot of sheep in his time) The Brisbane Ranges were enjoyable and we headed through Steiglitz, Grenville, Bunningyong, Mt.Helen and into the Wool Shed Car Park for an informative lunch session. Most people went on the tour, which included. sheep dog working exhibition rounding up, no, not sheep, but would you believe..DUCKS!! I did hear tell of some animal cruelty being inflicted by Craig upon some unsuspecting piglets, causing distress to Sue Wells. All round an informative time was had by everyone.

After we had all had some good grub and re-fuelled, off we went again. The roads just got better and more gooder all afternoon, through Pootilla, Dean, Newlyn, Daylesford, Bullarto, Trentham, Tyledon, Woodend, Mt.Macedon, Riddles Creek, Clarkefield and break up at Bulla. A great day was had by all and was set to continue for some as we headed back to Lyns for a much needed bevvy. Then on again to catch up with Gerry East for a Pizza/Gossip session. Many thanks to Ian for leading and Rob for rearing up.

John The Pom
FZR1000

THE RACV/TRY GREAT ESCAPE

30th May - 7th June 1997

Australia first long distance charity motorcycle ride over 4,500 km and eight fun filled days. From Bendigo to Melbourne via Rankin Springs, Cobar, Broken Hill, Wilpena Pound, Murray Bridge, Mildura and Halls Gap.

This is an 8 day adventure for bike riders and any road registered bike can take part. The tour will raise money for the youth in our country and research into kidney disease. The event will cater for all tastes from the TRY Tour using only bitumen roads to the Kidney Challenge - using k's of dirt.

WHAT DOES IT COST?

TRY Tour - \$450 per bike Kidney Challenge - \$600 per bike.

Your entry donation fee can be raised by many and varied fundraising methods. If you place a \$250 deposit that secures your place in the tour and gives you time to hare off and raise the rest.

WHO WINS?

The Australian Kidney Foundation and TRY Youth and Community Services will be the real winners in this fun run. There will be many and varied awards at the Gala Presentation Dinner, from the "Greatest Trier" to the "Zaniest Bike".

For details on what to bring (apart from your good cheer, of course) call 9776 3041 Run info Call: David McDonald on 03 9347 2655 Mobile 1800 350 450

ELECTION TIME

May is nearly upon us and with it comes the Touring Club Annual General Meeting. Arguably the most significant part of the AGM is the election of the next Committee. The Committee is, according to the Constitution, set up to manage the affairs of the club. The Committee is also ideally supposed to represent all facets of this club and herein lies the point in this spiel. It is my belief that a portion of the club feel that they are under-represented or not represented at all.

Now is the time to change that! At some point during the April General meeting Mark, our President, will call for nominations for Committee members. Nominees will be accepted until the voting begins at the AGM. I strongly urge anyone interested in playing a more active part in the running of the Club to consider putting yourself forward as a candidate or, failing that, finding someone you feel represents what you are looking for in the club.

For those considering running, the worse that can happen is that you are unsuccessful. If you are successful it only requires an extra few hours each month. If you are not running, canvas people you feel would best represent you and nominate them. Even if you won't be attending, remember to get your proxy forms in (found elsewhere in the magazine), enabling your voice to be heard. Too many candidates will give people choice whereas too few candidates is a symptom of apathy and disinterest and can spell the beginning of the end for any club.

Remember also, when voting for candidates think about whether you feel that they would be suitable for the position in question. The duties of the Committee, as per the Constitution, have also been laid out elsewhere in this magazine. Use this as a guide, both for voting and if you are considering running yourself.

LUKE RICHARDSON - ASSISTANT SECRETARY

PS *Please remember that while Associate members are eligible to vote they are unable to be nominated for Committee positions.*

Swedish bureaucrat pushes for ban on motorcycles.

More safety madness, this time from Sweden. National Road Safety Director, Claes Tingvall aims to reduce road accidents to zero and claims motorcycles are not compatible with this objective. By Jim Cutts

In August Mr Tingvall wrote to SVEMO, the Swedish motorcycle sports body, asking for their participation in a project to reduce the number of riders. The following communication is from Mikael Branting, SMC European Coordinator, European Motorcyclists Association (EMA) Deputy Chairman.

Dear friends,

First, I must say that I am overwhelmed of gratitude for your concern and understanding of what a possible bike ban in one European country could mean for the rest of the countries. I think it would be good to give you some background of what the situation in Sweden really is today.

The whole thing started early in 1996, when Claes Tingvall, a man working as Road Safety Director for the Swedish Road Administration, launched the idea of the "Zero Vision". To keep it short, this vision starts with the assumption that Sweden today have reached the road safety level that is possible to reach with the sort of measures we traditionally have used, (compulsory headlights, high driver license requirements, compulsory seat belts, helmet laws...). If a significant reduction of the number of accidents is possible in the future, we must set our objective very high. The objective which was chosen is to reduce the number of accidents in traffic to zero - the "Zero Vision".

To reach this, according to SMC very unrealistic objective, a number of actions should be taken. Among them is this: "Restrictions on vehicles that do not protect their users well enough".

Partly in the process of trying to get publicity for the "Zero Vision", he came in contact with a reporter on one of the larger national television debate programs. When they discussed motorcycles he said straight out that he believed that motorcycles ought to be banned. This of course triggered the reporter and a debate was set up for the show some days later - having me and a motorcycling girl as SMC representatives in the studio to argue against him. Tingvall assured the reporter that he was going to maintain his opinion during the show.

During the actual TV appearance, however, he did not dare (or was not allowed) to directly say that he wants to have motorcycles banned (the journalists were quite mad at him because of this). He words were more as "he could not see any room for motorcycles on the roads if the "Zero Vision" ever is to become a reality". That he is not alone having these extreme thoughts was shown by a letter from Tingvall's boss Jan Brandbom, the General Director of the Swedish Road Administration to the Secretary General of SVEMO, Rolf Sundberg, in which he says "...most of all we would like the Swedish motorcycle organisations to participate

by trying to reduce the number of motorcyclists on the roads....".

How unrealistic and far from reality can our fellow human beings be.....?

Everything is not bad, though. At direct meetings in this matter with the Minister of Transport, Mrs Ines Uusman, has repeatedly assured us that there is no support for these views from the Government itself (she had never heard of them) and that she will do her utmost to prevent them from becoming reality. This is of course good, but Ministers are elected and officials stay in their posts, so no guarantee can be given. Tingvall is also dangerous as he really believes in what he preaches. Formerly he was responsible for road safety research on the largest Swedish insurance company Folksam, and during his time there he actively promoted large cars in favour of smaller because his research showed that small cars were more dangerous than large ones. He has now recently banned all small cars as company cars for the employees of the Road Administration - only large cars are allowed.

As you see, this is no issue of immediate urgency, but more of on-going work, where we have to be cautious and watchful. We think it is good that "the enemy has shown his face", this gives us an advantage as we will be more alert to look for motorcycle hostile actions.

Tingvall participates in Road Safety seminars around the world at these he talks about the "Zero Vision". We think it is our responsibility to inform our fellow motorcycle enthusiasts about the problems which arise if your authorities takes up the "Zero Vision". All your letters and faxes to our authorities are good - they definitely show what kind of feelings these kind of unrealistic, and discriminating proposals stir up, so thank you very much for your support and interest. An active campaign against any signs of "Zero Visions" on your home ground would be good. I am convinced that our combined, determined efforts will be able to stop all banning thoughts, so let us make it so.

Mikael Branting.

Kind of begs the question doesn't it! If Tingvalls purpose is to reduce traffic accidents to zero then why would we need vehicles that protect their occupants. In any case the claim that motorcycles are not compatible with the objective is just that, a claim. The unresearched opinion of a minor government official who does not have the support of his government and who has so far shown a very limited grasp on reality. If you wish to give your opinions on Mr Tingvalls plan you can write directly to: Ines Uusman, Minister of Transport, Riksdagen, SE-100 12 Stockholm, Sweden.

4B UPDATE

Elizabeth Morse

The 4B's are up and running now, we are beginning to see the long winding road of success in the near distance. In the last six months we have attracted three more volunteers in Victoria on top of our initial 11 volunteers. More volunteers means more hospitals and I am very proud to say that we now visit 7 Melbourne hospitals; St Vincents, Alfred, Royal Melbourne, Austin, Monash Medical Centre, Dandenong and TAC Rehabilitation Centre, Glen Waverley. A phone-in system has been arranged with the MRAA shop so if you know of anyone in hospital, you can ring the shop and give them a name and the hospital and a visit can be arranged quickly. We now have the ability to pick up injured riders' bikes and take them to their required destination, thanks to the help of Richard Morse, yes, he is my brother and yes he rides bikes.

Being a volunteer is not all that easy, you see things which stay in the back of your mind but which are still difficult to deal with in their reality. However, the ability to help someone out by just talking to them about bikes and giving them some assistance, whatever it may be, outweighs our problems with our mortality. The 14 wonderful volunteers in Mel-

bourne are; Greg Bolger, Alex Chalmers, Adam Devos, Greg Grist, Danny Kosinski, Carla Maitland, Kingsley McNabb, Shane P...r, David Pratt, Claire Seagrave, Tony Ward, Lyn Duncan, Chris Ghea and Marilyn Flinders. There are also members in country Victoria and interstate, these are; Ann Bomers, Yvonne O'Day and Mark Perini in country Vic, Craig Bass in N.S.W, and Martin Garratt and Gary McCabe in S.A.

**Note* interstaters especially, if I have not contacted you for a while feel free to contact me and get an update on your situation.

Becoming a 4B volunteer does not mean that your lifestyle will change, any family or personal matter must be addressed first, before you can help others. If interested please contact me and have a chat or come to one of our monthly meetings to find out what really goes on.

Meetings are on the first Monday of every month at the Imperial Hotel cnr of Bourke and Spring Streets in Melbourne at 7:30 pm, (usually go for an hour) Write to me at; Mt Riddell Rd, Healesville, Vic, 3777, or phone on (03) 5962 5024.

(Callers outside Healesville/Penninsula area please use 03 prefix).

CONGRATULATIONS TO MRAA PRESIDENT Damien Codognotto who received THE ORDER OF AUSTRALIA MEDAL on Australia Day.

Application was made by John Nelson and supported by Jim Cutts and Carla Maitland. The Medal was certainly earned by Damien who's contribution to motorcycling has been ceaseless, & energetic. He has accomplished so much and at great personal cost.

So GOOD ON YOU Damien - you earnt the OAM.

I had planned an early start for this one so as to beat the traffic on the GOR, but as it turned out luck wasn't on my side. Not only did the Super Bikes fall on the same week end, but the weather on the day was far from ideal for riding along the coast. Never the less, I made my way to KBCP at 8.30 in the morning, quietly hoping no one would show up so I could go home and back to bed. 8.25 and Stewart shows. Damn. He only popped by to give me an indemnity for Phillip Island, and said he would tag along to Laverton to see if anyone else was there. Heading towards the second pick-up and the weather did seem to be improving alot. Steve showed at Laverton, so with blue skies out west the three of us decided to head off and see how it went.

The plan of attack was Lorne for morning tea, lunch at Lavers Hill, after we had visited the falls and break up at Anglesea, where John and Dot had graciously invited us back to watch the races at their place. "The best layed plans of mice and men" as they say.

Ten minutes after leaving Laverton and heading up the highway, the weather did improve, so much so that we had sunshine for almost the entire day. We took the Little River turn off, then onto Old Melbourne Rd following it into Lara. Through the town then onto Forest Road South which runs parallel to the Princes Fwy. Onto the Princes Hwy briefly, right at the water park (whose owners we met touring in Tasmania, lovely couple), left onto Thompson Rd, and right onto Deviation Rd.

From here we made our way along the back roads through Moriac, Modewarre and Wurdiboluc to the Lorne-Winchelsea road. Left through Bambra, Deans Marsh and into Lorne. We didn't experience any rain along this stretch, but some of the roads between Moriac and Deans Marsh were alittle damp, slowing things down alittle. We went for a walk down to the beach (looking for loo's) and watched some of the antics of the surf lifesavers. There was a big lifesaving carnival on and the beach was covered by bodies in speedos and bikinis. To the fish and chip shop for some nutrition.

It was here that we decided to have a long break, go as far as Apollo Bay, then head back to John and Dots for the races, the idea of missing the races and the prospect of rushing along possibly wet roads didn't appeal to anyone. Back onto the GOR and 10km's or so out of Lorne who goes whizzing by in the opposite direction but Danny. He was staying in Torquay and thought we would have had our first break at Anglesea, headed down there and when he realised we weren't showing made his way to Apollo Bay. He was on his way back when we passed. We pulled over, he did a quick U'ee and now we are four. Being the slowest rider I gave the others the option of going for it and meeting at A.B. Danny and Steve took advantage while Stewart and I played it safe. Along this stretch we had about 5 minutes rain and that was it for the day, the roads being almost completely dry. Refuel and back towards John and Dots.

At Anglesea Steve took over the reins and I went rear rider due to the fact that I don't know where John and Dot live. He took us through some very interesting back roads, I wont try to explain where they were because I had absolutely no idea where we were going. He led us into Torquay, where Danny got done for overtaking on double white lines (police were pulling out of a drive-way just as Danny went past), through some more interesting back roads to John and Dots. The telecast had just started when we got there but we didn't miss any of the race. Dot had prepared an absolute feast for us and we ate continuously while we were there. After the races we hung around for a while, had a look at John and Dots new car, their rabbits, John's VF 1000 and ate a little more before we decided to push off. Steve led us around the outskirts of Geelong and onto similar roads we travelled in the morning. Danny left us to visit some friends, while the rest of us rode to Laverton for the break up.

In total we travelled about 350 km's, had very little rain and no incidents, except for the ticket.

Thanks to Steve Leyland for helping me pre-ride part of the ride the previous week, for rear riding and for leading to John and Dots (boy he did alot, didn't he), to Stewart Forster and Danny Kosinski (to bad about the ticket) for coming along, a pat on the back to me for leading and writing this article, and a very big thank you to John and Dot for the invite back to their place and all that wonderful food. It was really appreciated by all.

ROBERT GSX 750

Beechworth 28th -31st March, 1997

At Yarra Glen there was Steve and Sue (GPX750), Rob Matricciani (GSX750F), Lyn Duncan (GSXR750T), Ben Warden (ZXR750), Mark Dennis (GSXR750T), Dianne Welsford (CBR600), and John Willis (FZR1000). We left late because we wanted to confirm our bookings at the respective hotels - well really cancel some bookings due to the lack of numbers.

Ben was requested to lead the ride as Luke Richardson had other commitments. (Oh good, no dirt! thought Lyn - the Jamieson dirt being quickly deleted.)

The traffic was clearly going to be very heavy judging by the number of vehicles (especially 4 wheel drives) parading through Yarra Glen so we decided to head via Flowerdale to Yea (Lyn even happier!) and then around to Bonnie Doon. It was horn!

The Maroondah Highway from Yarck to Bonnie Doon was bumper to bumper as we leap frogged our way forward to morning tea and fuel at "Doon". Mark departed for home, just out for a day trip. Next stop Beechworth! We headed around Swanpool, Tatong, King Valley Highway, Everton reaching Beechworth at 2.30 pm. We checked into our respective hotels, Steve, Sue and Di in the Hibernian, and Ben, John and Lyn in the Tanswell Hotel. John went straight to bed, attempting to sleep off the flu, Rob looked around with Steve and Sue before riding home, and the "girls" went for a ride!

Mt. Buffalo via Myrtleford and Porepunkah was the destination, an easy 150 km round trip, just to get into the swing of things. It had no gravel, the surface was very grippy and we (Ben, Lyn and Di) had a great time. It cost \$2 to enter the National Park.

Half way up we noticed a suspicious looking skid mark ending in a child standing at the edge of a steep embankment. A blue VFR had crashed spectacularly, flying through the air, two up, before crashing into thick undergrowth, doing absolutely minimal cosmetic damage. It was too steep for all of us to lift/push the bike back up to the top without the help of a 4 wheel drive and a tow rope. Soon we were on our way again.

We checked out the Chalet and the lookouts, admiring the gliders as they whistled overhead, ridge soaring. Soon on our bikes again we went headed back down the mountain a couple of klms before heading a further 8 km to "The Horn" a series of boulders stacked on each other. Then back to Beechworth and the "balcony" - which was to become our second home - to catch the magnificent sunset(s).

Beechworth was in the throws of the "Golden Horseshoe Festival", the main street being cordoned off for a parade the next day. There was also the Peugeot Car Club in town, stationed at the Priory, our "normal" place of residence.

We all had a big pub meal, John still asleep, eventually appearing for half a bowl of soup. The band fired up at about 9.30 pm - we were warned by the manager when we arrived. The showers were cold! Impossible to think about sleep before the band had finished so we headed for the other pub where Di amused us by reading trivial pursuit questions for the group. John fell asleep in the chair, full of Panedeine Forte as supplied by the drug pushers in the group.

Day 2.

Lyn and Ben went for a walk at 6.30 am watching a beautiful sunrise from the "falls" lookout. It was pink and mauve and purple and blue. Another magnificent day building. The plan was to regroup at the pub after continental, help yourself breakfast (well Lyn helped everyone including making the toast, and cups of coffee) at 9 pm and "head for the hills". Steve and Sue had a busy day planned, visiting Falls Creek, and then back for the Festival and markets. Meanwhile, John also had a busy day planned staring at the inside of his eyelids. Poor bastard.

So off the girls went, the weather fast warming up, first stop Tallangatta for fuel. Lyn had consumed her normal 4 cups of coffee by 8 am which has the obvious effect (piss-stops galore). Granya Gap. Horn, horn, horn. Around the Lake to Walwa for morning tea and fuel (and the obvious) and a cornering lesson on a piece of newspaper poster (concealing a redback spider which we didn't kill).

Onwards to Khancoban for a rest, then into 61 km of twisty, magnificent motorcycling road heading through Geehi and onto the Alpine Way. We stopped at the dirt, buzzing with excitement, and then blasted back. There was no gravel, except for the last km just surfaced. No tricky corners, just heaps of them! Fuelled up at Khancoban and watched the local police performing breathalisher duties. Then back to Tallangatta via Corryong, the direct route.

At the Granya Gap turnoff we decided to go around the lake to Bonegilla rather than heading down to Mitta Mitta and Dartmouth Dam. The Gap was just too enticing. We stopped for a photo stop at the big bridge (and the usual) before back to camp via Yackandandah. Back to the verandah for a Jim Beam or two and to reminisce over the day's fantastic riding and roads before heading down for tea. The place was already jumping, the big marquee out the back crammed with South American people dancing to the hypnotic beat and pan pipes. John was moving, a positive sign.

Later we went for a walk chasing a mythical tree, before retiring to bed, relatively early, completely knackered. But first we finalised the next day's itinerary: mountain passes, mountain passes, and more mountain passes, the stuff dreams are made of.

Day 3

Diane joined us for breakfast, Lyn didn't get a chance to make us toast, Steve and Sue were heading home via Mt. Hotham and Omeo. The girls and John! headed for Falls Creek via the Ovens - Dandongadale Road picking up the Kiewa Valley Road to Mt. Beauty for morning tea. It was a cloudless sky again, and the road beckoned, bikes everywhere. Onwards and upwards! The road was good, particularly at the bottom, but there was enough road works to spook those sensitive to gravel. Shame. We regrouped at the top carpark, took a few photos, before blasting back down to Mt. Beauty for fuel and lunch.

Towanga Gap, Di's favourite road! We stopped at the lookout at the hairpin, overlooking Mt. Beauty. It was busy, bikes and cars competing for parking, before the frantic charge down, before dawdling in Harrietville for lunch. Another festival, rampaging all over the main street. There was camel rides, 6 minute helicopter rides, and pony rides. The milkbar has changed hands, Jonathon will be pleased to know, and had three or more, most efficient serving staff. John produced his golf balls on a stick (very phallic) and we all took turns massaging each other in strange places. It had to be seen to be believed!

Mt. Hotham beckoned. This time there was no low cloud, though it had some gravel patches, most of it unsigned according to John and Lyn. Di and Ben took photos, Di collaring a passer by before the trip back down. Onwards to Bright and Porepunkah, saving the best till last: Mt. Buffalo again. Di headed for a mystery tour.

Re-riding the same awesome road, knowing that it is clean, is confidence inspiring. What a hoot! At the lookouts we observed gliders in full swing, a couple of hang glider pilots preparing for takeoff, minute rock climbers, apparently taking 2-3 days to climb the rock face! sleeping overnight in hammocks, suspended in mid-air. And they reckon we are crazy! Then Di flew overhead in a powered hang glider! her arms waving frantically, unbeknownst to us. We stayed at the summit absorbing the ambience, the sun slowly sinking, before racing down again.

"Home" via Myrtleford (fuel), the sun directly in our eyes, knowing that the weekend was effectively over, roadwise. Back to the balcony, Jim Beam, etc.

Day 4

Another great riding day, warmer than the previous mornings. Swanpool first stop, via Everton, Oxley and Myrrehe - the interesting road Danny Vits introduced us to on his Powers lookout ride. At Tatong only Di came. Lyn's throwovers had worked themselves loose rubbing on the back wheel, happily her ocky straps were soon on our way again, regrouping at Swan Pool for fuel and food.

The consensus view was "head for Mt. Buller". Mansfield came and went, as did Merrijig. Soon we were climbing steeply, passing a ZX9 along the route, only to meet up with them at the summit. The last 1 km of dirt was not pleasant - extremely corrugated, 1st gear being almost too tall. Lyn hitched a ride with John, ditching her bike at the end of the bitumen. Then a windy, cold 0.5 km walk to the absolute summit and fire tower offering respite from the wind. Views spectacular.

The trip back down was marred by the recent installation of a power cable up the middle of the downhill side of the road with the consequent change in bitumen and scattered gravel. Hohum. Back to Mansfield for late lunch. Then onto Yea via the very heavy traffic (but no cops!). We followed two Harley's on separate occasions, acting as sails in the wind! Regrouped in Yea for the final thrash through Flowerdale and Kinglake, the last buzz for the weekend.

Approximately 2000 km for the weekend, no incidents (no crashes, no speeding fines), fantastic weather, a good time had by all.

John, Ben, Di, and Lyn

Duties In Nutshell

Committee positions should not be taken lightly. The Committee are involved in decision making which effects the type of rides and social functions you, the Member, attends. With a "required" four Committee meetings per year, it should not take up too much time, if the Club is running smoothly meetings should only be held when necessary. I have outlined the duties here again for any prospective nominees:

President: To act as Chairperson at Meetings and be spokesperson for the Club. You need to know how to "delegate".

Vice-President: To take the Presidents place in his/her absence

Secretary: to answer all correspondence, attend to new Members, organise overnight facilities for Club functions and act as Chair in the absence of President and Vice.

Assistant Secretary: to record and read minutes of all "official" Club meetings, and assist Secretary.

Treasurer: to take charge of Clubs financial affairs, issue New Member tickets

Social Secretary: to organise all social activities, to plan social functions, to assist Treasurer, prepare supper at General meetings.

Club Captain: to be in charge of Club rides, to ensure safety on said rides and to appoint leaders and rear riders where necessary. You need to be an active motorcyclist.

Club Vice-Captain: to take Captains place in his/her absence.

Editor: to be responsible for the Club Magazine and handle Public Relations.

Public Officer: to comply with Rules and Regs under the Inc. Act.

The following Proxy Form is to be used by those Members who cannot get to the May Annual General Meeting. Complete it and give it to the person you have nominated so that he/she may vote for you. Be sure that person is quite clear on who you wish to vote for, so that you can make a difference in who runs your Club.

=====

Form of Appointment of Proxy

I.....of.....

being a member of The Motorcycle Touring Club of Victoria (Inc.) hereby appoint

.....of.....

being a member of that Incorporated Association, as my proxy to vote for me on my behalf at the General Meeting of the Association (Annual General Meeting or Special General Meeting, as the case may be) to be held on the 1st day of May 1997 and at any adjournment of that meeting.

Signed.....on theday of.....1997

Motorcycle Touring Club Of Victoria (Inc.)

Nomination for the election as an Officer or Ordinary Member of the Committee of the Association.

Officers:

President
Vice-President
Treasurer
Secretary
Assistant Secretary

Ordinary Members of the Committee:

Club Captain
Club Vice-Captain
Social Secretary
Editor
Public Officer

I,

hereby nominate.....

to the position of.....

Signed.....Date...../...../.....

I,

hereby nominate.....

to the position of.....

Signed.....Date...../...../.....

I accept the above nomination.

Signed.....Date...../...../.....

I,

hereby nominate.....

to the position of.....

Signed.....Date...../...../.....

I,

hereby nominate.....

to the position of.....

Signed.....Date...../...../.....

I accept the above nomination.

Signed.....Date...../...../.....

Completed nominations will be received up to the start of the elections at the Annual General Meeting 1/5/97
Photocopies of this form are accepted.

The Ena-G Paralyzer

The Paralyzer, marketed by Richard Peter Block-Head Industries, was developed by the highly specialised team of Richard, his three year old son and his Indian Guru Gynaecologist - Itz Ahreel-Turquee. The development of the Paralyzer took almost three weeks of intense effort with the team working nearly two hours every "Saturday afternoon in a specialised workshop attached to the rear of the local tavern. The idea first came to Itza Ahreel-Turquee, a man who professionally had spent years probing one of the great wonders of nature, whilst after a particularly heavy development session found himself examining the floor very closely.

The Paralyzer is made to exacting tolerances from only the finest materials. The focal bar magnet is hand chosen from the entire stock of the local Dick Smith Emporium. This is then cut with exacting precision at nearly the middle with the finest hacksaw available. This now gives two magnetic monopoles, one magnetic north and one magnetic south. These monopoles are then carefully rotated 180 degrees centigrade and accurately nailed in place. The assembly is then delicately covered in glad wrap and finally torn Mintie wrappers are dropped precisely into a plastic jiffy box filled with wet cement.

The exacting tolerances and hand craftsmanship necessary in the manufacture of the Paralyzer mean that the nearly \$6.00 in parts has to retail for \$499.95. This may seem rather exorbitant, but in fact when you consider the development costs that have to be recovered and the benefits that this device provides, the price of the Paralyzer is really quite ludicrous.

How It Works

Most cars (except Camiras) are made mostly of metal. The major chemical attributes that characterise metals are:

- * The electrons are loosely coupled to the nucleus and therefore tend to wander off and join other wandering electrons and forms gangs. (known as electron clouds)
- * The molecules themselves are not entirely fixed in their locations and also tend to move around, particularly in summer when many of them migrate to the roof to get a tan.

Even when all the molecules are at home, most of them are not paying any attention to the road ahead. They are talking to the molecule next door or over the depletion layer and often just goofing off. The roaming electron clouds often form together and when the cloud mass becomes heavy enough it begins to rain. When metallic molecules get wet obviously they begin to rust. They become tired and listless, this process is known as Metal Fatigue.

To overcome all of these problems we fit the Ena-G Paralyzer

What you do is very loudly thump the front bumper with a mallet. This wakes up all the dozing molecules, scares the electrons into running home and makes all the molecules look to the front to see what is going on. Just when all this reaches its peak you screw (if you will pardon the expression) the Paralyzer in place. This then paralyzes all the molecules and electrons and holds them in place, looking toward the front of the car. Obviously now with all the molecules in the car alert and watching the road ahead the car will have a much quicker response to the changing road conditions.

The Paralyzer has undergone extensive para-scientific analysis by a CSIRO janitor in collaboration with a man who works near Monash University. The results of these tests are unfortunately not yet available as both men are presently assisting the police with an investigation into a major fraud scam.

One man who is quite convinced of the value of the Paralyzer is Mr.C.D.Nobrayne, known to his mates as "Seedy". Seedy fitted a Paralyzer to his Massey-Princess- Fergusson tractor and states "There was a noticeable increase in power and performance within hours of fitting the new motor to my tractor"

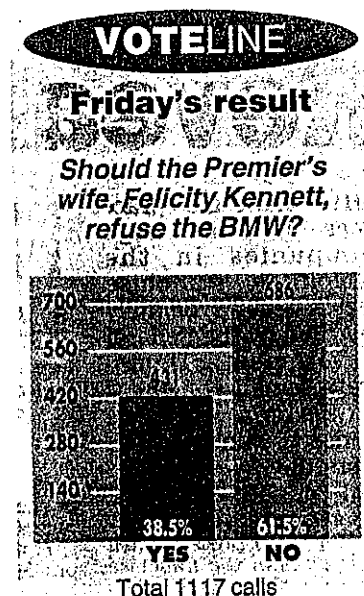
Does it really work? Richard, a champion slot car racer, has staked his reputation on it. You can make up your own minds. Me, well if you haven't got my opinion from the tone of this article, have I got a bridge for you!!

Found this in the April 1987 issue of "Good Vibrations". I actually asked where to get one!!! (FIGJAM)

CANNY
ROADCRAFT
"PERSONAL MOTORCYCLE TUITION"



Phone:
James Canny
0419 583 652



APPLICATION FOR MEMBERSHIP
(An excerpt from the M.T.C.V.Inc. Constitution and Road Rules)

- 3.
1. A natural person who is nominated and approved for membership as provided in these rules is eligible to be a member of the Association on payment of the annual subscription payable under these rules. Written acceptance of the Associations Road Rules, as specified in Appendix 3, will be a requirement for membership. The categories of membership will be:-
- (a) Full Membership
Full membership will be open to persons who have attended at least three (3) functions organised by the Association and who satisfy the Committee that they would be worthy members. Applications will be sponsored by two (2) financial Full members and one (1) Committee member.
- (b) Life membership
Life membership will be bestowed by the Committee on any member who, in the opinion of the Committee, has given exceptional service to the Association. Life membership will carry all rights of Full membership, but Life members will be exempted from paying membership fees.
- (c) Honorary Membership
Honorary membership may be offered for a specific period to any visiting interstate or overseas motorcyclist or to any person on whom the Committee wishes to bestow the honour. Honorary members will NOT be eligible to vote during their membership.
2. A person who is not a member of the Association at the time of incorporation of the Association (or who was such a member at that time but has ceased to be member) shall not be admitted to membership:
- (a) unless he is nominated as provided in sub-clause (3); and
- (b) his admission as a member is approved by the Committee.
- (3) A nomination of a person for membership of the Association:-
- (a) shall be made in writing in the form set out in Appendix 1; and
- (b) shall be lodged with the Secretary of the Association.
- (4) As soon as is practicable after the receipt of a nomination the Secretary shall refer the nomination to the Committee.
- (5) Upon a nomination being referred to the Committee, the Committee shall determine whether to approve or reject the nomination.
- (6) Upon a nomination being approved by the Committee, the Secretary shall, with as little delay as possible, notify the nominee in writing that he is approved for membership of the Association and request payment within a period of 28 days after receipt of the notification of the sum payable under these rules as the annual subscription or Pro-rata as per Rule 4.(2).
- (7) The Secretary shall, upon payment of the amount referred to in sub-clause (6) within the period referred to in that subclause, enter the nominees name in the register of members kept by him and upon the name being so entered, the nominee becomes a Member of the Association.
- (8) A right, privilege or obligation of a person by reason of his membership of the Association:-
- (a) is not capable of being transferred or transmitted to another person:
- (b) terminates upon the cessation of his membership whether by death or his resignation or otherwise.

NAME	ADDRESS	A.H.	B.H./MOB.	BIKE M/SHIP
Atkinson, Derek		9720 3754	9720 1755	FZR 1000 F
Barta, John		9759 6945		BMW P/D F
Baszak, Steven	11 Dalston rd, Oakleigh. 3166.		015 327 053	GTR 1000 F
Blashki, Mark	76 Avebury dve, Berwick. 3806.	9796 1461	9546 6588	ACROSS 250 F
Booth, James	22 Derwent st, Ringwood. 3134.	9870 3307	9808 9622	VFR 400 F
Bradshaw, Ross	10 Wollahra pl, Heathmont. 3135.	9720 5317	9603 4664	GTR 1000 H
Brown, Ken	294 McKinnon rd, McKinnon. 3204	9578 3403		CD 175 L
Budd, Richard	6/340 Beaconsfield pde, St Kilda. 3182.	9525 4520	9359 7688	VFR 400 F
Burns, Jennifer	36 Alice st, Mt Waverley. 3149.	9807 4766	9663 5445	NTV 650 F
Cardy, Jed	34 North st, Airport West. 3040.	9331 0956		R 80 GS F
Clowes, John	17 Auburn rd, Healesville. 3777.	059 662 309		YZF 750 F
Curran, Phillip	P.O. Box 551 South Melbourne. 3205.	9879 1925	9428 7555	XJ 900 F
Czarnecki, Damian	23 Dunscombe pl, Chelsea Heights. 3196.	9776 2166	9829 9086	ZXR 750 F
Davis, Mike	12 Rolland crt, Montmorency. 3094.	9439 2378		CB 400 N F
Dennis, Mark	4/29 Elm gve, Richmond. 3121.		0414 760 424	GSXR 750 F
Duncan, Lynene		9354 9427	014 400 046	GSXR 750 F
Dunn, Andrew	16 Foch st, Carnegie. 3163	9578 8728		K100 RS F
Dunn, Pam	16 Foch st, Carnegie. 3163	9578 8728		A
Dwyer, Peter	6 Railway cres, Daylesford. 3460.	03 5348 3622		XJ 900 F
Eckert, Debbie		9706 1026		GPX 250 F
Fowles, Denise		9762 2634		CBR 600 F
Genova, Vincent	25-27 Merrill rd, Warrenwood. 3136.			F
Gooding, Kerrie	6 Peter st, Springvale. 3171.	9558 4740		A
Howard, Peter	2 Loretto ave, Ferntree Gully. 3156.	9752 3547	9874 8611	CBR 600 F
Johnston, Ronald	12 Nyanda crt, Croydon. 3136.	9725 7303	9870 2144	CB 400/4 F
Jones, Geoff	34 Argyll crt, West Melton. 3337.	9743 3164		RZ 350 F
Kennedy, Andrew	79 Hull rd, Croydon. 3136.	9725 9267		CBR 600 F
King, Ross	23 Nicholson st, Essendon. 3040.	9370 9479	9688 3400	R 100 RS F
Kosinski, Danny	78 Haldene rd, Niddrie. 3042.	9379 1959		VFR 750 F
Langer, Robert				F
Leahy, Les				L
Leyland, Steve	5 Chave crt, Laverton. 3028.			GPX 750 F
Makin, Eric	17 Auburn rd, Healesville. 3777.	059 622 309	9287 1627	YZF 750 F
Manifold, Bronwyn		9563 7705		YZF 600 F
Mason, Scott	6/58b Looker rd, Montmorency. 3094.	9434 3041	9484 5407	FZR 600 F
Matricciani, Robert	50 Marjorie cle, Bulleen. 3105.	9877 1790	017 883 616	GSX 750 F
Miller, Harold	33 Day cres, Bayswater North. 3153.	9761 4126		FZR 600 F
Moore, David	24 The Crofts, Richmond. 3121.		9676 5323	GSXR 750 F
Morley, Craig				YZF 750 F
Morley, John	47 Japonica st, Bundoora. 3083.	9467 7334		XJ 900 F
Naylor, Richard	263 Springvale rd, Nunawading. 3131.	9877 6914		GPZ 900 F
Otzen, Darryl	12 Moray st, Diamond Creek. 3089.	9438 1087	015 809 127	TRX 850 F
Palmer, Ron	13 Highclere ave, Mt Waverley. 3149.	9802 3490	9863 5205	VFR 750 F
Payne, Ian	6 Peter st, Springvale. 3171.	9558 4740	9550 6312	RF 900 L
Philferan, Peter	19 Aird st, Camberwell. 3124.	9813 3518		L
Pope, Wayne	32 Samantha cres, Cranbourne. 3977.	059 957 956		CBR 1100XXF
Price, Gary	127 Oakleigh rd, Carnegie. 3163	9568 7160		FZR 1000 F
Richardson, Luke	51 Corella ave, Melton. 3337.	9743 8085		XJ 600 F
Riddett, Jon				F
Saville, Tom				L
Schrader, Tony				F
Schultz, Steve	32 Warrington cres, Wattle Glen. 3096.	9438 1242	018 106 691	FZR 1000 F
Shearer, Len	798 Ferntree Gully rd, Wheelers Hill. 3170.	9561 2857		L
Sirianni, Sam				ZXR 750 F
Siminger, Andrea				F
Smale, Andrew	1/9 Donald st, Mount Waverley. 3149.	9807 1560		FZ 750 F
Tallents, Paul	402 Lower Plenty rd, Rosanna. 3084.	9455 1416.		YZF 750 F
Tayeh, Patrick	6 Pirie gve, Altona Bay. 3028	015 839 909	9882 3000	CBR900 F
Teder, Helen	4/287 Warrigal rd, Cheltenham. 3192.	95847707	9345 4689	GSX A

Thomas, Dee	53 Croydondale dve, Mooroolbark. 3138.			CBR900	F
Thomas, Jacinata	F115/120 Sturt st, South Melbourne. 3205.	9682 2323	9687 6831	CBR 600	F
Toulson, Ray	25 Tower dve, Briar Hill. 3088.	9434 7185	0419 511 417	ZX 9	F
Turner, Mark	402 Lower Plenty rd, Rosanna. 3084.	9455 1416	9846 1063	VFR 750	F
Van Dorp, John	6 Leaks rd, Laverton. 3026	9369 4969		VF 1000 F2	F
Vits, Danny	P.O.Box 20, Patterson Lakes. 3197.	9776 0236	0419 397 932	BMW F 650	F
Walker, Timothy	2 Madden rd, Heatherton. 3202.	9551 1638	9263 5047	K100 RS	F
Ward, David		9563 7705		YZF 750	F
Warden, Ben	12 Timor pdc, West Heidelberg. 3081.	9451 4479	0411 607 925	ZXR 750	F
Wells, Sue					F
Welsford, Diannc	8 Highview drv, Mooroolbark. 3138.	9726 9066		CBR 600	F
Whimpey, Tracey	122 Ripplebrook dve, Broadmeadows. 3047	9309 6955			A
Williams, Rhys	344 Robinsons rd, Langwarrin. 3910.	059 712 502	9580 5800	ZX 10	F
Willis, John	19 Chaffer st, Healesville. 3777.	059 602 061	0419 538 100	CBR 600	F
Wurster, Hans	21 Medford st, Altona. 3018.	9398 5575		YZF 1000 R	F
Wurster, Ken	15 Redwood dve, Hoppers Crossing. 3030.	9749 5575		K100RS	F
Youdan, Jack	22 Fort st, Mount Waverley. 3149.	9802 3564	9311 6555	TROPHY 900F	
Zivkovic, Davorin	9 Duncan ave, Greensborough. 3088.	9434 3465	014 694 560	K 100 RT	F

F = Full Membership. H = Honorary Membership. L = Life Membership. A = Associate Membership.

THE ROLES OF THE VARIOUS OFFICES!!!

```

>>>
>>> THE CORPORATE STRUCTURE
>>>
>>>CHAIRMAN OF THE BOARD
>>> Leaps tall buildings in a single bound
>>> Is more powerful than a locomotive
>>> Is faster than a speeding bullet
>>> Walks on water
>>> Gives policy to God
>>>
>>>PRESIDENT
>>> Leaps short buildings in a single bound
>>> Is more powerful than a switch engine
>>> Is just as fast as a speeding bullet
>>> walks on water if the sea is calm
>>> Talks to God
>>>
>>>EXECUTIVE VICE PRESIDENT
>>> Leaps short buildings with a running start and favorable winds
>>> Is almost as powerful as a switch engine
>>> Is faster than a speeding BB
>>> Walks on water in an indoor swimming pool
>>> Talks with God if special request is approved
>>>
>>>VICE PRESIDENT
>>> Barely clears a quonset hut
>>> Loses tug of war with a locomotive
>>> Can fire a speeding bullet
>>> Swims well
>>> Is occasionally addressed by God
>>>
>>>GENERAL MANAGER
>>> Makes high marks on the wall when trying to leap buildings
>>> Is run over by a locomotive
>>> Can sometimes handle a gun without inflicting self-injury
>>> Dog paddles
>>> Talks to animals
>>>
>>>MANAGER
>>> Runs into buildings
>>> Recognizes locomotive two out of three times
>>> Is not issued ammunition
>>> Can't stay afloat with a life preserver
>>> Talks to walls
>>>
>>>TRAINEE
>>> Falls over doorsteps when trying to enter buildings
>>> Says, "Look at the choo choo"
>>> Wets himself with a water pistol
>>> Plays in mud puddles
>>> Mumbles to himself
>>>
>>>SECRETARY (and EDITORS!)
>>> Lifts buildings and walks under them
>>> Kicks locomotives off the tracks
>>> Catches speeding bullets in her teeth and eats them
>>> Freezes water with a single glance
>>> SHE IS GOD!

```