

JUNE 97

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY JUNE 1997

- SUNDAY 1ST Carmens Tunnel - Malden John Willis Leading
9:30am KBCP 10:30 Yarra Glen
- THURSDAY 5TH General Meeting
8:15pm Club Hall at the Theatrette Camberwell Town Hall.
- WEEKEND 7TH-9TH Eden Geraldine East Leading
8:30 KBCP 9:15 Hallam
See inside mag for details. Approx 1500 kms all up
- SUNDAY 15TH BBQ - Ocean Grove Steve Leyland Leading
9:30am KBCP 10:00 Laverton Servo
John and Dot have, once again, kindly asked the Club to take advantage of their wonderful hospitality. They are at 3 Achenar Crt, Ocean Grove. Back roads all the way, early lunch and a leisurely ride up the G.O.R. after.
- THURSDAY 19TH Social Sip
Swan Hotel Cnr Swan & Church Sts., Richmond.
7ish till late.
- SUNDAY 22ND Whroo Gold Mining - Rushworth Les Leahy Leading
9:00am KBCP 10:00 Whittlesea Mobil Servo
All bitumen back roads to Rushworth then 1.5kms good unsealed road to mining area. Cameras would be good as there is much to see. An old cemetery and an old Aboriginal water well. Back via Flowerdale and break up at Kinglake West. Approx. 350kms.
- SATURDAY 28TH Dirt Ride Rob Langer Leading
10:00am Yarra Glen
To Marysville via Toolangi State Forest
- SUNDAY 29TH Walkerville Ian Payne Leading (Only Joking)
9:30 am KBCP 10:15 Hallam
More will be known about the surprise leader..probably on the day!!
- JULY 1997
- THURSDAY 3RD General Meeting
8:15pm Club Hall at the Theatrette Camberwell Town Hall.
- SUNDAY 6TH Economy Run Jack Youdan Leading
9:00am KBCP 10:15 Hallam
Jack is taking the lo...ooong way out to Hallam!!!
- SUNDAY 13TH Lavers Hill via Great Ocean Road Ben Warden Leading
##Arduous
9:30am KBCP 10:00 Laverton
Not much more to say about this one except Be There!!

June Editorial

The new Committee had its first meeting in May and I left the venue feeling that I had accomplished something. Jon has certainly got his finger on the pulse and is out to re-create the image of the Club. "A new broom sweeps clean" they say and, believe me, its going to happen. He has given me some guidelines for the magazine and I will certainly TRY to abide by them. Some of them will affect you, the scribes of the Club, so I will just outline those that do....

No longer allowed:

"Explicit descriptions of speed or riding practices that are in breach of the road rules"

"Speeds in excess of legal limits shall not be quoted"

"Language or words that are offensive"

"Racist terms"

"Nicknames that offend members"

This should help you in writing your articles so that I do not have to EDIT them unnecessarily (as is my duty as Editor). I can honestly say that I would prefer not to have to cross bits and pieces out of your articles because it then becomes less of you and I think most are worth printing in their original state. However, in the interests of being "Harmonious" (I may have to check the dictionary on that one!) the rules will be observed. So, if you can't say anything nice don't say 'nuffin at all. On that note, my sincere apologies to Steve Leyland for the unwarranted remark at the end of his VP's report in last months mag.

Club Rider of the Year was also discussed at great lengths at the meeting and this magazine includes the new, official guidelines for point scoring. I will say that the definition of a "Club Event" came in for some intense discussion and was passed by a majority (but not a clean sweep). The Secretary of the Club, Luke Richardson, will be responsible for compiling the list used to select the worthy winner at the end of May 98.

In my May editorial I made a comment on the participation of an unlicensed rider in the Phillip Island Track Day. Turns out the Member has a "CAMS" licence enabling him to participate legally in the event. My apologies Dicky.

I have included a new and what I hope is, an up to date list of Members who were financial at the end of May. I have studiously tried to ensure that any member who did not want their phone number or address advertised has had their wish. If there are any adjustments to be made please use the form in this magazine so that the new list for the new year is correct. You may also notice that I have included a new piece of information, the date you joined the Club. This is for no other reason than to satisfy my curiosity (and I had the members forms at my place one day when I had bugger all else to do.) There are a couple of people whose forms I could not find, but most of these are long standing members and their forms may now have turned into little piles of paper dust.

Ian Payne's Birthday Bash was well attended and it was really good to see Ian in such good spirits. He has a rather attractive leg ensemble that he assures me is the height of fashion around the hospital and is giving him greater freedom of movement. I have serious doubts as to his chances of leading the ride to Walkerville this month, however, I'm sure it wont be too long before he is back on two feet, and hopefully, two wheels. It was good to see Mark Turner there as well, by all reports his hand is healing nicely. See you on a ride soon, Mark

I visited the Orthopaedic Surgeon on the 16th and he seemed pleased with the way the bones were sitting. The re-breaking and wiring option which had been touted was mentioned as a last resort if, after 6 further weeks of physiotherapy, I do not achieve a more tolerable pain level. Guess I'm going to be very quiet on my next visit to him!!! Lyn, save some of those Panadeine Fortes for me will you?

On my first ride back, Gippsland 25th May, I was immensely proud to hear some first time participants praise the organisational skills of the Club. Apparently enjoying themselves thoroughly, these four guys vowed to return for more of the same. With such a great selection of roads and his usual high standard of pre ride chat, Ben succeeded in showing them, and reminding us, why he is such a popular ride leader. No one got lost, the stops were at appropriate intervals with proper facilities and the company was great. Its so good to hear people saying things like that about the Club. My new YZF600, Red & white, has already clocked up 500kms and my visit to the physiotherapist at 9:00am on Monday morning was a welcome relief.

Eden Weekend details are Day 1:Hallam, Dargo, Bruthen, Buchan, Orbost Day 2:Orbost, Cann River, Rockton Jctn, Narrabarba, Eden,Tathra, Bombala, Orbost.Day 3:Orbost, Bruthen, Omeo, Bairnsdale, Narre Warren..11 participants so far.

FIGJAM

WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S

June 1997

Steve Leyland has finally bought a new BMW R1100GS. He was seen riding it very gingerly on last week's Maldon ride.

Andrew Kennedy has a near new 1996 Honda CBR900R. He claims it is a significant improvement over earlier models he has owned, particularly the front end.

Geraldine East has taken delivery of her new red and white Yamaha YZF600R, first seen on the Gippsland ride. It should be run in by the Eden trip, which incidentally, is shaping up well with 11 confirmed bookings.

Mark Blashki has a new Suzuki GSXR600T. He made a big impression on his first ride on it (Fraser National Park) when he ran out of petrol! See article for more details.

Rob Matricciani is now the proud owner of a Suzuki DR350. He has been riding it quite a bit on various dirt rides.

Stuart Forster of blue hair fame may have purchased a new Honda VTR1000 - unconfirmed.

Dave Ward is hanging up his racing leathers for the time being due to the prohibitively high costs and general frustration with the limited amount of track time. He is returning his YZF600 to road trim and is currently sourcing various items such as a headlight. In the interim look for him on Bronwyn's YZF.

Martin Thompson similarly is returning one of his ZX6's to road specifications so that he can participate in a few Sunday rides with the Club. On the Gippsland ride he was seen enjoying himself on the shop Kawasaki ZX7, though it took a length of fencing wire to repair a broken exhaust mounting bracket late in the day. Welcome back Marty.

Paul Tallents (Yamaha YZF750) retired early from the Maldon ride with serious engine problems. It has already been rebuilt once in its life. See elsewhere for more details.

Similarly **Dave Moore's** YZF750 is consuming an excessive amount of oil though the engine is still under warranty from the last major rebuild.

Strike three: **John Willis's** FZR1000 has serious head problems with the valve clearances rapidly closing, some shims the smallest recommended. John may be in the market for another bike soon and we look forward to see what he purchases with so many choices available.

There have been a number of birthdays recently: **Ian Payne** celebrated his at the TAC, Springvale Road. About 25 members attended. Ian is making steady progress, his arm and knee healing well. Once he can put weight on his leg he expects to be allowed to go home, hopefully in the next week or so.

One Saturday night early in the month **Geraldine East** celebrated her 3# th birthday with 15 or so people including 9 MTCV members.

Last Saturday **Bronwyn Manifold** celebrated her 30th birthday at home with about a dozen members spotted. With Dave managing a bakery and Bronwyn a pastry cook, the food can only be

described as fantastic. Clearly a lot of preparation had gone into making this and all the parties a great success.

Martin Bastock, one time regular MTCV rider, has taken early retirement and is concentrating on reading philosophy and pursuing his para-gliding interests. He is performing well in National events and is heading overseas soon to compete internationally. Good luck Martin.

Ben Warden crashed his Tengai going to work one Friday, losing the front end at speed. The crash happened on Queens Parade at the last left hand bend before the Alexandra Parade intersection. The bike hit a building on the other side of the road destroying the home made rack and causing other minor (foot peg, blinker, side cover, gear change lever) damage as well as destroying a Dri-Rider jacket.

The following Monday, after installing another(!) new non-leaking tank on his ZXR750, courtesy of Kawasaki Australia, Ben crashed avoiding a car driving through a red light. The crash occurred on the corner of Bell St and Oriel Rd, again on his way to work, after locking up the front end due to cold tyres, white lines, and grabbing a big handful. Police, statements, witnesses. The driver might have mistaken a green left turn arrow for a green light and may be charged with dangerous driving. The new tank survived, the left hand fairing panel and helmet didn't. Ho-hum.

Nick Rushton (first time rider) crashed his new black CBR900R on the Gippsland ride between Boolara and Mirboo North. The bike suffered almost no damage except badly graunching the tank. Luckily he organised insurance the day before!

Tony Schrader drove from Munich (Germany) to the Italian 500cc GP held at Mugello. This turned out to have the best racing in all classes for the season so far, with Aussies finishing 1st, 5th, 12th, 13th and 14th in the 500s (Doohan, Beattie, Gobert, Corser, McCarthy) and McCoy coming 3rd in the 125s by 2 thousandths of a second! Tony reports that the track is terrible for spectating because you can only see one corner at a time (unlike Phillip Island where you can see 4 or 5 or more).

Wayne Pope made a welcome return to the Club riding an XR600 on the Fraser National Park Ride. He has been out of action since Christmas when he wrote-off his Honda CBR1100XX Blackbird, sustaining many serious injuries. He has to undergo further operations requiring a nerve from his right foot to be grafted into his arm to gain better movement. Good luck Wayne.

Lyn Duncan, who had only just announced that she had a *clean* licence, was snapped by a speed camera on Bell St, at night, after the Gippsland ride. No news is good news at this stage.

Ben Warden



MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF GENERAL MEETING

- DATE:* 1 May 1997
- LOCATION:* Camberwell theatre
- OPENED:* 8.32 pm
- PRESENT:* Approximately 37 members and guests
- APOLOGIES:* Craig Morley, Phil Curran, Pat Tayeh & Ian Payne
- CORRESPONDENCE:* Flyer for go karts & mini bikes at track in South Morang
- CAPTAIN'S REPORT:* See attached
- UPCOMING RIDES:* See front page
- TREASURER'S REPORT:* As discussed at meeting. Balance healthy.
- GENERAL BUSINESS:*
- Speed cameras:* Just been introduced in Queensland
- Club President may have been done on the Boulevard at 11.00 pm*
- Ken Brown:* Life member. Sadly has been diagnosed with cancer. Sent a general invitation to any and all club members interested in popping in for a chat to come and visit him any time.
- Club Committee:* Apparently a Committee member is not a financial member of the club. To be looked into and rectified.
- Ian Payne:* Now at rehabilitation centre. On the mend.

Door prizes: Rob Langer - screwdriver
Lynne - chocolate
Sam - puncture repair stuff
Alex Oberhoffer - stanley knife

MINUTES OF ANNUAL GENERAL MEETING

RIDER OF THE YEAR: Steve Leyland

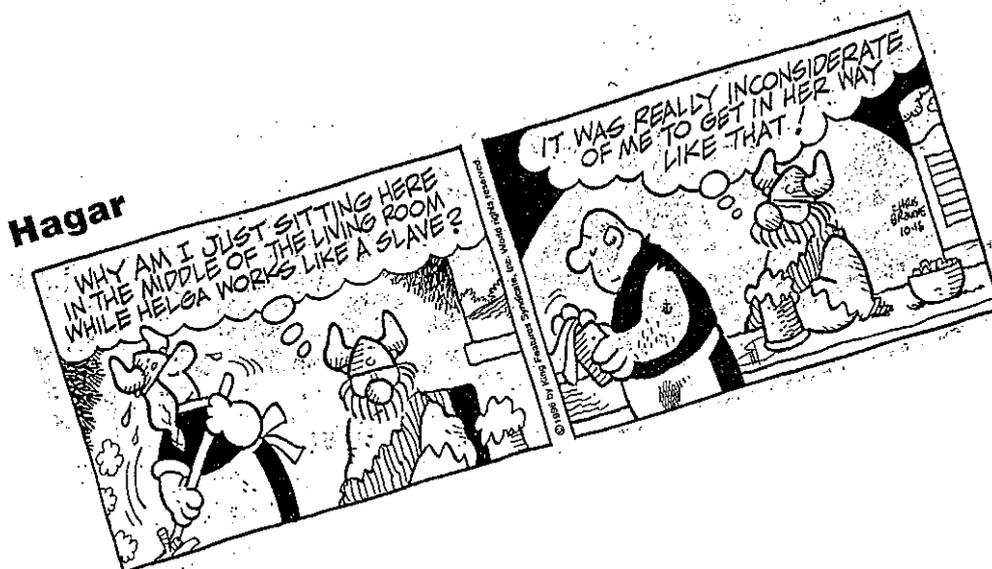
CLUB PERSON OF THE YEAR: Robert Matricianni

1997-1998 COMMITTEE

The following people were elected unopposed:

President: Jon Riddett
Vice President: Stewart Forster
Secretary: Luke Richardson
Treasurer: Bronwyn Manifold
Assistant Secretary: Diannè Welsford
Captain: John Willis
Vice Captain: Lynne Duncan
Editor: Gerry East
Social Secretary: (still to be filled)

CLOSED: Late!



President's Report

Back in 1986 a young seventeen year old stood beside his Honda CB250RS. Around him was parked a myriad of bikes, the likes of which he could only dream of one day owning. XJ900s, K100RSs and RZ500s littered the car park along with some GPZ900s and a VF750. The people were friendly and he stared wide eyed at how organised the group was. A man with a German accent was explaining the corner marking system. The teenager was then introduced to the group by this man and many smiling faces made him feel less nervous and more welcome.

Out on the road he saw how well the corner marking system worked. He forgot about worrying where he was and just did his best to remember the names of the towns and places. The other bikes were very fast and seemed to pass very close. It was a lot for him to take in all at once and by the end of the ride he was exhausted. At the end of the day many hands were shaken and advice given. A set of leathers had become a priority and a BMW K100RS was the ultimate, the holy grail.

In the years that followed the leathers and eventually the K100RS came to fruition. Many friendships were forged and an awful lot of kilometers rolled by.

11 years later that same teenager sat, older and a little wiser, in the meeting hall at the 1997 Motorcycle Touring Club of Victoria Annual General Meeting. The committee elections were taking place. Positions that he had seen enthusiastically and keenly competed for in the past had no nominations. The top and once most proudly held office of President did not attract any willing or keen interest. As he looked around the room searching for new faces to fill the vacancies the realisation hit home that the club had seen better days.

As he heard his name called out in an attempt to secure a presidential nomination the enormity of what he was about to undertake made him resolute. It was time to give something back to the club that had given him some of the most enjoyable years of his life.

Its Payback Time !!!

This club has the committee it deserves. If you were at the AGM you had a say in who would represent you on the committee. If you weren't, you didn't. As a result, this committee is made up of eight people who are prepared to put in their time and effort for the benefit of this club. For that I would like to commend them and welcome them to their new roles.

As a committee we will strive to build and convey a professional, responsible and harmonious image of the club.

We see this as an important goal and hope to attract new (and keep existing) members as a result. The club needs some new blood and this committee will explore various avenues of securing it.

Don't you hate it when someone moves the goal posts after the game has started? To this end the committee has set down the guidelines by which the club points system will operate this year. The award will be called "Club Participant" as this reflects what the award is recognising given the number of non riding activities that accrue points. These guidelines are included elsewhere in this newsletter.

Finally in closing my first President's report I would like to say thank you. I consider the title of President to be one of the greatest honours this club can bestow. As a member of the team of individuals who make up this committee I look forward to serving the club.

Jon Riddett
13/5/97



Club Participant of the Year 1997-1998 Points Accumulation Guidelines



MOTORCYCLE
TOURING CLUB
OF VICTORIA

The Club Participant of the Year award recognises the member who has participated to the greatest level in club activities. Points are awarded to each member against a set of defined criteria for participation, attendance and organisation of club activities.

The committee is responsible for managing the scheme and shall at the beginning of each committee year set out the criteria by which the scheme will be administered. If the committee does not do this at the beginning of its term then the scheme will continue as per the previous year.

The president shall delegate the responsibility for administering the scheme to members of the committee and this will be minuted at the first committee meeting of the new committee. These guidelines shall be included in the minutes of the first committee meeting.

1. DEFINITION OF TERMS

1.1 CLUB EVENT

A club event will be any road ride, track ride, dirt ride, general meeting or social function officially listed on the itinerary or sanctioned by the committee and advertised in the club calendar. To be classified a club event, participation must be open to all members.

Where a club event may favour a particular or restricted style of riding or machine type the event is still considered open to all members. Where event restrictions not based on riding style or machine type prevent a member from participating, that event shall not be considered a club event.

1.2 LEADER

The rider who leads the significant portion or majority of a club ride is considered the leader. A club ride can only have one leader.

1.3 REAR RIDER

The rider who is rear rider for the significant portion or majority of a club ride is considered the rear rider. A club ride can only have one rear rider.

1.4 NEWSLETTER ARTICLES

A newsletter article or submission that is not required or submitted as part of a committee person's role is considered a newsletter article. Submissions may be ride reports or discussions of any issue.

2. POINTS CRITERIA

- 2.1 1 Point shall be awarded to a member for each club event they participate in.
- 2.2 1 Point shall be awarded to a member for each club event where that member is a leader. This point is in addition to the point awarded for participation.
- 2.3 1 Point shall be awarded to a member for each club event where that member is a rear rider. This point is in addition to the point awarded for participation.
- 2.4 1 point shall be awarded to each member for each newsletter article submitted up to a maximum of 2 points per magazine.
- 2.5 1 point will be awarded to each member who introduces a new member to the club. The new member will nominate their introducer. 1 point per member introduced will be awarded.

CAPTAINS REPORT MAY 1997

- 4th May Buxton counter meal
also club video viewing
Jon Riddett leading
125kms
weather; shitty
12 bikes 16 people
- 11th May Fraser National Park
Ben Warden leading (substitute for Gerry)
370kms
weather; fine
14 bikes and people
- 18th May Ballarat...Mt. Bunyong
Ben Warden leading (substitute for Danny V.)
400kms
weather; overcast fine
4 bikes and people
- 25th May Gippsland
Ben Warden
500km's
weather; perfect
13 bikes and people
incidents; Nick R. dropped Fireblade
Nick fine few scratches and totalled muffler.
- 1st June Carmen's Tunnel Maldon
John Willis leading
500km's
weather; perfect
18 bikes 19 people

VICE CAPTAIN'S NOTE

Special thanks to ;

Jon Riddett's effort of producing club video

Ben Warden for taking over an extra 2 rides
that original leaders couldn't manage, that meant he lead 3 rides
in a row, and no worries for me.

Danny Vitts for volunteering to take over
the ride to Wkerville on 29th June that Ian Payne sadly won't
be able to lead. Hope your back with us soon Ian.

Rob Matricciani for having the interest to
attend V.M.C. meeting as our representative on 8th May as our
first commity meeting fell on the same night. Rob reports No
new major issues. A reminder to anyone who maybe interested
in Motorcycling future to contact me regarding V.M.C.meetings.

Buxton Pub Ride 4/5/97

There I was sitting alone under a gloomy grey sky just beginning to consider my effort of leading from KBCP to be pointless when one bike turned up. It was a first timer called Trevor on a CB900 Honda. After introductions I set about explaining the corner marking system. Not wanting to listen Trevor changed the subject as soon as I began to lay out the concept. I reiterated that this was important even though there were only two of us because the ride would (hopefully) get bigger at Yarra Glen.

9:30 on the dot we left the carpark. There was very little traffic and the roads were dry. Remembering Luke's misfortune on the Boulevard a few weeks before I decided to head straight for the freeway. Following the usual route through Warrandyte and the Christmas hills I arrived at Yarra Glen at 10:28. Given that no traffic to speak of slowed me down and I had only one bike following it seemed pretty clear that you need more than an hour to get from KBCP to Yarra Glen. Going via the Boulevard and having a bigger group would take longer again.

At Yarra Glen a respectable sized group had assembled consisting of Ben Warden ZXR, Craig Morely YZF, Lyn Duncan GSXR, John Willis FZR, Andrew Kennedy cruiser, Steve and Sue GPX, Jenny Burns NTV, John Clows RGV and Eric Makin RGV.

Trevor reluctantly listened to the corner marking spiel twice more before we left with Steve as rear rider. The dry roads to Healesville became wet and greasy once I turned up Chum Creek Road. I got a massive, undy soiling front end slide that had me kick my boot into the tarmac to pick the bike up. Within seconds I had several bikes appear in my mirrors. This was going to be a slow wet ride.

The start of the Spur was dry and I had given any frustrated members of the group permission to pass me as long as they waited at the Marrysville turn off. Ben and Lyn went around me in Healesville at the very start of the Spur. The next bike I saw was when Craig caught me at the Marrysville turn off. I was worried about how spread out we were and if Trevor was going OK. I set a moderate pace in to Marrysville for smoko.

The Vintage and Veteran club had a run on and around 40 old bikes were parked in the carpark. Looking at the group was like walking through a museum. I lost count of the Vincents and Indians and spotted a few Broughs, Scotts and Velloettes. It was truly impressive stuff to watch them leave. The most striking difference between these and modern bikes was the narrow little bicycle tyres they have.

Next stop was the nice warm Buxton Pub. I had arranged with the owner, Derek, to put on a video I had prepared. We were met at the pub by Davorin & Dianne and even Jack Youdan put in an appearance.

Derek is a bike man from way back and welcomes all bikers. He even has a supermono race bike hanging on the wall and a good stock of bike videos as well. After the meals were ordered he put on my specially prepared MTCV video.

Two hours later every one was either watching my video or gazing at the rain that was bucketing down outside. Something about a captive audience crossed my mind. When my rally footage of burnouts, blowouts, donuts, monos and nude riding came on the locals in the main bar even came to have a look. I think I found some general appeal with this stuff.

By 3:30 I thanked Derek for his hospitality and ventured out into the rain to head home via Ian Payne's room in the TAC rehab centre. I had hopes of finding a video player there so he would not miss out on being bored silly by my tape but he was lucky - they don't have a video !!!!

Thanks to all who turned out and to Steve for rear riding.
Jon Riddett (R1100RS)

Bike	Name	Bike	Name
YZF750	Paul Talents	ZXR750	Ben Warden (leader)
FZR1000	Derek Atkinson	TRX850	Danny Vits
YZF600	Dave Ward	GSXR750	Lyn Duncan
Revere 650	Jenny Burns	GSXR600T	Mark Blashki
VFR750	Ron Palmer	Shadow	Andrew Kennedy
K100RT	Jon Riddett (rear rider)	XR600	Wayne Pope
Harley 1340	Peter (1 st ride)	ZX900	Ray Toulson

14 bikes, 14 people

Gerry's broken collar bone was not healing as fast as hoped so I was coerced into leading. This turned out to be an easy task with lots of regular riders, perfect weather, and great roads.

Dave Ward rang at about 10 to 9 to see what was happening for the day. I suggested to him that he was leading the group out from the city to Whittlesea. "But I am still in my pyjamas", he moaned. "Better hurry then", I suggested. Thanks Dave. That gave me an extra hour to get to Whittlesea, and more time to answer a few hundred "Why daddy?" questions from nearly 3 year old Fiona such as "Why were you looking for your blue security access card which I hid in a book in the bookcase?"

At Whittlesea, while giving the pre-ride spiel I noted that falling off could earn mouth-to-mouth from Jon Riddett. That was enough to ensure that no-one did! Jon volunteered to act as rear rider and carry the emergency kit. Thanks Jon. Soon we were away.

My 'new' rear Dunlop 207 is absolutely sensational compared to the Metzeler ME-Z2 I had on in the rain last week (Buxton Pub ride), transforming the bike. No time for scrubbing in the tyre though as Dave latched onto my tail as we peeled into the first sweeping left hand corner heading up to Kinglake. Like on rails, as they say. Grouse! Now to get the confidence and brain back up to speed. The Z2, though only a third worn, will not see bitumen again until the hot weather returns, say next January. They are too hard on our sort of riding.

At Flowerdale I turned left and headed for Strath Creek. The weather was warming up, barely a cloud in the sky, roads dry. Couldn't ask for much better. On to Broadford, and then north to Pyalong along some of my favourite back roads for morning tea and fuel for those who needed it. We had done about 110 km.

It was a welcome sight to see Wayne Pope riding with the Club for the first time since his accident (Honda Blackbird write-off, Christmas). Alas he had limited movement and strength in one arm making braking difficult and painful, and retired home at this stage, vowing to return when fitter. He was also about to undergo an operation grafting a nerve from his foot into his arm. We wish you luck and a speedy recovery Wayne.

On the bikes again heading for Seymour, back along the same road through Glenaroua and onto Tallarook, around the river to Trawool (watch that 40 km/h corner Lyn), then along the very fast Goulburn Valley Highway through Kerrisdale with its superb off camber 75 k sweeping corners to King Parrot Creek, then south down to Strath Creek (gravelly corners and minor road works), onto Flowerdale (*that road again*) and left turn to Yea.

My favourite bit was leading up to Junction Hill, then the series of steep downhill 60 km/h corners before the road flattens out for the run into Yea. With someone up your clacker (Dave) you always push that little bit harder. I tried to maintain a flat 16* km/h, accelerating along the mini straights in the downhill section. Dave, his knee occasionally touching, hanging off, fully expected my ZXR to start scraping, considering the extreme lean angles, but it didn't (and never does!) though the front tyre balled up fairly severely, some noticed in Yea. It was horn! Derek reported later he had tried to keep us in sight, ... and failed. I'll give you the \$10 dollars later, thanks Derek.

Lunch: long for some, short for others. Mark Blashki had run out of fuel near Flowerdale on his new 600 Suzuki - didn't fill up; he doesn't know why either! Jon Riddett pillioned him into Yea to get a container of fuel and then back to his bike. Flexing his newly crowned Presidential muscles, Jon declared that he was having a decent lunch break when he got back.

In the interim I discussed the pros and cons of the Molesworth road with Lyn and Jenny, the state of the road works a contentious issue. It had been wet and miserable during the week, making the dirt section possibly muddy and slippery. But Saturday had been sunny and windy, and today was sunny again, maybe drying it all out. The alternative was a fair bit of highway around to Alexandra. But Lyn was applying the thumb screws.

After lunch we headed north and took the Molesworth road to Alexandra. The road work section was hard-packed and smooth. The gods were smiling on us. Heading up the Fraser National Park road I stopped just before the official designated lookout to take photos of riders and their bikes. I quickly reeled off 20 photos. It is a great spot on the edge of a mountain with views across to various arms of Lake Eildon. The water always looks blue, reflecting the sky. Sensational.

Onwards we rode, spiralling down the tight, white pebble mix into Eildon. Just over the bridge I turned left and headed up Mt Pinninger, a series of very tight, but smooth curves. Dave was harassing me again, and marked the turn-off to the lookout, including 1 km of dirt road. We rode the bikes to the absolute peak and parked amongst the barbeque tables. It was turning out to be a very sociable ride with a few stories being wheeled out. More group photos.

Eventually we made tracks for the big smoke, picking up Thornton, Taggerty, Buxton, Marysville, and the Black Spur, breaking up at Healesville under the tree near the bus stop. The final fling through the Spur was most enjoyable, and produced more smiling faces. Break-up 4.30 pm, round trip of about 380 km. I hope everyone had as much fun as I did. Till next time,

Ben Warden (ZXR750)

Garfield



May 18th. Ben offered to take over and organise and lead this ride (thankyou very much- again) which was itineried as Ballarrat-- Danny Vits.... sunning himself on the Gold Coast instead (don't we all wish we were there) Also last week Geraldine dissappointedly couldn't lead her ride, Ben gave us a great day out, finishing off with pituresque view of Lake Eildon.

Not many turned up for the day but didn't make it any less fun. John the pom FZR1000, Ben ZXR750, Me GSXR'T' were in the city, AndrewK. and Vince G. turned up to say good morning also Trevor Harris on an FJ1100. But they went home.

Gary Clifton ST1100, was at Fleetwings, and went rear rider for the day. We introduced our selves to another 3 bikers they seemed interested in coming along but were waiting for a couple more mates, Ben showed them our route on their map we setoff ending up in Meredith for coffee. This is a M/C friendly cafe, discount coffee, if it's a big group we can ring ahead and he'll have an urn set up to help our selves worth remembering maybe, from here we ~~came~~ ^{did a} a loop back over the good bit past Anakie, the bikes from Fleetwings were heading the other way obviously looking for us 'cause they wre originally doing the GO road, they didnt recognise us. maybe they'll turn up on another ride.

Ben took us to Mt, Bunninyong where the road literally spirals to the fire lookout. Great view pretty crispy clear day, I enjoy the stops with time to knock about. Ballan for lunch via some unchartered road. Very relaxing enjoyable day entertaining lunch listening to Gary's story telling, he went home from here saying something about the lawns maybe, we went on through Trentham

Looking across at Mt. Macedon from woodend looked very bleak covered in dirty fog, roads would surely be wet, we skirted around the bottom and across a grouse road Ben taken us on once before both John and I remembered as being fun then we'd do just 5-10km of hwy and cut across the drag strip..err.. staight bit to Mickelham Rd. sounds good to me then back to my place

Thanks again Ben and John and Gary allways good company wonder what hoppeded to everyone else just can't tell how these rides will turn out.

Lyn GSXR'T

Whilst obtaining insurance for my new YZF I was told by the RACV that new rules have been implemented for motorcycle insurance policies. Some of you may already be aware of them but I thought it was interesting enough to make mention of them...

- 1) You will no longer be covered if you are not the rider of the motorbike. In other words there is no such thing as a "Named Rider" anymore.
- 2) There is now an extra \$200 excess for bikes over 500cc purely because of the "power".

BROKE BUT RIDING...FIGJAM

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GET DIRTY WITH ROB LANGER

Saturday 28th June 1997 Rob is leading a dirt ride to Marysville via the Toolangi State Forest. Pick up is at Yarra Glen at 10:00am

Here is a witty poem submitted by one member bragging shamelessly about her CBR600 and welcoming me back after my accident ..Thanks Di

TO FIGJAM

It won't be long till you'll be back astride a Yammie-ha!
Tearing grooves through corners as you fly around the tar
I shall expect to see black lines appearing on the bends
as you go flying through the hills on Sundays with your friends!
Though it may not be quite as fast as such a bike as mine
I'm sure in corners you'll still take a quite impressive line
While it may not look quite as good as my great CBR
I'm sure you'll still get whistles as you fly straight past a car
I do admit I write this poem a little tongue-in-cheek
It's just that with a bike like mine I just cannot be meek!
Though I just have one problem as I try to joke around
I cannot say what make it is or I begin to sound
like someone I don't wish to name or even think about
so I'll just rest my case right here and you can work it out!
All jokes aside I'll see you soon back in your good old form
Carving all up in the bends and really feeling "horn"
From Di (FIBJAM) Welsford

May 25th '97 Gippsland 480km's Weather; PERFECT

You should have been there for this one... fantastic day!

Atrocious fog part way through to Yarra Glen, I was trying to catch up, just missed the city mob. Got to Y.G. just as every one was putting helmets on, cripes, who are all these guys!

Ben is in the lead AGAIN this makes it 3 in a row. More fog to Healsville, I recognise those leathers up ahead, oh yeah, it's Gerry on her brand new red Thundercat. I missed Bens' spiel where we were exactly going, it's dawned on me, far out, Noojee! this is perfect the fog well behind us, been sunny and mild here all morning judging by the dry road, grouse! I caught up to Ben and Gerry just at the Noojee 'T', I was ready for a coffee after that blast, Gerry looks in need of a heat pack and massage. We turn right, smoko at Warragul, introduced myself to some of new riders but forgot I should have been taking notes, not used to this officialdom.

WE lunched at Mirboo North where I did my duties, it's a good way of remembering names and what everyone's riding considering nonmembers out numbered members today. Everyone stoked, we were all just really having a buzz.

Danny Holetic ZXR750	Clint Vertigan GSXR750
Geraldine new 600 cat	Craig Morely FZR750
Marty Thomson ZXR750	Dean Bonthorne FZ750
Denny Zosel CB750	Nick Rushton Fireblade
Derek FZR100 rear rider	Ben 'leader' Warden ZXR750
Me GSXR750'T'	

Greg K100RT and Mathew CB750 both left the ride at morning smoko

Were all really keen to get back into it, the roads have been in good condition and riding abilities a bit more evenly matched there has been plenty of fun, no traffic at all on the roads Ben has chose makes for even more enjoyment. It's especially obvious when corner marking how much fun everyone's having.

We did have one bad incident not far out of the beautiful black fireblade went down, it could have been worse, a flimsy wire fence stopped him going over a sheer drop of at least 10mtrs. Nick was fine, bike had flipped both sides damaged D+D muffler pretty well squashed, tank on left side dented and a few other scratches. Marty gave his assistance which got everything well organised, got the bike going, re-bent things back into place and checked over the whole bike we were rolling again before Nick had much time to think about it at all. We did a couple of loops down that area, this the first time I've ridden with Marty, what I seen of him and Danny I was seeing if I could stick with him then I seemed to be gaining on him, too easily now. I corner marked, he flew past as if nothing was wrong? But he was catching up to Ben to stop the ride, ZXR had busted exhaust clamp. Ben's wire wasn't quite enough, some fencing wire came in handy, and gave us all an opportunity to natter. Driven for a stop and some well told stories of previous rides from Marty, back to Pakenham the usual back way to break up.

Everyone really appreciative to Ben for a fantastic day all shaking his hand thanking him, great to see how much we all enjoyed ourselves. Thanks for all turning up and making the whole day quite exhilarating,

Thanks Ben

Jim GSXR



YOUR CLUB NEEDS YOU!!

***We need a Social Secretary to cater to the needs and wants of the hungry fold.**

***The pay stinks but the people are grouse**

***Drinks and biscuits for Club Meetings**

***A free hand to arrange any Social event you like (within reason)**

***One year sentence is all we will give you.**

***If you like to meet people and want to give something back to the Club**

***Apply within.**

***No experience necessary (but an imagination will help)**

CLUB ACCIDENT PROCEDURE:

I don't think there has ever been a set of guidelines for accidents in our Club, as it is everyone's most fervent wish that they simply don't happen. Unfortunately, they do and just lately, it would seem, with alarming frequency. As a result of the accident I had in February this year my excess has gone through the roof, my rating has taken another nose dive (how low does it go??) and my insurance premium is up around the \$800 mark. My next accident will be the last time the RACV insures me and I hate to keep harping on about it, but it really wasn't my fault. Not only did I get the injury, the expense, the loss of employment, movement and motorbike but I also got the blame with the RACV insisting that it was a single vehicle accident with no police report available to the contrary. I had no details of the other vehicle, unfortunately, these details were not passed on to me or the police, (because they did not show at the accident scene) nor to the ambulance driver. Had I been able to give the police the other guys details when they finally visited me in hospital later that day, they may have been able to locate and interview him then rather than three months down the track. Maybe then he may have been subjected to a breathalyser test, (I was), you just never know...he was obviously not concentrating on where he was going and you know how hard it is to get those damn stubby tops off whilst you're driving!!! This is nobody's fault. I am not laying blame on any member of my Club. I was visited in hospital by two members and my bike was picked up by two other members within hours and for that I am grateful. I am merely suggesting that in the future when these incidents occur, and they will, that we establish a set of guidelines. Firstly, and most importantly, to ensure that all details of other vehicles involved are written down and given to either attending police or the injured person so that they can be forwarded as soon as possible to police and insurance companies. And secondly, that arrangements be made to collect the damaged bike (this is almost always done now, anyway) and thirdly, to notify relatives (do you think its better for a member or the police to do this??). That way I wouldn't have had to ring my Mum and tell her..God, that was 'orrible! If anyone has any thoughts on this subject please air them at the next General Meeting or ring a Committee member to discuss it. I think it's important that it be done ASAP.

FIGJAM

June 1st, Carmens' TUNNEL Maldon 500kms Weather; perfect

The day started out with a hard frost in Healsville, going for an early morning walk I was worried that there might be some frost left on the roads early on. There was not a cloud in the sky, what more could you ask for in winter.

Around a dozen people arrived at Yarra Glen and then Steve and Sue, on his new BMW R1100GS, arrived with the city mob, many thanks to Steve. We now had a total of 19 people, including 2 first time riders. Geoff Jones volunteered to go rear rider? and after a quick briefing we were off/ I was latter told that one of the 1st time riders on a Z750, Dave, asked if there was going to be many more corners? a few minutes after leaving Yarra Glen, he soon disappeared, strange person! We went to Healsville and up to Toolangi which proved to be the only damp road of the whole day, On to Kinglake and Gerry had pulled out of the with her shoulder still sore, or was it a hangover from Bronwyn's birthday party the night before, Down the St. Andrews Rd. we went, with a TL1000 glued up my exhaust pipe, the first couple of tight corners had a strip of gravel in the middle of them which put me off a little, then came my first stuff up of the day, missing the turn off to Arthurs Creek OOPS! We didn't loose any one and made our way to Whittlesea for smoko. At this point in the day I drew up the list of riders

Myself John FZR1000 Leader	Ron Palmer VFR750
Daviron Zivkovic PD	Steve + Sue R1100GS
Danny Vits TRX850 rear from city	
Paul Tallents YZF750	Derek Atkinson FZR1000
Andrew Kennedy CBR900 1st ride on this bike	
Ben Warden ZXR750	Mick Katana 650 1st. ride
Tim Walker K100RS	Dave Z750 disapeared
Micheal KLR650	Jack Youdan R1100GS
Glen Forsyth TL1000	Geoff FZR350 rear rider
Gerry East YZF600	Lyn GSXR750T

Another strange event then occurred. Ben pulled out of the ride, was it something I said, no he had tickets for...would you believe a footy match! After a bit of a chat and a cuppa we set off to Wallan, and Romsey a road which I always enjoy, Not much further and another stuff up by yours truly, over shooting the left hand turn to Macedon, only by 50 mts this time though (Idon,t know these bloody novice ride leaders). It was here I was told later that Paul Tallents had pulled out of the ride due to more engine problems with the YZF750 after already having a motor rebuilt under warranty at 13000kms. At Woodend Danny had to pull out due to feeling less than 100%, people and bikes were dropping off at an alarming rate, was I destined to be the only one to arrive at Maldon? At Daylesford we lost Jack and Andrew, on his new steed. Hepburn Springs, Newstead then Maldon for lunch, at would you believe 2.15pm? late or what? Maldon is a great little town, I can recomend an overnight stay sometime to take it all in, Oh, I almost forgot Davorin had also left us at some point, After a bite and a wander around the very old town centre, Derek checked out his binding front brakes on the FZR and Mick, the other 1st time rider, left to visit friends in Marybough, on his 650 Katana, I was starting to think I must smell but I suppose I am a Pom. With 8 of us left pluss 2 women, we proceeded to Carmens Tunnel mine tour: Which was informative, Maldon was a very busy town in the 1880's when the mine was operating. It never made any one rich but gave a few blokes some unbelievable hard yakka for 3 years or so. This mine was dug at the rate of 1 mtre a day with sledge hammers, spikes and shovels into bluestone it's a real shame you don't get gold in sandstone. Steve +

cont.....

Sue and Geoff headed off home in a southerly direction and the rest of us went East, the the sun gooing down. We went through Harcourt, Redesdale, Mia Mia, South to Lancefield and Romsey and then on that glorious road across to Wallan again, where Micheal and Ron left to head South, We had a quick cuppa/refuel and it was getting cold real fast and dark, Derek, lyn, Glen and myself headed back to Healsville via Whittlesea and Kinglake to watch the Austrian G.P and is custom a beer and Pizza Many thanks to all who came along, Steve for leading out from the city and Geoff for rear riding.

John the 'Pom'

Signs to warn motorcyclists

by JUNE YU

NEW signs alerting motorcyclists to ride carefully will soon be installed on winding rural roads in Nillumbik Shire.

The signs follow reports of several motorcycle accidents in the area in recent months.

A fatality occurred when 17-year-old Hursbridge youth Mason Lucas lost control of his motorbike while negotiating a left-hand bend in Arthurs Creek Rd. Nutfield, on March 22.

Epping Metropolitan Ambulance Service officer, Trevor Fewster said Mason collided with a post-and-wire fence and was catapulted down an 8 m creek bank. His body was found in the creek on March 23.

Road safety officer with the North Eastern Community Road Safety Council Sarah McColl said 20 signs would be put up in June on the Yarra Glen-Eltham, Kangaroo Ground-St Andrews, Heidelberg-Kinglake and Yea-Whittlesea roads.

The Road Safety Council commissioned the diamond-shaped signs late last year. They show a motorcycle and slippery road logo proclaiming "High Risk Area".

Mrs McColl said many motorcyclists enjoyed riding around the winding open roads on the northern fringes of Nillumbik.

"A lot come up from



Take care: The sign which will warn motorcyclists to slow down on Nillumbik's winding roads.

the city and they just love going up to Kinglake and St Andrews because it's such a beautiful area," she said.

Ms McColl said motorcyclists were more likely to become involved in road accidents and suffer serious injuries.

"If you've hit a poor road surface, a car might well cope but with a motorcycle so much balance is required and it's easier to lose control."

Mrs McColl said motorcycles accounted for less than three per cent of all registered vehicles in Victoria, but motorcyclists made up 12 per cent of road fatalities and serious injuries.

Motorcyclists were also about 20 times more likely to be killed than car drivers and passengers for a given amount of travel time, she said.

Figures from the Traffic Accident Co-ordinator's Office show young people were involved in a large proportion of motorcycle accidents in Nillumbik Shire.

There were 23 incidents involving riders aged 25 and under recorded from the start of 1995 to the first week in March, 1997.

Twelve riders aged 26-35, 10 riders aged 36-45, and four aged 46 and over had accidents during the same period in Nillumbik.

Is the Nillumbik Shire shifting blame here or what? Why don't they just ditch the new signs and fix the bloody roads. Thanks for the warning Ms McColl but I for one will be writing for an explanation as to why the motorcyclist is being made the scapegoat.

Article extracted from the Herald Sun News Pictorial! Date unknown but recent.

SUNDAY JUNE 21st, CLUB RIDE.

Says on the itinerary card, "Apollo Bay Mini Golf" but this reporter knows it is a formula for a GP type ride.

As it turned out it was and it wasn't as the GOR had wet, damp and dry bits... a combination demanding care.

It was a Club ride that ended up with no less than THREE leaders. No, they did not fall by the wayside, but lets start at the beginning.

Was a bright sunny morning at KBCP and even at that far flung pick up point at Laverton. Big rollup like:-

Rod VF1000,..... Mick + Barbara R100,.....,Tom RZ500,
Craig VF750,..... Ross RG250..... Hans K100,
Gary GTR1000,.....Ben + Vicki GPz900,..... Ian + Kerrie GT750,
Andrea R80G/S,..... David GPz1000,..... Les + Sally RZ350,
Jack K100.

As someone said, must be the GOR attraction rather than the mini golf. Gary's GTR1000 was the leader to Anglseas toilet stop (Gary was also there up front) when Tom's rocket ship took over. Think this was planned to stop Tom passing everyone on the ride.

David's GPz1000 was on its first Club run and passed your reporter's bike not far into the GOR and ended up much too fast into the next bend, then.....rear - wheel - lockup - side - on - run - off - into - gravel - just - miss - marker - post - dont - drop - ride - subdued - for - some - time.

Black bikes tend to act like that dont you know?

All this time Les's NEW 350 was the rear bike (with rider),"makes you wonder with three TWO STROKES on a run!" Is the Club heading for a period of two stroke machinery, having been through the BMW, Honda, Kwaka, XJ900 periods?

The leaders slowed through Lorne and we left there pretty much as a group. Two kms out of Lorne I saw, across one of the many bays, Tom's bike two kms ahead.how can that be? (but it was).

Next stop, for lunch and golf, was Apollo Bay and would you beleive four out of the six leaders were talking about getting into slides on slippery bits of the road. Come on, the Club has been riding to Apollo Bay for yonks and those notorious shiny patches have been just outside Apollo Bay for at least as long.

If we forget or ignore such known road conditions, we do so at our peril!

Now to the serious stuff.....mini golf results by our sports reporter.

Tom 25.....Gary 34.....Ben 35.....Mick 38
David 41..... Craig 42..... Ross 42..... Ian 42
Andrea 48.... Vicki 58.....Rod 63.....Par for the course is 24.

Therefore Tom Saville is the 1987 Champion.

cont.

MINI GOLF cont.

@ Les's mate, the 89 year old golf course keeper only recently died.

@ No, all riders did not play, someone has to score impartially.

@ No Rod, your 63 out of a possible 90 score did not win. It does not work that way. Hans had left the ride, for some work at home and Ben's GPz guided us back to Lorne then to Geelong via Deans Marsh. From Lorne we had dry roads, and incidently no rain for the whole trip, so bike swapping was in for, as Mick said, "ride impressions not full-on road tests!"

Meeting at the Geelong servo brought out the usual comments - criticisms which result from people riding other's bikes. Also a revelation that we had been riding into a head wind, best judged by Ross's bike drinking the stuff to the tune (or needing one) of 9 km per litre, 25MPG!

Won't be long Ross and you can stop counting the days to big bike "graduation" With the ride dispensed, good word that, not much more to say except thanks leader(s), rear rider and golf friends.

My bike did 419.27 km for the run home to home. Please understand that is not 419.28 or 419.25 on the other hand.....etc,etc.

Jack Youdan.

P.S. As a press cover up we were asked to say nothing about Andrea dropping the R80G/S in Angelsea at 10.17AM when her foot slipped while stopped and directing us into the car park for coffee and other foods.

So we will say nothing.

* * * * *

CORRESPONDENCE

The following items of correspondence have found their way into our PO Box over the course of the month:

- 1) **Motor Book Shop** make an offer sale. 20-50% off books in stock.
- 2) **Shannons "Fill the Lake with Classics"**. Classic car show due to be held at Albert Park on Sunday 8 June. Many other activities offered on the day.

3) **Literature from MRA:**

BMC Mortgage information.

Grand Prix camping information. Two campsites available. 24 hour food, booze & first aid, etc.

Oz GP Run. Run down to the Island being organised again this year.

For any further information on any of the above see me at the General Meeting or call me at home.

Luke Richardson - Secretary

MOTORCYCLE TOURING CLUB OF VICTORIA INC.
PO BOX 453, Richmond, Victoria, 3121

MEMBERSHIP RENEWALS

It's that time of the year when you get to increase the Clubs treasury with your annual membership fee. This fee enables the Club to keep producing your itineraries, (no longer gratis), printing your monthly magazine, for which I get so well paid, and postage etc. The new Committee also hopes to revive some of the social events that have proved so popular in the past with dinners and film nights etc.

Please forward your renewal in the near future, by post if you wish, or at the forthcoming June 5th General Meeting.

Membership will expire on the 30th June this year.

I will also be publishing a revised membership list in the July magazine, so if any of your details have changed from the list in this magazine please use the form below to notify me. If there are some details you do not wish to have published please note it on the form. The magazine is only distributed to Members but once they are posted they are out of my control.

Name:

Change of Address:

.....

Change of telephone number : HomeWork.....

Change of Motorcycle: MakeModel

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:

circle as required... name address home ph.no. work ph.no. bike details

Please return this form to the address shown above or give it to the Treasurer, Bronwyn Manifold, at the next meeting.

Editor
MTCV

MTCV Address List: Current at 1/6/97					
Name	Address	A.H.	B.H./Mobile	Bike	Join Date
Atkinson.Derek		9720 3754	9720 1755	FZR1000	F 12/1/97
Barta.John		9759 6945		BMW P/D	F 5/7/90
Baszak.Steven	11 Dalston Rd.Oakleigh.3166		015 327 053	GTR1000	F 3/2/94
Blashki.Mark	76 Avebury Dve.Berwick.3806	9796 1461	9546 6588	ACROSS 250	F 12/1/97
Booth.James	22 Derwent St.Ringwood.3134	9870 3307	9808 9622	VFR400	F 20/6/96
Bradshaw.Ross	10 Wollahra Pl.Heathmont.3135	9720 5317	9627 6191	GTR1000	H 5/6/85
Brown.Ken	294 McKinnon Rd.McKinnon.3204	9578 3403		CD175	L No form
Budd.Ryk	1088 Monument Rd.Kanab.Utah.84741			VFR400	F 7/3/96
Burns.Jennifer	36 Alice St.Mt.Waverley.3149	9807 4766	9663 5445	NTV650	F 6/2/92
Cardy.Jed	34 North St.Airport West.3040	9331 0956		R80GS	F No form
Clowes.John	17 Auburn Rd.Healsville.3777	0359 662 309		YZF750	F No form
Curran.Phillip	P.O.Box 551.South Melbourne.3205	9879 1925	9428 7555	XJ900	F 5/11/94
Czamecki.Damian	23 Dunscombe Pl.Chelsea Heights.3196	9776 2166	9829 9086	ZXR750	F 8/10/95
Davis.Mike	12 Rolland Crt.Montmorency.3094	9439 2378		CB400N	F No form
Dennis.Mark	4/29 Elm Gve.Richmond.3121		0414 760 424	GSXR750T	F 8/2/92
Duncan.Lyn		9354 9427	014 400 046	GSXR750T	F 7/3/96
Dunn.Andrew	16 Foch St.Carnegie.3163	9578 8728		K100RS	F 23/11/86
Pam	16 Foch St.Carnegie.3163	9578 8728			A No form
Dwyer.Peter	6 Railway Cres.Daylesford.3460	035 348 3622		XJ900	F 29/5/85
East.Geraldine	3 Mary Ave.Heidelberg Heights.3081	9459 3293	0411 088 310	YZF600	F 15/9/94
Eckert.Debbie		9706 1026		GPX250	F No form
Forster.Stewart	399 Canning St.Carlton.3054	0412 589 375			F 5/10/95
Fowkes.Denise		9762 2634		CBR600	F 30/11/96
Genova.Vince	25-27 Merrill Rd.Warrenwood.3136				F 2/11/95
Gooding.Kerrie	6 Peter St.Springvale.3171	9558 4740			A Noform
Howard.Peter	2 Loretto Ave.Ferntree Gully.3156	9752 3547	9874 8611	CBR600	F 6/6/96
Johnston.Ronald	12 Nyanda Crt.Croydon.3136	9725 7303	9870 2144	CB400/4	F 19/5/95
Jones.Geoff	34 Argyll Crt.West Melton.3337	9743 3164		RZ350	F 21/7/91
Kennedy.Andrew	79 Hull Rd.Croydon.3136	9725 9267		CBR900	F 1/7/91
King.Ross	23 Nicholson St.Essendon.3040	9370 9479	9688 3400	R100 RS	F 5/6/85
Kosinski.Danny		9720 3754		VFR750	F 3/6/93
Langer.Rob					F 6/5/92
Leahy.Les					L Noform
and.Steve	5 Chave Crt.Laverton.3028			R1000GS	F 3/12/87
Eric	17 Auburn Rd.Healsville.3777	0359 622 309	9287 1627	YZF750	F No form
Manifold.Bronwyn		9563 7705		YZF600	F 4/6/95
Mason.Scot	6/58b Looker Rd.Montmorency.3094	9434 3041	9484 5407	FZR600	F No date
Matricciani.Robert	50 Marjorie Cl.Bulleen.3105	9877 1790	017 883 616	GSX750F	F 3/12/92
Miller.Harold	33 Day Cres.Bayswater Nth.3153	9761 4126		FZR600	F 5/11/87
Moore.Dave	24 The Crofts.Richmond.3121		9676 5323	YZF750	F 2/10/94
Morley.Craig				YZF750	F 3/12/92
Morley.John	47 Japonica St.Bundoora.3083	9467 7334		XJ900	F 3/2/94
Naylor.Richard	263 Springvale Rd.Nunawading.3131	9877 6914		GPZ900	F 1/10/92
Otzen.Darryl	12 Moray St.Diamond Creek.3089	9438 1087	015 809 127	TRX850	F 4/2/93
Palmer.Ron	13 Highclere Ave.Mt.Waverely.3149	9802 3490	9863 5205	VFR750	F 12/12/96
Payne.Ian	6 Peter St.Springvale.3172	9558 4740	9550 6312	RF900	L 6/9/85
Philferan.Peter	19 Aird St.Camberwell.3124	9813 3518			L Year dot
Pope.Wayne	32 Samantha Cres.Cranbourne.3977	0359 957 956		CBR1100XX	F 13/3/85
Price.Gary	127 Oakleigh Rd.Carnegie.3163	9568 7160		FZR1000	F 7/3/91

Page 2	MTCV Address List: Current at 1/6/97				
Name	Address	A.H.	B.H./Mobile	Bike	Join Date
Richardson.Luke	51 Corella Ave.Melton.3337	9743 8085		XJ600	F 13/8/89
Riddett.Jon		9808 0173			F 1/9/88
Saville.Tom					L No form
Schrader.Tony					F 3/12/92
Schultz.Steve	32 Warrington Cres.Wattle Glen.3096	9438 1242	018 106 691	FZR1000	F 4/7/96
Shearer.Len	798 FerntreeGully Rd.Wheelers Hill.3170	9561 2857			L No form
Sirianni.Sam				ZXR750	F 19/3/89
Sirninger.Andrea					F 6/8/82
Smale.Andrew	1/9 Donald St.Mt.Waverley.3149	9807 1560		FZ750	F No date
Tallents.Paul	402 Lower Plenty Rd.Rosanna.3084	9455 1416		YZF750	F 4/2/96
Tayeh.Pat	6 Pirie Gve.Altona Bay.3028	015 839 909	9882 3000	CBR900	F 4/2/93
Teder.Helen	4/287 Warrigal Rd.Cheltenham.3192	9584 7707	9345 4689		A 4/7/96
Thomas.Dee	53 Croydondale Drive.Mooroolbark.3138			CBR900	F 2/11/95
Thomas.Jacinta	F115/120 Sturt St. Sth Melbourne.3205	9682 2323	9687 6831	CBR600	F 15/8/96
Toulson.Ray	25 Tower Dve. Briar Hill.3088	9434 7185	0419 511 417	ZX9	F 7/3/96
Turner.Mark	402 Lower Plenty Rd.Rosanna.3088	9455 1416	9846 1063	VFR750	F 1/8/96
Van Dorp.John	3 Achenar Crt. Ocean Grove.			VF1000F2	F 17/1/91
Vits.Danny	P.O.Box 20.Patterson Lakes.3197	9776 0236	0419 397 932	TRX850	F 24/7/94
Walker.Tim	2 Madden Rd.Heatherton.3202	9551 1638	9263 5047	K100RS	F 23/2/9
Ward.Dave		9563 7705		YZF600	F 5/6/94
Warden.Ben	12 Timor Pde. West Heidelberg.3081	9457 4479	0411 607 925	ZX7	F 3/12/82
Wells.Sue					F 7/2/95
Welsford.Dianne	Unit 10/17 Ervine Rd. Kilsyth	9723 0957	9230 0642	CBR600	F 5/8/93
Whimpey.Tracey	122 Ripplebrook Dve.B/meadows.3047	9309 6955			A 1/2/96
Williams.Rhys	344 Robinsons Rd.Langwarrin.3910	0359 712 502	9580 5800	ZX10	F 5/9/96
Willis.John	19 Chaffer St.Healsville.3777	0359 622 061	0419 538 100	FZR1000	F 7/10/95
Wurster.Hans	21 Medford St.Altona.3018	9398 5575		YZF1000R	F 15/4/83
Wurster.Ken	15 Redwood Dve.Hoppers Crossing.3030	9749 5575		K100RS	F 6/4/84
Youdan.Jack	22 Fort St.Mt.Waverley.3149	9802 3564	9311 6555	Trophy 900	F 4/12/81
Zivkovic.Davorin	9 Duncan Ave.Greensborough.3088	9434 3465	014 694 560	K100RT	F 31/7/94
Total					
79 members					
Consisting of:	6 Life 1 Honorary 4 Associate	68 Full			