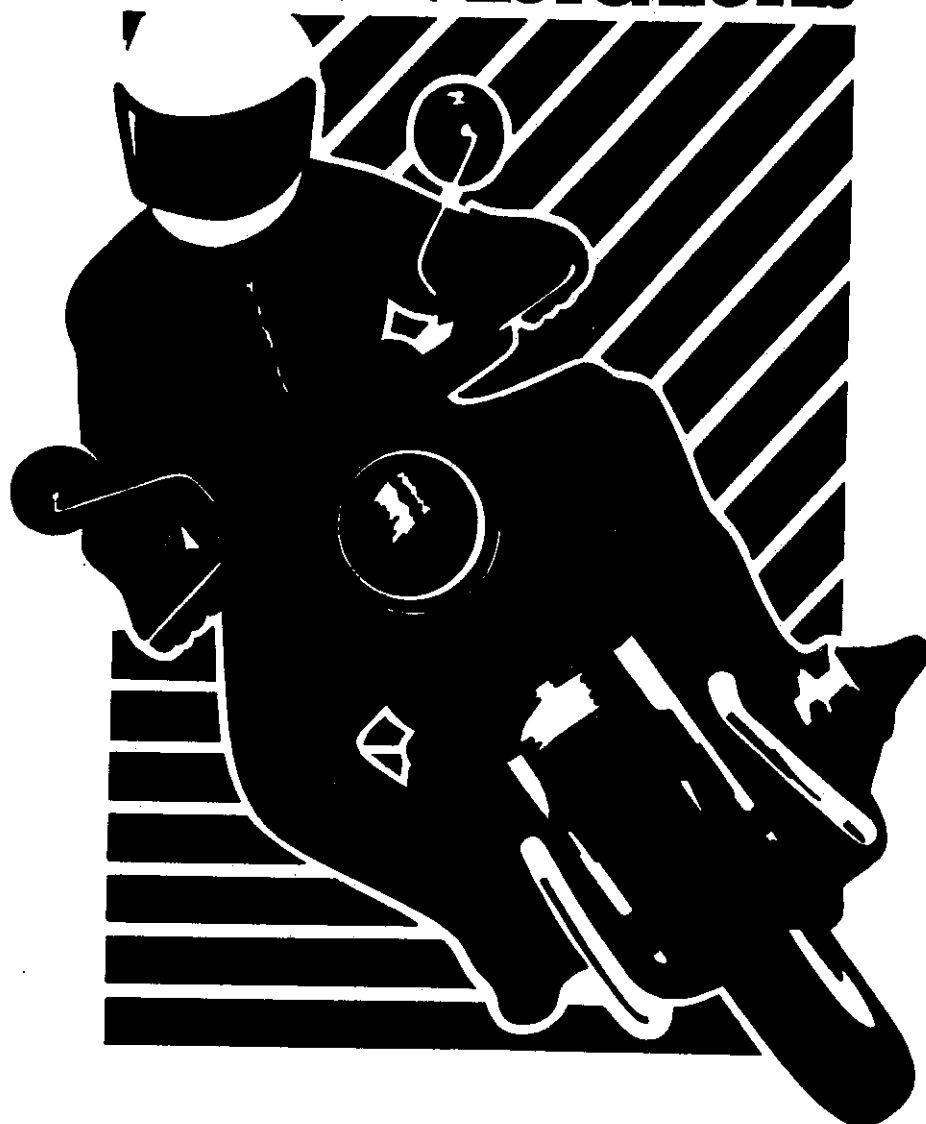


MAY 97

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

## ITINERARY 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.
- SUNDAY 4TH Buxton Counter Meal Jon Riddett Leading  
9:30am KBCP 10:30 Yarra Glen LEISURELY  
Jon has a video that he hopes to screen at the pub of MTCV footage.  
Some of it dates back 10 years. The route will be subject to the weather.
- SUNDAY 11TH Fraser National Park Geraldine East Leading  
9:30am KBCP 10:30 Whittlesea.  
Ben Warden possibly standing in for Gerry who has not received her new YZF from the RACV and whose shoulder may not be up to the task.
- THURSDAY 15TH Social Slip  
Swan Hotel Cnr Swan & Church Sts., Richmond.  
7ish till late.
- SUNDAY 18TH Ballarat Danny Vits Leading  
9:30am KBCP 10:00 Laverton Servo.  
Danny is unable to lead so the new leader can pretty much take us where he/she wants
- SUNDAY 25TH Gippsland Ben Warden Leading  
9:00am KBCP 10:00 Yarra Glen ARDUOUS  
All of those glorious roads that we all love. Can't wait.
- JUNE 1997
- SUNDAY 1ST Carmens Tunnel - Malden John Willis Leading  
9:30am KBCP 10:30 Yarra Glen  
Details in next months magazine
- THURSDAY 5TH General Meeting  
8:15pm Club Hall at the Theatrette behind the Camberwell Town Hall.
- WEEKEND 7TH-9TH Eden Geraldine East Leading  
8:30 KBCP 9:15 Hallam  
See inside this mag for details.
- SUNDAY 15TH BBQ - John & Dots- Ocean Grove Steve Leyland Leading  
9:30am KBCP 10:00 Laverton Servo  
• Details in next months magazine

## **MOTORCYCLE TOURING CLUB OF VICTORIA**

### **MINUTES OF GENERAL MEETING**

**DATE:** 3rd April 1997

**LOCATION:** Camberwell Theatre

**OPENED:** 8:30 pm

**PRESENT:** 33 members and 10 guests

**APOLOGIES:** Luke Richardson, Mark Turner.

**CORRESPONDENCE:** Literature from Motorcycle Concepts re meeting at Orron Park.

**CAPTAINS REPORT:** Given by Danny Kosinski. Not available for inclusion in magazine. Abbreviated report supplied by Vice-Captain John Willis for publication.

**UPCOMING RIDES:** See front page of magazine.

**TREASURERS REPORT:** Given by Rob Matricciani. Opening Balance for the month \$3100 : Closing Balance \$2900. As 36 of the 40 spots for Phillip Island Ride Day have been filled the Club stands to make a profit.

**GENERAL BUSINESS:**

**Phillip Island:** Question was asked as to the availability of "Travelling Marshals" rather than paying members having to miss out on track time to marshal. Rob M. was to contact Phillip Island and ask the question. If members wanted to take the chance of turning up without a firm booking they were most welcome but face the chance of not being able to participate if numbers exceed 40 riders.

**Annual General Meeting:** To be held at next meeting on 1st May. All Committee positions will be vacated. Steve Leyland and Sue Wells will not be standing for re-election in their roles as Vice-President and Social Secretary respectively. Mark Dennis was unsure of his position due to work commitments.

**Mark Turner:** Had an accident on the Easter weekend suffering a broken elbow and hand. His bike fared better than he did and he is in the country recovering.

**Victorian Motorcycle Council:** Lyn Duncan gave a speech on the objectives and ideas of the council and strongly suggested that we, as a Club, be part of it.

**FJ Rally:** Danny Kosinski gave details of the rally.

**Door Prizes:** John Morley - Six pack Coke  
Troy - Box Cadbury Roses  
Dave Moore - Box Cadbury Roses.

**CLOSED:** 9:00pm.

## May Editorial

Good to see so many members participating in the Club ride day at the Island. I hope some enterprising Committee person managed to give itineraries to all the non members who attended?? Well done to all the people who obviously took the day off to go and help..Top effort. According to most participants I've spoken with a great time was had in spite of the weather. I must make a comment on the wisdom of the Committee on allowing Dicky to participate in the Phillip Island Ride Day. With no licence surely it contravenes the rules of the day?

My new YZF has still not arrived on my doorstep despite my efforts to communicate with the RACV. As a result of this (and partly due to my shoulder still giving me curry) I will probably be unable to lead the ride to Fraser National Park on the 11th of May. I know he's not much of a replacement but I'm sure Ben will do an adequate job of leading you all on a wild goose chase up around those lovely Elldon roads etc.

Day 1 & 2 only of the Tassie trip appeared in last months magazine as I was waiting for the complete set of articles to arrive so that they might be printed in order. The day before printing this magazine I have just received the Day 3 to type up. So all you Tassie trippers, your moment of infamy has arrived and the rest of the trip is printed in this issue. Prompter write ups might see prompter inclusion in the magazine.

Europe was exciting to visit. Lucerne in Switzerland was snowing on the Alps (not unusual), Milan was full of crazy motor scooters and drivers who have no knowledge of the road laws if they do exist, crossing the street is exhilarating to say the least. Venice is a dirty, smelly place where public transport is by water only, but the shopping is grouse and Salzburg is a pretty place but extremely cold. All I can say is Australia is simply the best place on earth for me.

Danny Vits is unable to lead the May 18th ride to Ballarat due to work commitments. If anyone is available please dob yourself in to a Committee member.

With four Committee positions vacant and all existing positions up for re-election I wonder if its time to get some more girls up the front. The boys have tended to have a fairly free rein over this Club for a long time (not that they have done a bad job of it!!) but the female contingent should be better represented. It doesn't take up much time as meetings are not compulsorily monthly. I have a feeling the atmosphere at future Committee meetings may be a little more pleasant with hopefully a new, more private venue than a smoky noisy pub which is hardly conducive to pleasant discussion!!

I have decided to lead the Queens Birthday weekend ride because I just love riding in the wet weather. The stated destination on the itinerary is Eden and we will touch there. However, I have planned a more circuitous route which I will explain further in a separate article in this edition. Needless to say accommodation needs to be booked early so if you are coming please let me know early so that I can make the appropriate arrangements. Too often in the past the Club has left Pub owners and Hotel proprietors holding the bag with little, or no notice as to the number of rooms required. In fact, on the last weekend the Club was actually financially disadvantaged due to the Hotel owner not being given enough notice. I assume this was due to Ian's injury and his normally high standard of efficiency lapsing and falling into the hands of someone with less organisational skills.

Good to see so many of the ex members of the Club turning up. Vince Green has been on a couple of rides and proven that the competitive spirit in long time bikers does not diminish with time. Mick Barnes of whom I have read so much in the old magazines also made a return visit on Luke's circle ride. This Club keeps drawing them back doesn't it?

The article "Corner Marking System explained" has been included in this edition because it would appear that the finer points of this remarkably efficient system have been lost somewhere in the interim. Please take the time to read the concise article and perhaps even take the time to explain it to newer members and first time riders. It will save the leaders of rides the tedium of trying to tie everybody together. Its stressful enough for some people to lead a ride without the added annoyance of simple rules not being followed. When I first joined the Club someone actually took me aside from the main group and explained it in detail to me. I liked that because I didn't want to make any mistakes on my first club ride. As it turned out, an older member of the Club ballsed it up anyway!!!! But it wasn't my mistake. Perhaps a short explanation could be included in the leaders pre-ride address regardless of the number of existing members present.

The views in the following reports and articles do not necessarily reflect the views of the Editor.

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

May 1997

**Rob Langer** has a new Honda CR250 dirt bike

**John Clowes** and **Eric Makin** have a new RGV250 each. They still have their YZF's.

**Phillip Island Ride Day**, Monday 8<sup>th</sup> April. \$80 mem, \$100 non mem, weather: cold, wet and windy. One half hour session completely dry.

**Riders:** Tom Saville, Andi Sirninger, Lyn Duncan, Dicky Otzen, Dee Thomas, Steve Leyland, Ian Payne, Dave Ward, John Clowes, Eric Makin, Danny Kosinski, and Stewart Forster.

**Helpers:** John Willis, Mark Denis, Luke Richardson, Derek Atkinson, Jenny Burns, Rob Langer, Sue Wells, Kerrie Gooding, and Sam Sirianni.

**Crashers:** Danny Kosinski: VFR750, turn 1, 190 km/h, rider unscathed, bike rebuildable; Stuart Forster, ZX6, Honda Corner, Low speed, minor cosmetic; James, VFR400, Lukey Heights, minor cosmetic; Unknown, GSXR750T, Siberia, minor cosmetic; Unknown, YZF750, Honda Corner, U turn, minor cosmetic.

**Tom Saville** has fitted Yoshimura exhaust cans to his Suzuki TL1000, freeing up some neddies, improving throttle response, and shedding a few kilograms. He is pleased with the improvement in performance. It seems that TLs have front end suspension problems, a common complaint being saggy front springs. Tom's bike is no exception.

**Stewart Forster** had his ZX6 stolen between Tuesday April 15<sup>th</sup> 11 pm and Wednesday 16<sup>th</sup> 7 am from his Elwood flat's under cover parking. The bike was unlocked (other than the steering lock). He noted that there were no ZX6s being wrecked in Victoria at the time - he was searching for bits after Phillip Island. The bike was insured and he may be in the market for a new Honda VTR1000 Firestorm (V Twin).

**Rhys Williams** (crashed ZX10, Tallangatta weekend, late January) is making good progress with his badly fractured hip. He expects to be off crutches in about a week, once some remaining hairline fractures have healed. Good luck Rhys.

**Mark Turner** (black VFR750) had a serious trail bike accident late March, early April breaking his elbow and wrist. The Club wishes him a full and speedy recovery.

**Ian Payne** crashed his RF900 on Sunday 13<sup>th</sup> April in the main street of Cockatoo at about 3 pm. He was riding alone when an oncoming vehicle turned right in front of him, the driver claiming not to have seen him. RF900s have the headlight hard wired on. Ian suffered a broken left arm just above the elbow and further bone damage to the elbow. He was operated on Monday with plates and screws being inserted. He also suffered ligament damage (2 snapped, 1 stretched) to his left knee. He had a knee reconstruction on Wednesday and now has plaster from his groin to his toes.

On Tuesday 22<sup>nd</sup> Ian was transferred to the TAC Rehabilitation Centre, Springvale Road. He will be there for a considerable time and would welcome visitors. The Club wishes Ian (and all other motorcycle accident victims) a speedy and full recovery.

Ian's bike sustained damage to the fuel tank (flattened), a bent handlebar, and other cosmetic damage when it hit the car. Vince Genova is looking after the bike/insurance side of things. Thanks Vince.

**Dave Moore** dropped his YZF750 on the Fraser National Park road on the Early Ride (21<sup>st</sup> April) sustaining minor cosmetic fairing damage and a cut radiator hose, repaired on the spot. Later on riding over the Black Spur he threw his chain, similarly fixed on the spot. Refer to write-up for more details.

**Jonathan (ZX9)** (member? - ridden on a number of rides with the Club) crashed his ZX9 on the Reefton Spur on Saturday 26<sup>th</sup> April while carrying pillion Johanna. Both rider and pillion escaped with minor cuts and abrasions. The bike is expected to be written off after hitting a tree head-on, doing the usual fairing, headlight, and instrument damage.

The Chief Police Commissioner's retirement benefit fund has received a couple of donations recently: a substantial donation from Davorin Zivkovic for the *usual*, the donation being accepted at midnight, Burke Road twisties; and Ben Warden made a lesser contribution for failing to negotiate some roadside furniture in the prescribed fashion, on his way to work. He was somewhat fortunate as the Commissioners lads had trailed him for a couple of kilometres, before firing up the blue and red light disco machine, by which time they had generated a list of proposed contributions *as long as yer arm*. Ho-hum.

**Marty Thompson** (former MTCV president, part time 600 Super Sport racer, Cosway Sales Rep.) has regained his licence, serving out his suspension. He is currently riding a borrowed CBR600 and looking to make up for lost time. You have been warned.

**Gerry East** has returned from her 2 week trip to Germany (Italy, Austria) visiting **Tony Schrader**. Her broken collar bone is mending quite slowly and is still painful. On the positive side a red and white, new YZF600 is only days away. Tony is due back mid July. We look forward to them resuming riding with the Club.

**Ben Warden**

Ken Brown, Life Member since June 1970 (and club member since 1959) wishes to extend his apologies for not being able to attend this years AGM due to a leg operation. Ken's current steed is a Honda CD 175, which he bought new in April 1970. Six months ago it started running a little rough so after a strip down he discovered all it needed was a new set of rings. Not bad for a bike that's travelled 35,000 miles. Ken is also a Life Member of the R.A.C.V. Caravan Club, joining that in 1937.

Ken would like to invite any club member to visit him at home and discuss any club news. His address is in the membership listings.

Dirt Ride                  Saturday 3rd, May, 1997

Steve Leyland is leading a dirt ride on Saturday to Anglesea. The ride is leaving Shell Laverton at 10.00am, heading along back roads to Geelong, then onto Anglesea. Steve classes the ride as an intermediate ride and any club member shouldn't have trouble on the day (its not too difficult in other words). Distance should be about 350 km. Be there.

## PRESIDENTS ANNUAL REPORT 1997

Firstly, I would like to take this opportunity to thank the Committee and everybody's involvement throughout the year. Unfortunately, two of our Committee were unable to continue with their positions. Rykk Budd, a new member, took the position of Assistant Secretary, on the understanding that he may not be able to stay the full year as he had overseas work commitments. His opinions and enthusiasm were greatly appreciated as are our new Assistant Secretary Luke Richardson. Darryl Otzen was also unable to stay as Editor, Gerry East stood in to continue the high standard of the Club Magazine.

John Willis has been sharing the Captains position as Danny Kosinski's leg has been healing.

Steve Leyland and Rob Matricciani were both exceptional in stepping outside their normal positions and helping out as much as anybody could.

Our suppers and socials have been well catered for by Sue Wells, thanks Sue for a great job.

There has also been some visitors to our Committee meetings and I thank them for their input...Rob Langer, Phil Curran, Di Welsford and Lyn Duncan. Lyn has also become our representative on the Motorcycle Council and has been willing to lend a hand on different occasions throughout the year.

The Clubs most memorable ride this year would have to be the Tasmania trip. I hope we can make this trip more often in the future, maybe biannual.

I will be standing down from the Committee this year as I pursue other interests. I've also been told I am not an active member and as the President I'm required to be more active! I wish the new Committee all the best as for all members who make the Club and not just a small minority.

Thanks for your support,

Mark Dennis

### CAPTAINS REPORT APRIL 1997

6th April 97	Reefton/Black Spurs Dave Moore Leading 9 bikes 9 people Weather: Fine & dry Incidents: None	7th April 97	Phillip Island Ride Day 40 bikes Weather: Rainy Incidents: Danny K Stewart F crashed 3 non member crashes. No serious injury
13th April 97	Circle Ride Luke Richardson Leading 17 bikes 18 people Weather: Fine Incidents: Luke R speeding fine	17th April 97	Social Sip 30 people approx
20th April 97	Early Ride Tom Saville Leading 21 bikes 21 people Weather: Fine Incidents: Dave M dropped YZF & broken chain in separate incidents.	25th-27th April 97	Rutherglen Wineries 7 bikes 10 people Weather: Glorious Incidents:None

**MOTORCYCLE TOURING CLUB OF VICTORIA (INC)**  
**STATEMENT OF INCOME AND PAYMENTS**  
**1.5.96 TO 30.4.97**

1995/96	PAYMENTS	1996/97
228.95	Printing itineraries	26.95
335.50	Printing magazines	132.70
429.20	Supper	508.10
153.86	Door prizes	188.65
398.20	Postage	489.00
40.00	PO Box rental	44.00
480.00	Hall rental	360.00
26.00	Trophies	45.40
92.55	BBQ's	179.60
20.64	Bank fees	32.23
40.00	Accommodation	660.00
25.00	RACV maps	10.00
30.00	Poker run	0.00
32.00	Incorporation fee	32.00
0.00	Magazine covers	0.00
3692.00	Track hire fees	4250.00
200.00	St Johns ambulance	400.00
27.50	Miscellaneous	213.99
0.00	First aid supplies	40.00
115.00	Repair old photocopier	0.00
48.40	Stationery/Stamps	45.00
70.00	Stickers	129.10
7.00	Syphon	0.00
50.00	Flowers	0.00
35.00	Ad in The Herald Sun	0.00
140.93	Phone bills	153.31
200.00	Deposit on pub for 40th anniversary	0.00
0.00	Christmas camp	200.00
<b>6917.73</b>	<b>Total</b>	<b>8140.03</b>

1995/96	INCOME	1996/97
1818.75	Subscriptions	1740.00
57.00	Merchandise	61.10
55.10	Auction	0.00
20.37	Interest	37.68
31.80	Donations	12.50
0.00	BBQ's	0.00
5510.00	Ride day receipts	7180.00
0.00	Christmas camp	200.00
441.10	Door money	400.45
450.00	Hall rent from Nova Honda	250.00
40.00	Accommodation	945.00
50.00	Refund of Echuca deposit	0.00
200.00	Refund of deposit on pub for 40th anniv.	0.00
200.00	Photocopier sale	0.00
0.00	Miscellaneous	45.05
<b>8874.12</b>	<b>Total</b>	<b>10871.78</b>



**MOTORCYCLE TOURING CLUB OF VICTORIA (INC)**  
**STATEMENT OF INCOME AND PAYMENTS**  
**1.5.96 TO 30.4.97**

1995/96	CASH BOOK BALANCE	1996/97
346.10	Balance brought forward	2302.49
8874.12	Plus receipts	10871.78
6917.73	Less expenses	8140.03
2302.49	Total	5034.24
<hr/>		
<b>PROFIT OF \$2731.75</b>		
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**VALUE OF MERCHANDISE**

Metal badges	3 x 6.00	18.00
Adhesive badges	45 x 1.50	67.50
Cloth badges	39 x 3.50	136.50
Ear plugs	186 x .30	55.80
RACV maps	4 x 1.00	4.00
25 metres bungee cord (approx)	\$1.00 per/mtr	25.00
<b>Total</b>		<b>306.80</b>

**ASSETS**

Urn	60.00
Tarpaulin	45.00
Electric typewriter	300.00
Electric stapler	198.45

**TREASURER'S REPORT**

The time has come for some change. After 12 months of adding, subtracting and keeping record I'm throwing in the towel and giving someone else a go. I'll be able to ride to meetings, have some supper before it runs out and not have to worry about the books any more. Due to work and school commitments time has become more and more precious, giving me less and less time to spend on the club.

My time as treasurer (and assistant secretary the previous year) has been a great deal of fun, being part of a great committee that has done a commendable job in steering the club in a direction that has taken everybody's tastes and needs into account and I believe satisfied all club members. Seeing the club at a stage that it can fully support itself financially and knowing that I was part of it has given me a great deal of personal satisfaction.

The position of treasurer is not overly difficult, but it would not suit everybody. One has to be fairly organised and must be willing to dedicate quite a few hours a month to the position. With general meetings, committee meetings, keeping record of new members, keeping the books up to date and anything else the job throws at you, your time can quickly be consumed by the work.

Before leaving I would like to thank a few people for the help they offered along the way. First of all, the rest of the committee who, as a team, did an excellent job and who I now consider my good friends, Vince Genova who supported the club financially by paying the hall rent for us, all those club members who supported the club by attending events like the Xmas BBQ and the club camp, Phillip Island ride days, and the weekends away as well as giving the committee praise for the work they did, and Dianne Welsford for making my job look easy by building the clubs finances to a respectable level when she was treasurer before me.

To the new committee, and treasurer, good luck for the future, and happy riding.

Robert Matricciani.

## VICE PRESIDENTS REPORT 1997

Riding with the Club for the past 12 months hasn't been different than in previous years, in that the rides have all been of the highest standard, interesting and varied, with Saturday dirt rides, stacks of interesting destinations, touring weeks and weekends away as well as a heap of fang rides to keep us "hoons" happy. This is only possible because of a dedicated bunch of ride leaders and their extraordinary efforts, add social sips, Phillip Island Ride Days and we have a level of activity no other motorcycle club can even come close to, something for everyone maintaining the Motorcycle Touring Club of Victoria as the premier club in this state. I for one would like to see that format continue.

But, Beware Members, there are those who would like to see change. It has been suggested that the Committee control ride leaders so that they avoid the kinds of roads that may upset the handling of a sports bike, of course, this is not possible, as most members would agree, with a ride every Sunday at least, and leaders that like their ride to be different and interesting, how could we limit them to a select group of smooth, twisty, or high speed roads? If that were to happen then we would become a club for Sports Bikes only, surely this is not what's being suggested?

I feel that the motorcycling community would lose something very special if that was to eventuate. I urge all our leaders to maintain their high standards and resist any sort of control from where ever it comes. It's your ride, you lead it which ever way you see fit, I for one will be in support.

But, all jokes aside, the itinerary really is big enough to cater for all tastes. Those with a "Sporty" attitude are well catered for, as are those that are a little more adventurous.

This Committee has worked very well together, not always agreeing on all of the issues put before it, but always coming up with a solution, no individual has dominated nor have there been any clicky little factions to contend with. But a group of free thinking individuals dedicated to motorcycling, and what better club to represent and very well represented it was indeed. It has been a pure pleasure to work with you all and I thank the Club for that opportunity.

The Motorcycle Touring Club of Victoria has been dubbed a "rider club" by some of its members, I couldn't agree more, but what constitutes a "rider"? In fact, isn't anyone who rides a motorbike a "rider"? If so, then this Club is as much for a slow rider as it is for a fast rider, isn't it? It states so on the information sheet that I and others have handed out to so many prospective members, it also implies so much on our itinerary. And with the rides structured as they are, with a leader, usually travelling at a sensible pace and a rear rider who's as slow (oops that four letter word again) as the slowest in the group, and our corner marking system, everyone can ride as they please, remaining within the group. What's wrong with that?

My association with this Club and its Committee span some very rewarding years. It has been my good fortune to have benefited from such an experience. I.e. writing articles, public speaking and dealing with Members on a one to one basis, are all tasks that were alien to me. Thanks to those experienced Committee people of the past for showing me the ropes and pulling me back into line when ever I've strayed off track a little. My only disappointment is that after receiving so much I have had little to offer in return, but my experience (for what it's worth) and support will be there for any would be new Committee member if wanted or needed regardless of their preferred facet.

Dirt riding. It has been mooted that we are a road riding club and trail bikes have no place here. I disagree. I see the Motorcycle Touring Club of Victoria as a motorcycle club, pure and simple, nothing more, nothing less, and trail bike riding is an integral part of motorcycling. Dirt rides are put on by Club members for Club members and has become a very important part of this Club's activity, with more and more members investing in a mighty dirt blaster and why not? They are great fun, the rides are of the most challenging kind. Riders can test their mettle and mix it up within the relative safety of slower speeds, honing skills that are absolutely essential in a modern motorcycling world.

And just for the record it was decided three Committee's ago to include the Club dirt rides in the points accumulation for the Rider of the Year Award. They are just as tricky (if not more so) to put together and were seen as just as worth while as a Sunday jaunt, they have figured since.

This year we have had far too many offs that have resulted in serious injury. Although, Tommy has shown us he heals as quick as he rides, after being belted by John the Poms bike (how old is that bloke again?)

Rhys spent far too long in hospital ... "how is he, I haven't heard for a while?"

Ian, arguably the Clubs most important member this decade, has reminded us all that car drivers are still utter fuckwits and should be treated as such. Ian will be fine but a visit would be nice, you'll find him at T.A.C.Rehab in Springvale.

I hope Danny Kosinski now realises there is a limit to which you can push a bike, but I doubt it.

Gerry, I hope your collarbone isn't causing you as much stress as you've caused me for not asking about it. (I can't help it if you're an ill mannered, self centred jerk .. FIGJAM).

And Dianne's hand has healed nicely.

The rest have been just gravel rash, scratched fairings and bruised prides. Be on guard members, we do a lot of riding often at "contemptuous" speeds.

As mentioned before it's been great for me to work with this Committee, and I'd like to point out a few things:

Jon Willis has come from Healsville and has hardly missed a meeting, Committee or General

Danny Kosinski, after breaking his leg mid term still remained very active within the Club.

Mark Dennis even though he struggled with some personal and financial problems throughout the term, still figures prominently in the points and never once missed a meeting leaving me with not much to do at all.

Dav Zivkovic, snowed under with work still helped out where possible.

Both Rykk Budd, elected Assistant Secretary and Darryl Otzen, our Editor for most of the first part of the year, had to stand down mid term but still made valuable contributions when needed.

Gerry East took over the editing from Dicky and has continued thus far with the quality product we have all become accustomed too. And thanks Gerry for your opposing view points that sort of input is always valued and should be encouraged regardless of the individual. Thanks a heap to all the before mentioned Committee, their efforts have helped enormously. But there are three who stand out, whose dedication to duty has been instrumental to the running of the Club and are all candidates for Club Person this year.

Rob Matricciani has continued with his fine work this year as our Treasurer, handling the Club's finances, organising the printing of the itineraries for "nicks", and without his efforts we would not have had any Phillip Island Ride Days, which are not only grouse fun but we now have an obscene amount of disposable cash. I'll let Rob tell you how much.

Luke Richardson was appointed Assistant Secretary when Rykk Budd stood aside and brought to the Committee some much needed organisational and leadership skills. Here is just a sample of his dedication: after two weeks in Tasmania where he arranged the itinerary and for the most part led, disembarks Friday, pre-rides Saturday then leads the Warrigul run Sunday, Luke lives in Melton.

And Suzzy, our Social Secretary, some reckon she deserves an award for just being my girlfriend, maybe so, but she's always worried about her food being just right, never gets to see or hear anything during a meeting and is currently the sixth most active member of the most active Motorcycle Club around. Last year she was fourth.

As for me, I'm just out having shit loads of fun, and disappointed that as stated during the April Meeting I will be unable to continue on the Committee for the foreseeable future due to school and work but it has been three consecutive years this time around. Thanks to each and every member for your support and thanks leaders, you make this Club great.

May I end with this thought, the most commonly used term I have heard to describe the Motorcycle Touring Club of Victoria is ..Quote The best years of my life...Unquote.

why would anyone want to change a thing?

Steve Leyland

Vice President 1997

(Steve, this report has been begrudgingly typed by Yours Truly in utter frustration at the thought that you could misinterpret so much after so many heated discussions. Perhaps in your time away from the Committee you can ask someone to remove the blinkers..... and whilst they're off look up the word "sycophantic")

**Thumbs UP for Bill McGrath:** *Silliest idea of the month found sanity, so congratulations Minister, Bill McGrath. He gave the thumbs DOWN to a proposed quota system for traffic police - a plan for traffic police to book a monthly target of motorists. The RACV was quick off the mark, warning of over-policing. Traffic law enforcement is about stopping road accidents, not points scoring. Quota systems will send wrong messages to motorists and jeopardise driver/police relations.*

#### MAY CALENDAR OF EVENTS

May 2-11: Arts Festival, Grampians Gourmet Weekend, Needlework, Craft & Art Fair, Celebration, Beechworth; May Hamilton; May 3-4: Winter Steam Halls Gap; May 4: Apple Festival, South Melbourne; Phillip Island 24-25: Historic Winton, Benalla; Rally, Lake Goldsmith, Beaufort; Gladysdale; River Run '97, Film Festival, Cowes; May 17-18: Swiss Italian Festa, Hepburn; May 3-5: Bairnsdale Festival Melbourne; May 11: Run to Melbourne Gem & Mineral Springs; May 25: Cross Country Street Grand Prix; May 3-6: the 'G' Melbourne; May 15-18: Show, Wantima; May 18: Harvest Ski Show, Caulfield.

Bike	Name	Bike	Name
YZF750	Craig Morley (3 <sup>rd</sup> rear rider)	Tengai 650	Ben Warden (2nd rear rider)
YZF750	Dave Moore (leader)	ZX9	Jon and Johanna
YZF600	Dave Ward	ZX6	Stuart Forster
Revere 650	Jenny Burns (1 <sup>st</sup> rear rider)	GPx750	Steve Leyland
VFR750	Ron Palmer		

9 bikes, 9 people

I spent a leisurely Saturday changing wheels on the ZXR, rotating the pads, and listening to the footy. I took off the MEZ-2 on the rear to preserve it for future long rides. It survived the 2,000 km of mountain climbing over the Beechworth Weekend remarkably well, whereas the front Sportsmax II (204F for the technically minded) was decidedly second-hand. Just as I was about to head for the bike shop to change tyres I was bailed up by a pair of Jehovah's Witness's. It was like tag team wrestling: once the first was eliminated the second took over. Half an hour later, all thoughts of changing tyres were dispelled, and I just decided to swap wheels (having a second set from a previous bike) and head for the bike shop to collect a magazine before midday closing. I whisked the ZXR key out of the bike, shoved it in my jeans, jumped on the Tengai and blatted over to K&W.

I never saw the ZXR key again.

After changing wheels I spent the rest of the afternoon searching for the key: emptying out the garbage bins, checking all my pockets, cleaning out the storm water drain, tidying up the house, and later that night walking along the street with a torch, retracing my steps, all to no avail. I had a second key set (ignition, filler cap, and under seat lock) which I thought I could swap over, should worse come to worse. It did! Then I discovered that the filler cap has an extra screw which is only accessible once the lock is open! Ho-hum. Need a lock smith. Better take the Tengai, clapped out old beast that it is: guzzling oil, sagged and shagged suspension offering no ground clearance or handling, and only about 30 hp (downhill, with a tail wind).

Arriving late, I met Dave Moore leading the ride, just leaving Yarra Glen and heading for the back way to Healesville. Jenny was bringing up the rear. Around to Yarra Junction, onto Warburton and up Mt. Donna Buang. The group was in tight formation heading up the mountain until Dave M. lit the wick, and we got a jump on the gang. Eventually Dave Ward came whistling by, and then Steve - too many straights requiring horse power. I kept the rest at bay. Dave and Steve marked the Marysville turn-off and I chased Dave Moore up the hill. Half way up he stopped because his speedo had stopped working, presumably because the cable had dropped out. Onwards and upwards we ascended into thick fog and wet roads. I lost the rest of the gang at the first corner, the Tengai's only advantage being its ability to brake late and deeply. Kamikaze pilot helps too.

It was freezing at the summit and no-one even bothered climbing the lookout tower. The top "pedestrian only" access has been replaced with a boom gate closed at 5pm, and they have remodelled the top car park under the tower so that there is no parking (except for bikes of course). You are expected to park at the lower car-park and walk the final two hundred metres. As if!

Back to Warburton for morning tea and fuel. Ground clearance was becoming a problem, the left peg grinding hard and regularly. Ron left for home and Jenny departed for her mother's at this stage. When volunteers were

called for the rear riding position, there was a deathly silence. Since I had obviously the slowest bike I reluctantly volunteered.

Soon we were on our way to Reefton and the Spur. Dave and Dave arrived ahead of the main group at the base of the Reefton Spur, pausing briefly. Once again the group took off en-masse up the Spur. Dave and Dave cleared out, the second group of Stewart, Craig and Steve slowly drawing away, Jon struggling at the rear, two-up. I spat the dummy, finding a way around the outside of Jon, unable to out grunt him anywhere except mid corner, sparks flying, and set off in pursuit of the terrible three. They were a couple of corners ahead and in the straighter stuff up the hill they pulled away, but as it tightened, I began to make ground, slowly. Everyone was trying pretty hard, the road surface smooth and inviting. Craig and Steve couldn't get past Stewart. I was almost on the tail of the gang when Stewart speared off up a driveway (the one with the gate, for those intimately familiar) pulling up just in time, clearly okay. Two down, two to go, I thought!

Steve was getting ragged. In fact Craig was sliding fairly badly too (did I mention his very bald rear tyre shredding itself?), and the Tengai was grinding and drifting left and right as the brake lever started taking a hammering, I later discovered. As I looked this way and that for a way past Steve he drifted wide over the white line, his gearbox jumping out of second gear, and I ducked up the inside (expecting to get an earful later), remembering a few of Marty's dirty racing tricks (he learnt off Mal Campbell!). We were all having a ball. I hoped I could hold Steve out till the next corner which I just managed, in the process out braking Craig into right-hander, slipping through into the lead! Mind you, it wasn't a race .....

The battle raged behind me for a while until I got a couple of corners' break, only for the road to open out into a long straight. 130 km/h was the bike's limit (altitude sickness) and I knew I was done for. Steve chose not to pass and I managed to get a few corners ahead again, once it tightened up, meeting up with Dave and Dave at the finishing line. Dave M. had some story to tell about a near death experience with a 4WD. The troops reformed for a show and tell session. Then across the slippery dirt section and down to Marysville for late lunch and fuel for those who needed it. Craig was now rear rider, his tyre showing canvas.

John and Eric tootled by as we ate lunch, John riding the new RGV250, apparently with a fouled plug. According to Eric, they had been forced to follow a police car for an unreasonably long time, long enough to foul the plug!

Soon it was out with the cameras to perform the touring part of the ride. We stacked the bikes along the footpath and Jon and myself took a few photos with the riders standing alongside their machines. Then back into it. I managed to see the old ton hurtling down into Narbethong, and the bike didn't blow up! I clung onto Dave M. powering up towards the start of the Black Spur but was soon out gunned. Dave W. swept by. I had a lonely, fast trip across the Spur. Apparently Dave M. had a fierce tank-slapper (hit a bump under brakes) throwing him off the bike (he has scrape marks on the inside of his right boot around the ankle where he landed back on the bike and missed the pegs). The oncoming car took no evasive action, but the car in front moved left as Dave did his superman impersonation, peering in the windows. (Its amazing how well you ride without a speedo cable.) Dave waited for the bike to regain its composure - what else could he do - and continued on! Meanwhile Dave Ward, having witnessed the whole episode, turned religious and promised God he would never speed again. I gave him a Jehovah's business card. He remarked later that he normally wheelies over that bump ....

I caught the Dave and Dave show in Healesville and corner marked up the first Toolangi Road. Steve headed straight for home.

Nothing like a 19 inch wheel to iron out the bumps. If only I had more clearance! At Toolangi, Stewart headed for Kinglake, while the remaining scallywags plunged down the second Toolangi Road, negotiating a log truck in the process. Dave, Dave, Craig and myself remained. Onto Yarra Glen and around the Christmas Hills road and back to Warrandyte where we disbanded, Craig heading home via Diamond Creek.

I arrived home at a very respectable 3.30 pm. The weather remained fine and dry all day (except for the top of Mt Donna Buang), despite the abysmal forecast. This was Dave Moore's first ride as leader: no one fell off and no-one got booked, by definition a good ride. Thanks Dave. I had a grouse time hooning all day; neither Dave will forget the ride quickly (especially now that it is immortalised in print), and Craig is left pondering the concept of applying liquid sole (the stuff your old man repaired his old shoes with) to his rear tyre to get just one more ride out of it.

The Tengai's odometer clocked over 54,000 km on the day and only used about 250 ml of oil.

Ben Warden

p.s. ZXR key turned up next day on the floor of K&W. Time to make some copies!

p.p.s. Its a shame and disappointing that the itineraries were so late that the majority of members could not have been aware of this ride. Why don't we aim to deliver the itineraries one month prior to the current itinerary running out, as was once the case.

Phillip Island Ride Day      Monday 7th April

Weather ; %\*#@ , did dry out in avo, windy

I hope some one else does a write up cause this is only my perspective, I wasnt mixing on the track.

Ian and I rode down together on Sundaypre-planned meet ANdi and Tom at the Motel I'd booked, it worked out well 2 bedrooms and a loungeroom telly couch like a small home, plenty room for bikes vans trailers.

The 4 of us planned to have a Sundayride down there some where weather was lousy, cleared up enough to creat a bit of enthusiasm we got as far as Inverloch and took cover for about an hour, then went back. John W. arived just then. Tea at the Pub, Dee turned up as we were walking home.

Wind and rain was belting around all night, still really windy in the morning and looking like showers.

Luke wa at the gate house, good, organization. The whole morning was impossible to get on dry track. didn't stop most going out But 4 people came down over the entire day Richie, GSXR the first to slip off at siberia some scratches to the bike, bent gear lever, he's fine back out later.

Jenny, Simon and John W. had come along especially to help out with corner marshalling, thanks although thankfully we were aloud to use travelling marshall system, saves terrific lot of track time, and worked well. They did spend the first hour out in the rain, "

Mark and Luke did the officialling at the chequered flag, Steve did the scrutineering, Sue organised our coffee and bikys Speeking of scrutineering I'm not sure who picked it up but although Sam missed getting on the track I'm sure he'd be glad his nasty brake problem was detected. the pads had dropped off the backing plate on all the front.callipers.

Three more down over the entire day, James on VFR 400 was next at Lukey Heights, a break in the fairing near left upper mounting bracket so basically still OK about a 2in. weld needed, clutch lever busted, muffler bent and of course scratches. Stewart at Honda corner, ground a hole in muffler and scraped some paint off, he was OK as well and rode home with us. Danny K. I think was pretty much the last on the track and of all places... the end of the straight as I understand. I didn't see the damage but it did get bundled into Dericks van for the trip home, he seemed in fine spirits latter at the pizza shop where a few stopped to have tea and tell stories. A great day even though the weather spoilt, thanks to those that organised and thanks to everyone for riding responsibly.

Lyn. QSXRT

2nd attendance Vic. Motorcycle Council. 10th April

Next meeting 8th May. Vine Hotel.

Discussion on E.P.A \$25 charge for proving no fault. How absurd Someone dobs you in for, say a noisy exhaust, you have to pay \$25 for the privillage of going to a testing staion to prove its OK. the council is going to start things rolling to have this altered.

250cc Law... investigate how to get this changed.

Policing Points System.... for those who hadn't heard, I was listenig to the assistant commisioner for general Policing explain and out line this new system of quota points the Police were to have to accumulate 240 points per month by bookings , example cars for minor offences such as roadworthy they cops recieved 2 points same offence for motorcycle 5 point 10 points for .05 or serious. I'm sure you can, without much imagination see where this kind of approach would lead, a cop would be targeting us, or a situation where it may have been a warning will no longer, don't stop there. Tis system has been "officially" abandoned.

BUT these are the sort of things that can sneek in without our knowlege.

Jim Cutts updated us on his progress <sup>of</sup> ~~the~~ appeal protest campaign against using Wire Rope Barriers

Jim Cutts and Greg Hurst are going to Luxenberg for International Riders Rights Forum and will report back next month.

Note; Council ideas or objectives may not be exactly the same as your own or you may not care what they are doing right now but at some stage there may be an issue that directly involves you, your bike or your lifestyle. I think its at least worth the time to keep us upto date and informed.

Lyn

## PHILLIP ISLAND RIDE DAY 7TH APRIL 1997

As I woke 5:30am I didn't really need to look outside , but I did, only to confirm what I had heard through the night. Rain pelting down and the trees almost horizontal from the wind. Thinking positively, I prayed, "Thank you Lord, for a day that can only get better" and so on. Luke arrived a bit after 6:00am, we stopped at Cranbourne for breakfast and saw Steve and Sue going past. Luke ever so fearful of passing semi's as he remembered the TAC ad wrestling the Combi van along the highway against the wind, we arrived at Phillip Island at 7:59am, gates opened at 8:00am

Sue set up the coffee and bickys, Steve handed out numbers while I scrutinised the bikes. One guy was proud to say he had put new brake pads on the day before, um sorry, but your brake lever goes all the way back to your handle bar without activating your new brake pads. A remedy was suggested and fixed the problem. Not so could be said for Sam Sirianni who didn't get a ride due to no meat left on his front brakes.

John the Pom and I distributed the fire extinguishers and flags while it was still drizzling but seemed to be clearing, remember think positively. Riding got on the way, the first group going round and round as the track dried out.

Second group it started to rain while they were on their second lap , not only that there was sleet mixed in with it. A few diehards made the most of the track time.

By lunch time rain had come and gone and come again, this time hard rain, the track was closed for lunch. The rain stopped and the track reopened. 10 to 15 minutes into the first session the track was dry and remained so until 10 to 5:00pm, See, I told you to be positive.

Throughout the day four riders fell, including Danny Kosinski and Stewart Foster, all riders were okay with slight damage to bikes. Danny was black flagged twice over concerns over a tight spot on his chain were expressed, also Justin Betteridges' GSXR was seen dropping fluid as he left the pits, but I think it must have been water from the lunch time rain.

The biggest grin for the day came from Lyn as she pulled up in the pits and straight up to the start/finish line. She didn't have to tell me what she was up to, on fire all hyped up and ready to pounce as Andi rode by.

Dave Ward, Tom Saville and Dee Thomas were riding so close throughout the day, they might as well have ridden the same bike to save fuel...more hyped up people.

We were able to use travelling marshals throughout the day, so Steve Leyland, Ian Payne, Tom Saville and Danny Kosinski were happy to circulate around the track keeping an eye on riders and assisting if there were any problems. By doing this it saved a lot of time by not having to find marshals and drive them around and so on. Thanks to everybody who helped and I hope everybody enjoyed themselves.

Mark Dennis.

### PARTICIPATING MEMBERS:

Tom Saville  
Andi Sirninger  
Mark Blashki  
Lyn Duncan  
James Booth  
Paul Tallents  
Ray Toulson  
Stewart Foster  
Ian Payne  
Tim Walker  
John Clowes  
Eric Makin  
Rick Naylor  
Steve Leyland  
Dee Thomas  
Danny Kosinski  
Darryl Otzen  
Dave Ward  
Jon Riddett  
Rob Langer  
Sam Sirianni.

### HELPERS/ORGANISERS

Mark Dennis  
Luke Richardson  
Sue Wells  
Jenny Burns  
John Willis  
Kerrie Gooding

21 Members



Dave"s Dusty Dirt Day at Westgate 12th april

The Add Daveput in the magazine specified 1200pm. Dave was gonna try for getting his monies worth, I was running about an hour late, getting there the same time as Debbie with her DT in tow. Bronwyn and Dianne already there.

As well as the track proper, which appeared to be very sandy Debbie will attest to that, there was heaps of other tracks and berms and whoopy doos to play on that nobody else was on. Thats where I was all avo, too chicken to get out there and mix with the real crusty demons !!!

Dave M. rode over and had a bit of fun on Dave's bike, a work mate of his on a '95 Moto Guzi Sports, with his son came to have a look. Dianne dissapeared on Debbies DT with Rob Langer on his 400 showing her about. Bronwyn got a few goes on Dave's Ken got out there and showed us how to get around on his Tony F. rode in on ZX6R and also got to throw Dave's around. Rob M. out for his Saturday peddle called in for a look. The whole track can be seen by spectators, so a very enjoyable day, nearly forgot Margret and Graham and came down to see Debbie also Alex O. was there without his brand new DR which is getting a petrol tank leak fixed.

Some of us met for coffee after a great fun day, hope we all do another, thanks Dave for letting us all know you were going

Lyn (Serrow)

**DID YOU KNOW?**

- Although the amount of traffic or parking fines does not increase if they are left unpaid, costs associated with their collection do, each time an attempt is made at recovery
- Fines do not lapse. They remain on the books of the issuing authority until recovery
- Victorian councils raise up to \$600 million a year from parking fines.

## Between Friends



### CIRCLE RIDE - 13/4/97

<b>Luke Richardson (leader)</b>	<b>XJ600S</b>	Glen Forsythe*	TL1000
<b>Ron Palmer</b>	<b>VFR750</b>	Mark Dennis	GSXR750
<b>Andrew Kennedy</b>	<b>NX650</b>	Lynne Duncan	GSXR750
<b>Peter Howard</b>	<b>CBR600</b>	Vince Green**	900TIGER
<b>Steven Baszak</b>	<b>GTR1000</b>	John Willis	FZR1000
<b>Steve Leyland &amp; Sue Wells</b>	<b>GPX750</b>	Danny Vits	TRX850
<b>Ben Warden</b>	<b>ZXR750</b>	Geoff Jones	RZ350
<b>Mick Barnes**</b>	<b>KLR650</b>	Les Leahy (rear rider)	XTZ660
<b>Stewart Forster</b>	<b>ZX6R</b>		

\* = non member

\*\* = ex member

**Bold type indicates KBCP starter**

*This ride actually started a long time ago in a galaxy far far away. Initially Danny Kocinski had been penned in for a leisurely ride down to the Mornington Peninsula with a Hallam pick up. I had agreed to lead a ride at a moments notice upon hearing Danny was unable. Not knowing where I was going I opted for a circle ride with no pick up, leaving my options open. I was surprised when I got the itinerary a week beforehand and discovered it was supposed to be leisurely but thought I could get around that by slowing the pace down if lots of slower riders came out.*

*John Willis rang the night before to see where I was going and kept mentioning Hallam. Realisation dawned. A quick check of the itinerary had me in a bit of a dither (actually, I was rampaging around the house) but fortunately Mark volunteered to pick up any who might be waiting at Hallam and take them to morning tea at Healesville. Thanks again Mark and also to Danny Vits who volunteered had Mark been unable. Apologies to any who came along thinking the ride was to be leisurely or who went to Hallam. Unfortunately it was beyond my control.*

*To the day itself. It was glorious. The sun had come out the day before and not gone away again, leaving us a magnificent day for riding. The girls were off on their own ride so I was pleasantly surprised to see Lynne on ours. Off we set via the usual route to Yarra Glen, intending to bypass the Christmas Hills, instead heading up to Kinglake, Mount Slide and down to Healesville for morning tea. Unfortunately the first drama happened on the Kew Boulevard of all places where I got done for speeding. No excuses, stupid place really but I had a new back tyre put on on Friday with a different profile and this was the first chance I'd had to check the handling effects.*

*After a short pause we were on again. Just before Warrandyte I see Stav coming the other way. It later turned out she had overshot corner markers on the ladies ride and kept going. A little further up the road - no corner markers. She went back but couldn't find anyone. To say she was in a good mood would be an out and out lie as she had been really looking forward to this ride. It later transpired that the corner markers had been badly positioned and several people had overshot but they thought everybody came back.*

Stav tacked on to our ride to Healesville. At Pantom Hill the next incident occurred. I turned left with Stewart, leaving two riders - who shall remain nameless - to mark the roundabout at which we had turned. They were in front of the roundabout with their left hand indicators on. Five minutes later Stewart and I decided to turn back as no-one had joined us. We got back to the roundabout to find the corner markers gone. There are various stories about someone going straight through the roundabout and the corner markers admitting they weren't sure which way I'd gone. At the next corner Steve led the group straight to Healesville remembering that that was the morning tea stop. Stewart and I proceeded to sweep through the Christmas Hills (thinking that's which way the others had gone), up to Mount Slide and down into Healesville.

An aside here. I understand that a lot of people don't wish to lead rides due to the effort and commitment involved, but that doesn't mean we can turn up on rides with our brains switched off. Corner marking is one of the real strengths of the club but it does require a little forethought. Hopefully the "Corner Marking System Explained" article has found it's way into this issue of the magazine. If not, find a copy and read it. The corner markers on the ladies ride should have repositioned themselves and/or rounded up those that overshot, and as for my corner markers forgetting which way I'd gone.....

After a lengthy morning tea break for the Hallam crowd and a thorough pre-ride briefing we headed up through the Black Spur, Marysville, Buxton and Yea for lunch via the Molesworth road. There were some roadworks along the Molesworth road but the dirt was solidly packed and I'd be surprised if anyone went below 100 km/h. Yea was filled with bikes, in fact the whole day there were more bikes on the road than I'd seen since early summer.

After a relaxing lunch in the shade we were off again minus Andrew. Up through Gin Gin and Highlands we went into Seymour. A little more dirt past Highlands but most of it excellent with only the last 1.5 km being loose. At Seymour John and friend Glen took off. On via the back roads to Pyalong and Kyneton. The roads were a little on the rough side and here we saw Ben leave to pursue his own interests. Twelve of us made it to Kyneton with Stewart, Ron and myself all closish to running out of petrol.

John left at Kyneton while the remaining 11 did the run south through Trentham & Blackwood to break up at Melton. The weather was absolutely brilliant, and the roads good, if a little bumpy. About eight kilometres of dirt - virtually all of it really densely packed. Thanks must go to everybody who made the day enjoyable despite the fist section hiccups, and also to Steve and Sue for inviting Stewart, Les and myself over to watch Doohan kick everybody's arse in Malaysia.

LUKE (XJ600S)

## The Corner Marking System Explained

Sept. 1992

*Easy to understand, the corner marking system is one of the strong points of our Club. For it to work well it is important that everyone has a thorough knowledge of how it works and the underlying philosophies. In no way is it perfect: we are always looking for ways to improve it (and everything else). To this end, if you have an idea or any constructive criticism please inform us.*

*Historically this article was written for the benefit of new and prospective members back in 1988. They were given a copy of it or received one in the post. Later it was given to new members as part of their show-bag of Club goodies. It was written with a view to it being of a timeless nature, wholesale modifications being hopefully unnecessary. Reprints have appeared in the Club Magazine ever since. This latest version attempts to remove some of the sexist language and expand on some of the perceived problem areas. Hopefully there is something in it for all of us, new or old.*

There is a "leader" and a "rear-rider". Ideally, no-one passes the leader and the rear-rider passes no-one. When the leader comes to an intersection at which he/she is deviating from straight ahead, or there is any likelihood of confusion, he/she will point to the side of the road indicating that the following two riders are to stay there "corner-marking" until all the remaining riders have passed through, and the rear-rider arrives. The corner-markers then proceed until next required to "corner-mark".

By corner-marking we mean indicate (by preferably blinking or pointing to) the direction the following riders should take. Good corner-markers work as a team positioning their bikes to indicate the direction taken by the leader.

*Here we are falling down quite badly. Be considerate! Corner marking is not the time to gamble on completing smoking a cigarette before the rear-rider arrives. The rear riding position is onerous enough without making him/her wait while you hastily prepare to leave.*

*Use your blinkers! A hand signal is at best unreliable, and at worst non-existent. It is easy to get talking and forget about the rest of the riders. (Bikes with total loss electrics are excused.)*

*Be safe! Parking on the "riding" line is very dangerous. Park as far to the left as possible, or better still and where appropriate, mount the kerbside, traffic island, median strip etc. Otherwise you are likely to get run into, not by the bike approaching, but the one behind who does not have a fair view - or worse still, the car behind the car. If some one is carrying a bit too much speed, then the riding line should include the "wide" riding line and the "straight ahead" riding line, especially at "T" junctions at the end of dirt roads. It is probably better to never "double park".*

*Be in communication! Ideally park within talking distance of your corner-marking partner. At worst the partner should be at least within visible communication in case some action is required.*

*Be visible! Positioning your bike to indicate the direction taken by the leader only works when that bike is visible to the following riders. Otherwise it is useless. On right hand corners it seems to work well, especially at "T" junctions where one bike can park at the*

*end of the "T", side-on to the following riders, the other bike parking before the intersection leaving its blinker on.*

*Left hand corners are a real problem. If visibility is good, one bike can creep just around the corner. If visibility is poor, for instance there is a building on the corner, then it is no good parking around the corner. The communication link is broken. It is better for two bikes to be stopped one behind the other before the corner, indicating. To get around this, some riders have been parking on the other side of the road, similar to a right hand turn at a "T" junction, but this time facing the other way. This is obviously a highly illegal manoeuvre as at some stage you must ride on the wrong side of the road. Which leads to the next point:*

*Be discrete! Corner marking is probably illegal in the first place. Parking on the wrong side of the road with your headlight blazing and blinkers flashing isn't discrete. Oncoming car drivers at best will be confused and more likely irate. The police will probably take a dim view.*

*Depending on the size and style of ride we often have clumps of bikes forming at intersections, usually waiting for the lead rider to get a little ahead. Don't obscure the field of view for the following riders of the corner marker with either your bike or body ie don't block the view of the blinkers!*

*The onus is on the leader to point out particularly difficult corner marking situations. The Tullamarine Freeway - Mt Alexander Road intersection springs to mind. For safety reasons we often decide not to have any there at all.*

*Night rides offer the greatest potential for the corner marking system to come apart at the seams. Consider "If I was on a night ride, would this be a suitable place to corner mark?" If yes after considering the safety, visibility and communication aspects, then there is a fair chance it is suitable in the daytime.*

Two bikes are left to corner mark for various reasons. If someone takes a wrong turn, one of the corner markers can chase and bring the errant rider back. The remaining bike continues to perform his function of corner-marking, and the ride "flows". The majority of riders are not inconvenienced, and little or no time is lost.

*So if there is only one bike on a corner, make a second!*

If someone breaks down, gets a puncture or crashes, the two following riders stop to offer assistance. In time the rear-rider will arrive with the "Emergency Kit", which contains a First Aid kit, a tubeless tyre puncture repair kit, a can of Finelec or similar, arm bands, and a tow rope. Most mishaps are catered for.

*If leading and carrying a pillion, the pillion should wear the armband on the right arm. This reduces the excuses for riders overtaking the lead rider. Otherwise the leader wears it on the right arm and the rear-rider on the left - for when he/she overtakes (!) the corner-markers. The rear-rider can supplement the arm band by judiciously flashing his/her headlight.*

After an incident the leader will eventually run out of corner markers and stop. The leader should be informed of the incident and the estimated time delay by a messenger sent by the rear-rider. A

decision can then be made by the leader where best to regroup. Therefore it is important that corner markers never leave their corner until the rear-rider, or his messenger arrives. After an in-ordinate amount of time has elapsed (usually greater than 10 minutes) since the last bike passed through, one rider may leave the corner and (normally) back-track down the corner-markers to render assistance and determine the cause of the hold-up.

If on arrival at an unmarked intersection there is any doubt as to which way the leader has gone, proceed straight ahead. At "Y" junctions, take the major road; at large round-a-bouts (though often marked), go straight ahead.

Using a corner marking system makes for a smooth ride. Riders can travel at their own pace; if they wish to travel faster, they will end up corner-marking more often; if they ride at a leisurely rate then only occasionally will they be required to corner-mark. Effectively, riders can travel at any speed they wish. Other advantages of this system are that no-one ever gets lost, and there is no need to be constantly looking at a map - in fact you don't even have to know where you are going!

## Early Ride

20<sup>th</sup> April, 1997

Bike	Name	Bike	Name
TL1000	Tom Saville (leader)	ZXR750L	Ben Warden
YZF750	Dave Moore	ZX9	Troy
YZF600	Dave Ward	TRX850	Andi Sirninger
FZR1000	John Willis	TL1000	Darren
FZR1000	Derek Atkinson	GSXR750T	Mark Dennis
GSXR750T	Lyn Duncan	GSXR750T	Dee Thomas
900 Triumph	Vince Green	GSXR750T	Naomi (1 <sup>st</sup> ride)
CB400	Ron	XT660	Les Leahy (rear)
GSXR7/11	Con (nth ride)	GSXR7/11	Tony (1 <sup>st</sup> ride?)
BMWK750	Otto (1 <sup>st</sup> ride?)	Triumph 900	Darren
VFR750	Danny Kosinski		

21 bikes, 21 people

Eight-thirty am Warrandyte Bridge makes for a cold, early start and Tom thanked everyone for putting in the effort. After a quick description of the day's route we were on our way, Les taking up the rear riding station. Out through Warrandyte towards Kangaroo Ground before peeling right up through the tight twisties arriving on the Christmas Hills Road. Just before the bridge we turned left onto more narrow winding road joining the Kangaroo Ground - St Andrews road. Boy, what a lot of bikes snaking their way around, nose to tail, nose to tail.

I corner marked at the St Andrew's turn-off as the gang thundered by. The weather was cool and dry, with the promise of hotter temperatures in the afternoon. The road had no leaf litter or gravel providing excellent conditions for a Sunday ride. Les arrived and we were off.

I had an opportunity to follow Naomi up the St Andrews twisties before she waved me by. She is a capable rider. Tom partially regrouped the ride at Kinglake before heading west to Kinglake West at a leisurely pace. While I was corner marking Mark informed me that he was leaving: he was running in a new top end (barrels, pistons, connecting rods, rings), courtesy of Suzuki. He had taken it to *Mick Hone* with a strange noise. They knew immediately what it was: faulty gudgeon pins, just like the other 2 parked there! Hmm.

Andi and I enjoyed a pleasant, flowing ride to Flowerdale, before turning left to Strath Creek. Andi grunted by. Nice bikes those TRXs. I stopped at Strath Creek where Vince informed me that he was leaving the ride, his knee giving him curry. And where in the Dickens was he? He had a Melway's page and was soon reoriented.

We regrouped at Broadford for morning tea, some 100 km from Warrandyte. It was a high powered, quality field of bikes, with 2 TLs, 4 GSXR Ts, the 7/11s (1100 motor in 750 frame), and the Tiger Triumph, with most of the rest of the bikes late model. People just wandered around looking, talking, and munching.

From Broadford we headed north, then west towards Highcamp, picking up the Northern Highway momentarily before cutting across to Lancefield for the official fuel stop. A number of bikes were late arriving because Troy's rear tyre inexplicably deflated. Les pumped it up with his hand pump. After the break we headed further west encountering a couple of kilometres of road works. Having ridden through them the week before on Luke's ride I was fairly confident of the surface and passed a lot of bikes. The road came good for a couple of kilometres of smooth corners before deteriorating into a bumpy narrow strip. It got worse as we headed for Kyneton before cutting back to Baynton and Emu Flat en-route to Pyalong. The last stretch has some magnificent downhill sweepers, all the better for having done them the week before.

From Pyalong we headed along the main drag towards Seymour, veering off to Tallarook and Trawool. Whilst corner marking at Tallarook I noted Troy's front tyre was completely flat and I made the appropriate sign language as he passed by and pulled up. "That explains the full opposite lock around some of those corners" he quipped. "That motocross experience is proving invaluable."

After checking the front wheel for an obvious puncture and finding none, we limped into town looking for a servo and air, all the while running the risk of breaking the bead and having the tyre come off the rim. Lyn had arrived by this stage, and, seeing that there was no servo, suggested trying the local CFA depot. Surely they would have air - yes, a compressor - attached to one of the trucks. At the last moment Troy checked his rear tyre to find the pressure down to 20 lbs. By this time the fireman had returned to his meeting and we were left to use Les's hand pump. Once Les's arm had turned to jelly (remembering this was the second time today Les had pumped up his tyre) Les suggested that I have a go. I'm stupid, but not that stupid! It was Troy's bike after-all, so eventually he was co-opted into pumping up his tyre. He has a physique to maintain!

I asked Troy how fast he had been going. Then I asked him why the rubber seals were removed from his valve dust caps. The answer to those questions lead me to believe that at speed (10,000 rpm in top, you figure) the centrifugal force was sufficient to force down the valve springs allowing air to escape, since the dust cap rubber seals had been removed! I suggested he stay below the legal speed limit (well double the limit) to prove the theory, and to convince himself that he didn't have slow leaks. No problems for the rest of the ride!

We caught a group waiting at the Trawool intersection on the Yea-Seymour road. Dave Ward had swapped bikes with Dee. It was a bit of a blast to Yea where we caught the group for lunch. Soon we were back on the road again heading for Molesworth and Alexandra. Significant road works are occurring on this road with many of the tighter sections being removed. Tom later pointed out that my ZX10 corner is no-longer there. Again I passed a lot of bikes going quite slowly, the dirt fairly chopped up compared to last week.

On to Alexandra and along the Fraser National Park road towards Eildon. I came around one tightening corner to be greeted by a lot of parked bikes. Dave Moore had run wide and dropped the YZF at low speed, unfortunately holing his lower fairing and severing a water pipe. It looked fixable so I suggested the others keep going, and Danny get 4 litres of water. Thanks Danny. In the interim Dave and I cut off the damaged hose and rejoined it, and straightened out a fairing bracket. Soon we were on the road again, but the group had long gone.

We (three) regrouped at the Eildon servo before proceeding to Taggerty and down to Buxton where I just caught a glimpse of the main group parked outside the Buxton Pub, the breaking up point. Seven or eight people were inside watching the big screen TVs, waiting for the Japanese 500 GP to start. Doohan won, Criville 2<sup>nd</sup>. We caught up on the gossip including Dave Ward's (oops, Bronwyn's) YZF600 suffering a broken mirror from the flying stones along the Taggerty road, and Tony on the 7/11 suffering a shattered screen and two damaged blinkers and much fairing damage ("as if hit by a shotgun") when overtaken by John Willis. You win some, you lose some. Unfortunately his bike was in the paper for sale! Lyn spotted the advertisement.

With the sun getting low (and awkward), Dave and I departed, the Black Spur beckoning (via Marysville of course). Just before the start of the smooth esses Dave didn't follow me around a corner. This was turning into an epic. After finding somewhere to do a U-turn I returned to find Dave upright, but without a chain, it having broken in 2 places. (Regina for those interested. Don't buy one. Jack has another story as well.) There didn't seem to be too much damage after we prized off the various bits and pieces of chain jammed around the swingarm. Then I heard the booming sound of the twins: "they're coming" I said and sure enough the remaining few Club riders arrived. I figured we might get away with just a chain and Tom suggested that Club members John Clowes and Eric Makin (living in nearby Healesville) may have one, or a van if the worst came to the worst.

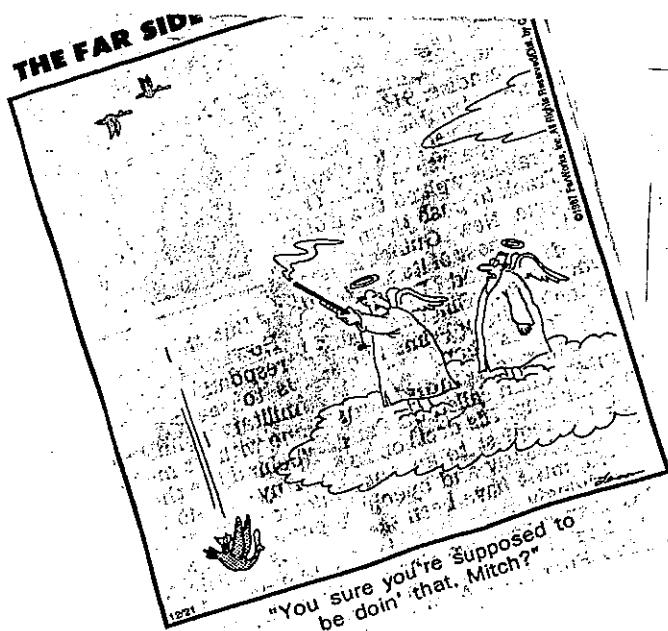
Dave pulled the remaining attached chain out as I simultaneously noted that we could use it to feed a new chain back in (without having to remove the front sprocket cover). Ho-hum. Tom, Andi and myself headed for Healesville, Lyn and John staying with Dave.

John Clowes found a second hand YZF750 chain, rags, a couple of sockets and driver for the sprocket cover, and a small set of vice grips to assist in clamping the joining link together. Thanks John. I provided the joining link. Back to the scene I went, darkness almost upon us. Dave had managed to thread the chain around the sprocket again, and after slackening off the rear axle, the chain was quickly threaded through and joined. Back to John and Eric's to return the tools.

The remaining weary combatants (Tom, Andi, Naomi, Lyn, Dave, Ben) intended to ride together (now dark) back through Christmas Hills but we became separated. (Somehow Naomi had found her way to John & Eric's as well.) Dave and I caught the group leaving Yarra Glen, and I ended up following Tom at a fair clip. We went our separate ways at Kangaroo Ground, Dave following me home for some more (!) repairs, including drilling and tapping his gear change lever (snapped in the accident), and a feed.

What an epic. Thanks Tom.

Ben Warden (ZXR750)



• **Motoring odd spot:** A BMW car key with a transponder has proved a nice little earner. The key was found on a burglar, sent to Munich where it was electronically interrogated and matched with the chassis number of a stolen BMW 320i convertible found parked outside the burglar's house. ♦



### TASMANIAN TRIP - DAY 3 - THURSDAY 27/2/97

Luke Richardson	XJ600S Seca II	Mark & Michelle	GSXR750WT
Stav Zembekis	VF400F	Stewart Forster	ZX6R
Steve & Sue	GPX750R	Phil Curran	XJ900
Rob & Mandy	GSX750F		

With the left over food from the night before we cooked up a storm for breakfast (cereal, toast and scrambled eggs). We loaded hurriedly and took off for Strahan as the starting time (for the boat and the plane) was 9:00 am. Unfortunately it was a little on the cold side - 5° centigrade.

We arrived in Strahan at around 8:45 am and proceeded to park our bikes out of the way and get ready for the day ahead. Steve, Sue, Stav and myself took a seaplane flight out across Macquarie Harbour while the others jumped on one of the Gordon River cruises. Stav and I had opted for the flight as she'd never been up in a light plane and I'd never been up in one I hadn't jumped out of. The cost was steep - \$99.00 - but it was worthwhile. The flight went across the harbour and up along the Gordon river to St John falls, where you land on the river and follow a short track to the falls. This area is now virtually inaccessible and from the air you can start to appreciate how large Tasmania's tracts of uncharted wilderness are. You can also appreciate what a tragedy it would have been had the Franklin dam gone ahead all those years ago as huge tracts of land would now be underwater.

As the flight finished much earlier than the cruise we wandered around Strahan, had something to eat and then took off for Queenstown. The 36 km stretch up and out of Strahan is brilliant! Well surfaced tight and windy roads that Steve and I really got stuck into. Just outside of Queenstown I stopped to wait for Stav while Steve decided to go on. Something to do with having a policeman in a 4WD shake his fist at him for passing over double white lines while heading towards the policeman from what I recall. Stav bimbled into town, enjoying the scenery as usual.

Rob, Mandy, Mark & Michelle finally joined us sometime around 3:00 pm as the cruise had been running late and they'd also had a look around Strahan. From here we began the long trip along the Lyell Highway to New Norfolk where I had booked accommodation for the night. Stewart and Phil had gone back to Zeehan and around the back to Reece dam to take in some great high speed rider's roads and would be a little behind us.

The run up out of Queenstown is pretty tight but it's not half as bad as going down that road as you're away from the cliff side. The weather was good (unlike last time I was there), being sunny and around 22 degrees. The highway for the next 50 km was brilliant, non stop sweepers and tight stuff (and this was a highway!), and quite scenic out of Queenstown and past Lake Burbury. Unfortunately I caught up to Stav here (who we had given a head start) and as I was rear rider I had to wave goodbye to the others. 80 km out of Queenstown we stopped for a break at Lake St Clair. Not overly spectacular from the kiosk area due to the shape of the lake though.

The next 80 km to Ouse were picturesque, especially Tarraleah power station, if a trifle slow. We were now taking off then waiting for Stav further up the road. This was Stav's slowest day and Steve noticed her visor was remarkably bug free, suggesting at the pace she was travelling they had time to get out of her way.

Just before Ouse the Derwent Valley begins and it is really beautiful. Rolling green hills, old sandstone buildings and picture perfect scenery. We filled up with Petrol at Ouse and I let the others get ahead before the final 50 km sprint to the hotel. For the next 40 km (until I caught up to Stav again) I sat between 120-140 km/h. This was another characteristic of Tasmania. Ouse is less than 90 km from Hobart's city centre and the Lyell Highway is the main road in but none of us were particularly concerned about being done for speeding because there weren't any police about. It makes for a very relaxing ride.

We finally pulled in just after 7:00 pm and had to hurry to get a counter meal. I had booked us in at the Bush Inn and was worried about the quality of the accommodation upon learning it was rated 1½ stars. I needn't have, we all loved it. The Bush Inn is the oldest continuously licensed pub in Australia and has a rustic charm about it. The rooms were lovely and the place has a huge, rambling feel about it (because it is huge and rambling). We decided to stay there for the next two nights as well as most rooms close to Hobart were booked out because of the long weekend. We recommend it to anyone.

We got changed in a hurry in order to get a feed. A word of thanks here, even though we were last in, Steve had saved Stav and I the best room in the place as I'd made the booking. Thanks Steve - I owe you one. After dinner Bill, the proprietor locked our bikes up in cellars under the hotel for security and some of us settled in to play pool, wondering where Stewart and Phil had got to. Repeated phone calls to Stewart's mobile were useless as he had it switched to his message bank. To make matters worse, most servo's on the Lyell highway close at night and there were serious concerns we may not see those two that night. Fortunately they came rolling in at 10:00 pm having stopped for dinner on the way. Apparently the roads were well worth a look. Being too late to put their bikes in one of the cellars, Bill proceeded to have Stewart and Phil roll the bikes into the entry foyer (and onto the polished floorboards).

Most of us hit the sack after that, having covered around 350 km for the day as well as sight seeing, etc. Besides, we had to be up early the next morning to tour the Cadbury chocolate factory!

#### LUKE (XJ600S)

P.S. A note on the west coast of Tasmania. It rains a lot - Queenstown apparently scores about 300 days of rain a year. It is also spectacularly beautiful (if you like forests, lakes, mountains and that sort of thing). The population is incredibly sparse and as a result facilities (servos, supermarkets, etc) are few and far between. Last, and certainly not least, the roads are excellent - well surfaced, windy and rarely policed.

## Tassie Tour - Day 5 (4?)

Day 5 started for me with soggy memories of the night before. Robbie and I had consumed vast quantities of Bourbon and Coke, and ended up with Rob being sick for the whole night and most of the following day, and myself being propositioned by a guy with a face like a bashed in beer-can, obviously looking for whatever chance he thought he could get! (Must've been the purple stripe in my hair). Suprisingly, however, I leapt out of bed feeling very little of the effects of the night before (no, I didn't take the guy up on his offer) and ready for the day's events.

A leisurely saunter down to Hobart ensued and a visit to the Salamanca Market. The market is an absolute must see, with a beautiful atmosphere. It is set beside a row of turn-of-the-century shop buildings and a row of elm trees, with the harbour and it's boats not 100m away. Scenic and relaxing. Steve was so taken with the place that he actually requested that we stay for a sit in the park beside the market. We were gobsmacked. The market really is a must see and is by far the most enchanting of any I've been too in Australia or overseas.

The park provided an encounter with a strange chap named Patrick who had been involved in numerous serious motorcycle accidents, ultimately resulting in the refusal for him to be granted a license due to the severe coma he had suffered in the last accident. Poor bloke, but given his stories about his accidents and complaining of the vicious Tassie traffic(!), (Tassie traffic is tamer than a rural Victorian country town on average I found) I thought perhaps the authorities were doing him a favour.

A brief photo session and we were southbound down the Huon Hwy, bound for the likes of Southport and Hastings Caves. The trip was filled with lush valleys full of apples, cows, and sheep. Extremely picturesque, mostly looking like a postcard from country England given the age of some of the buildings and fencing.

Southport, the most southerly town in Tassie reachable via sealed road was a surprise. The holiday and local houses set along sweeping white sandy beaches and cerulean waters in a ring shaped bay looked all the world like a tropical island hideaway but with eucalyptus trees rather than palms. The bay featured several lonely moored fishing boats. The effect was stunning, providing a rich mixture of contrasting elements to give a strange yet alluring presence to the place. I loved it.

Heading northwest we found our way to Hastings Caves after several K's of fun dirt. These caves have incredible formations, with suspended waterfalls, eerie crowned pillars, and spectacular halls. The size of the caves was particularly impressive, being some 25 to 30m high in the main cavern. Of notable beauty was the cavern of flow rock with lights set behind rock sheets that created a striking display unlike anything I've seen in caves before. I believe it was called the chapel, and it gave the effect that underground dwellers (were they to exist) just might hold ceremonies there!

Another photo session and Phil and I stayed on at the thermal spring water pool near the caves while the rest of the group went on. The spring pool was really just that, a basic seal pooled that took water in from a nearby spring. Water temperature was about 28c and it was just the things for relaxing the muscles after an already long day of climbing,

walking and riding.

Forty minutes later we were on the rest of the group's tail, and headed off to Mt Wellington, the ominous mountain that looms above Hobart to it's west. Mt Wellington is about 1100m high and the road starts about 4km from the city centre and climbs a near cliff face just to give you an idea of the presence this mountain casts over the city. It's like a huge sentinal keeping guard over the city's west. It was dusk as Phil and I reached the top, and it was freezing at the summit. Wind rushes over the peak constantly at a fierce rate and would be about 1c. I had a jumper and my jacket and my thick winter gloves on and was miserable. I risked frostbite as I ungloved to take pictures of the spectacular dusk scenery that was Hobart below. Mt Wellington offers a commanding view of the whole city and has a wood lookout perched right over the cliff face proffering unobstructed vision. The communications tower at the mountain's peak is an impressive feat of engineering, looking like a spire out of a futuristic cityscape.

Back down for a bite to eat in town before heading back to base at New Norfolk and our appointment for our last night at the splendid Bush Inn who's proprietor is a sociable chap, even allowing Phil and I to park our bikes in the hotel's foyer (!) two nights earlier. My rear tyre was starting to look rather low, what with the high speeds and Tassie's grippy but abrasive roads. It wouldn't see two more days before seeing the canvas, but that's another story....

Cheers,  
Stew.

## TASSIE TOUR

### DAY 5

We are still in New Norfolk staying at the Bush Inn Hotel, which I must mention is a great place to stay. We all started the day by having a good cooked breakfast downstairs. The first touristy thing to see was the Cadbury factory, arriving for the tour with a few minutes to spare. Mark was unable to go on the tour as he needed new brake pads for his bike, so he met up with us later. Luke couldn't wait to get his hands on the chocolate, all he was thinking was "MMMM CHOCOLATE", until he realised he left his key in the bike. The tour was interesting but I think the real reason for going to Cadbury was for the free chocolate hand outs, which we all took advantage of. By the end of the tour we all had more than enough, except for Luke. Leaving Cadbury we headed back to New Norfolk as we had booked to go for a jet boat ride. We made our way down to the jetty and while waiting, everyone enjoyed rocking the jetty except for me as I felt sea sick before I even got on the boat.

We headed up the Derwent river, cruising along with a few slide outs and spins. We approached the rapids (if you could call them rapids), skimming over them a few times. Unfortunately Robert lost is favourite cap, never to be seen again (poor thing). I found the ride disappointing for what they charged and for how long it lasted. When we were back on land again we went back to our rooms to get ready for the ride to the Gordon Dam. The roads were very enjoyable, 160 km's return of winding roads similar to the Black Spur, and the views were spectacular. We stoped a few times to take photos. By the time we arrived at the dam it was a tad chilly. After looking around everyone was eager to start heading back to go out for tea. Most of us decided to go for Chinese food. Steve and Sue stayed at the pub for a counter meal. After tea we went back to the pub. Luke, Stav, Mark, Michelle and Phil went to bed, sensible people knowing we were going to the Salamanca market the following day. Stewart, Robert and myself met up with Steve and Sue in the pub for few drinks and to listen to the live band which was the entertainment for the night.

Robert and Stewart started drinking bourbon and coke about 10pm. At 11pm I believe they would have had 6 glasses each and still going, they were also starting to get a bit loud. Steve and Sue decided to go upstairs about 12am, and yes Robert and Stewart were still drinking and they were up to 11 drinks each. I decided to stay up with them as it was, shall I say, getting to the point where the locals were starting to stare at them because of what Stewart was saying, which I would not like to repeat, but I will. Some of the conversation was how he met a guy in the men's and he couldn't believe how big his tackle was, also how the local girls were like blokes, etc etc. At 1am they had had 14 drinks each. They were both off their faces. I helped Robert upstairs at 1.15am while Stewart stayed on downstairs trying very hard to get lucky. During the night we had one sick, no sorry, one totally wasted, sick person vomiting, chucking, all night. In the morning I got ready for the Salamanca market which I was really, really looking forward too. I let Robert sleep in a bit. Everyone was getting ready but Robert wasn't, he was still sick. So Robert and I didn't go to the market did we? No, instead Robert stayed in bed while I did the bloody washing and hung around the pub for the day. By the way Stewart felt fine the next morning. Later in conversation he told me he had an offer from that guy he met in the men's the night before with the big tackle. The question is, did he accept or didn't he?

MANDY

## PORT ARTHUR

### (DAY 6)

After leaving the Bush Inn we travelled across the Tasman Bridge and then South along the Arthur Highway, aiming to be in Port Arthur around noon.

As you are no doubt aware Port Arthur is now recognised for two infamous reasons.

1: The notorious penal colony of the mid 1800's and 2: The tragedy of April 28 when 35 people lost their lives. Reason number two came to light as we rode past the burnt ruins of Seascope Guest House. Scene of the armed battle between Tasman Police and the now very infamous Martin Bryant. This battle finally ending with his surrender, but not before a firey blaze.

After checking into our accommodation - very nice cabins in a bush setting, we realised that Stav and Luke (rear riders) were not with us. Woops! We all had neglected to corner mark resulting with Stav going straight on past the turn-off towards the historic settlement itself. Luckily Luke realised we had ..... up. He rode up to Stav at which point they both did a U-turn. Luke was somewhat dismayed that our fool proof corner marking system had failed.

As soon as everyone was settled we made our way to the Port Arthur Historic Site. As we approached the gate house to pay our fee I couldn't help noticing a sign requesting people to refrain from mentioning the awful events of April 28. A sad feeling came over me and remained so all day. Bryant had left his mark.

The Port Arthur Historic Site is Tasmania's most popular tourist destination. The ruins lie in majestic and beautiful grounds. Within these grounds lies a rich and full history of Tasmania's chilling convict past. It also serves as the most recognised symbol of Australia's 19th century convict system.

Included in our entry fee for the day was a short ferry ride on the Port Arthur Harbour out past the Isle of the Dead. This once was the burial site for the settlement where hundreds of convicts were interned in communal graves. Also included in our fee was a guided walking tour of the site led by a local and an expert on the area. After this we had plenty of time to explore the area on our own.

Everyone was to meet at what was once the "Broad Arrow Cafe", but is now an adjoining (temporary) annexe at 6 p.m. We had to discuss who was joining Luke and Stav on this evenings ghost tour. There were a few takers. Some of us, however, not willing to prowl about the ruins in the middle of the night listening to ghostly tales, decided to spend a quiet night in our cabins. The brave souls that did go probably reckoned that we were chicken. Then again, I do remember my boyfriend saying that he, Steve Leyland, was afraid of ghosts!

Port Arthur will forever <sup>be</sup> the scars of a brutal penal past and an incident last year which I'm sure we'd all rather forget. It was, however, a very memorable and captivating experience - despite it's infamy.

Sue (Pillion GPX 750)

# TASSIE TOUR

## DAY 7

After a filling home cooked breakfast, we all left Port Arthur Caravan + Cabin Park at around 10 am heading due south along narrow and winding back roads lined with country cottages and hobby farms. Cresting a bend at a respectable pace, we are confronted by a gaggle of geese resting in the middle of the road, quite a pretty sight and all combining to epitomises a great deal of Tasmania, and boy, didn't the geese let us know that they were annoyed at having to move out of the way for us. Our destination for this morning was the Remarkable Cave, and that it was. A gaping hole in a rocky cliff, allowing access to the ocean through the cave. A passer-by ( regretfully ) offered to take our photos and quickly had ten cameras thrust at him all at once. Quite a sight to see someone with so many cameras hanging from his neck. Put alot of Japanese tourists to shame.

From here we bid farewell to Mark and Michelle, Steve and Sue as they had an earlier departure from Tasmania and had to make their way to Devonport, the rest of us doing a 28 klm loop of the Tasman Peninsula, then heading to Eaglehawk Neck for some more sight seeing. Taking the turn-off towards Tasman Arch, The Blowhole and The Devils Kitchen, Stewart quickly passes me and waves me down, thinking I've taken the wrong turn. Just as well because when he stopped in front of me all I could see was a dangerously large patch of canvas showing through his rear tyre. Obviously had more fun than he realised. We decided to leave his bike where it was, Stav graciously volunteered to hop on the back with Luke and Stewart jumped on Stav's VF 400. Stewart was immediately impressed by the improved power and handling over his ZX6. We pushed on to see the sights. Back to the bike, and we gingerly made our way along the Arthur Hwy ( A9 ) towards our next destination.

Our original plan was to turn right at Sorell and head into Richmond, but instead we followed the highway closer to Hobart, briefly stopping in Cambridge. Today was a public holiday and everything ( and I mean everything ) was closed, so we decided that at this point we bid Stewart farewell and he make the 14 klm journey into Hobart to buy a new tyre. The following day he would call us and we would re-group at St Marys. The rest of us detoured north towards our original destination.

Richmond is a craft shop lovers heaven on earth. We parked the bikes in town and went for a short walk. Phil, Luke, and myself quickly became bored as Stav and Mandy dragged us from shop to shop, there are only so many nick-knacks you can look at in one day. We decided to let the girls go and the guys would meet them in a little while. We walked around, ate ice-cream, checked out the old buildings, and looked at some of the other bikes. Apparently, there was a British bike show/rally nearby and some of them were stopped in town. After what seemed like hours, we decided to look for our other halves and head off, but do you think we could find them. Luke and I got some very strange looks as we walked in and out of what seemed like every shop in town. When we returned to our bikes there they were, greeting us with "where have you been?". We loaded up, had a quick look at Richmond Bridge, what we thought was St Lukes ( but wasn't ) and left at around 5.30 pm for our nights accommodation in Swansea.

Back onto the highway heading north east towards Oxford, then Triabunna and the coast. The roads along here are reminiscent of The Great Ocean Road, beautiful views, open sweepers and some tight stuff, there are also alot of grand old sandstone mansions scattered all over the place. We had travelled approximately 120 klm's since Richmond and finally arrived in Swansea, a seaside holiday resort. Another self contained unit awaited us at the Swansea Caravan Park, this one quite new and very nice indeed. The Park is situated right on the beach, with our cabin only a short walk from it, and the sound of the waves crashing on the shore was very relaxing. It had been a full day, and after eating, we all veged in front of the tv for a while. We travelled 260 klms for the day, which isn't a great distance, but including sight seeing and other unplanned stops, we were out and about for the whole day, and what a great day it was.

### TASMANIAN TRIP - DAY 8 - TUESDAY 4/3/97

We woke to find the day sunny, unfortunately it didn't last long. After another breakfast of leftovers we set off for St Mary's and our rendezvous with Stewart at midday. Rob and Mandy needed to get to an ANZ bank sometime today and had planned to pop into the local bank before leaving town. We were quite surprised to learn that along the (supposedly) populous east coast the nearest branch of the ANZ was 125 km north, in St Helen's.

The rain started before we left but only lasted a matter of kilometres before drying up. Then it started again for a little way - and stopped. This was to be the pattern for the first half of the day. We passed through Bicheno then through the renowned Elephant Pass, intending to come back for a pancake lunch in the restaurant at the top. The road is 15 km long and really tight but was fun as the roads had dried out. Phil and I had a good dice up and down but Rob opted not to join us, complaining that the damping in the GSX's shock absorber was getting worse by the kilometre. Stav, of course, was just enjoying the scenery.

Stewart arrived in St Mary's bang on time which was fortunate as it was verging on a one horse town and the rest of us were bored stupid. Stewart was wrapped in the new Pirelli Dragon he'd had fitted first thing that morning but unfortunately couldn't use it to good effect back through the pass as he brought a massive rain storm with him - thanks mate. Lunch was really nice, although expensive. The shine's been taken off the place though as the Ducati riding owner sold out a few months prior. The rain was bucketing down and it was here that myself, Stav & Rob decided to head straight for the Midland Highway and up to Launceston. The intrepid adventurers, Stewart & Phil, instead opted to follow the Tasman Highway to Launceston, via all the twisty bits.

Pretty boring from here on in really. We encountered the only really straight roads we'd been on all trip and got into Launceston early, finding accommodation a few kilometres outside of the city centre. It wasn't easy either and we had to move on the next day. Apparently there was a golf tournament in town. The other two arrived not too long afterward having encountered enough dry road to make the detour worthwhile. In fact, they were raving about the "Highway" either side of Scottsdale where Stew was on fire and Phil was using every millimetre of tread available.

The rest of the night was spent watching a couple of pretty silly movies, waffling and munching on Stav's home cooked pizza. Steve, Sue, Mark and Michelle left the Island today. They had stayed overnight at Scottsdale and made their run through Launceston to Devonport and away. Rob and Mandy never did get to the bank.

LUKE (XJ600S)



## TASSIE DAY 9 WEDNESDAY 5-3-97

### Early Ride

Luke Richardson	XJ600S
Stewart Forster	ZX6R
Phillip Curran	XJ900

7:00am Wednesday weather was cold frosty with the odd patch of fog. Luke Stu and I left Launceston about 7:00am. Road to Scottsdale was similar to Reefton and Black Spurs from Scottsdale we turned towards St. Helens about 20 kms after Scottsdale it was time to turn around and head back to Launceston. Stopped at Scottsdale for petrol then back to Launceston for breakfast.

Stu led the ride up I led the ride back. Distance 200kms.

After breakfast we shifted out of the Riverside Inn to Adina Place Penthouse.

### Afternoon Ride

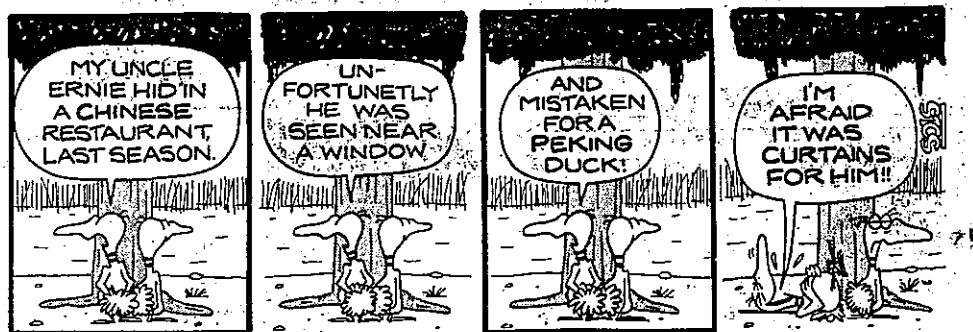
Luke Richardson	XJ600S
Stav Zembekis	VF400F
Rob and Mandy	GSX750F
Stewart Forster	ZX6R
Phillip Curran	XJ900

From Launceston to Delorain to Mole Creek. At Mole Creek we went to the Wild Life park. We patted the koalas and got to hold the wombats and saw some Tassie Devils being fed. Had lunch at the Park then went to King Solomons Cave and went on the cave tour. We then went to Sheffield. At Sheffield they have murals mounted on the walls of the buildings. Most of the murals are scenery or animals or horse and coaches.

From Sheffield we went to Railton, Elizabethtown and to Launceston.

Phillip Curran  
XJ900

### Snake Tales



### TASMANIAN TRIP - DAY 10 - THURSDAY 6/13/97

Anywhere, there we were. Phil, Stav and I had popped up to The Penthouse (Rob, Mandy & Stuart's room) to enjoy sweeping views of Launceston while we ate breakfast. Rob and Mandy had got some medication earlier for Stewart to attempt to combat the cold that "Typhoid Stav" had passed on to yet another person (myself and Sue had fallen victim earlier).

Cataract Gorge was the first destination <sup>we</sup> our last day with a quick stop at the local bike shops on the way. Stav and Phil checked out the monkeys and the outdoor chess set at City Park around the corner while the rest of us drooled over the 916, 916SP and the YB11 in the Ducati dealer. After finding somewhere to park we walked for about 15 minutes down the gorge and then back out again. Cataract gorge lies almost in the middle of Launceston and forms the end of the Tamar river. Quite impressive.

Mandy was looking to do some more shopping so she and Rob headed straight back to Devonport after leaving the gorge, while the rest of us made our way up the East Tamar Highway. At the end of the peninsula where the Tamar River meets the sea stands the Low Head lighthouse. The sweeping views back up the Tamar and along the coast were quite lovely but lovely scenery had become a trademark of this trip.

A quick lunch and refuel followed in Georgetown before we went back down the highway and across the Batman bridge. The bridge spans the Tamar river and is an interesting structure with two pillars forming an "A" frame up the sides of the bridge and meeting above it. Wires (for want of a better term - very thick) run from the top of the "A" down to the bridge and the road below.

Down the West Tamar Highway to went to Grindelwald Swiss village, a tourist attraction initially conceptualised by Roelf Voss, who owns/runs their version of our Safeway stores. Last time I was there the village consisted only of a small number of tourist shops and accommodation modelled on a Swiss alpine village. Now, the theme has spread to the surrounding hills with houses all over the place following the theme. As Stewart said, it was just so out of place in Tasmania.

Devonport was beckoning as we were running out of time but we decided to take one last detour. With Stewart in the lead off we went. At one stage I thought to myself, "Devonport is north west so why is the sun to my right?" A quick stop and check of the map confirmed my fears. Stewart was reluctant to leave and was taking us south instead. The ensuing detour resulted in us getting to Devonport later than expected (4.15 pm) but we were still kept waiting before they loaded the bikes. Rob and Mandy were waiting for us at the docks having had little luck shopping in Devonport.

The trip home was uneventful. It was a little rougher than the trip over so dinner wasn't quite as enjoyable for me. I foolishly took a couple of sea sickness tablets that knocked me out by 9.30 pm, effectively ending my holiday early as I slept for the next nine hours and another four the following afternoon. Breakfast the next morning and the return home was a little depressing but that's often the way. Phil and Stewart headed off to work that day, although I suspect neither got much done.

*We went a little snap happy and the photo night held a week after our return saw just under 1,000 photos and 50 minutes of video! All in all a thoroughly enjoyable trip. A beautiful state made for motorcycling - with so much to see, pretty good weather and good company. The Seca covered just over 3,000 kms from door to door. I'd do it again tomorrow!*

LUKE (XJ600S)

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## DIRT IN THE CLUB

I have been a member of the Motorcycle Touring Club Of Victoria for eighteen years. In that time there has obviously been great changes and swings in the type of motorcycles ridden generally. The Motorcycle Touring Club Of Victoria has always prided itself and advertised itself as an all makes club with no prejudice against capacity, make or 'model'. This has contributed greatly to its long life success and existence.

Over the years the club has always put on a great variety of rides, catering for Sports Riding, Touring, Weekends Away Camping, Weekends Away Hoteling, Track Days, Social Functions and yes, Dirt Rides. Not all rides are suitable for everyone, but with a correctly planned and thought out itinerary, there should be something there for every member to enjoy. Infact I don't know of any other club as diverse as this one.

(As far as I'm concerned, if it can be done on a motorcycle, its Fun).

Points granted for the Rider Of The Year Award, are granted for the attendance of a ride or function, not on the basis of what is considered important to particular members without considering the needs of other members. It is the responsibility of the committee to view the club with a broad mind, to act diplomatic and not personally.

Believe it or not, but dirt has been a major factor toward the high riding standard this club possesses. Think about it.

Andi.

## OPINIONS, OPINIONS AND MORE OPINIONS!!

Thanks for your article Andi, unfortunately I was really after something more concrete than just another opinion, no matter how valid it is. Please rest assured that in my opinion, the dirt bike element of this Club, small though it is, is more than welcome to its activities, as you say "if it can be done on a motorcycle, its fun". However, the reason I have asked the question is to see if there is anything actually noted in any Committee Minutes or addendum to the Constitution that I have not seen. I was asking how the points are accumulated. This Club has 52 rides per year including a couple of long weekends. Is this the basis for award points? When I go on an unscheduled ride with other members on a Saturday is this included in award points accumulation? Is a pillion passenger eligible to accumulate votes? Who keeps a track of the points at the moment? Whose job is it to do so? Where are the rules set down in print? If there are none perhaps we should have a vote or at least a discussion on this issue? It is not important to me personally but for the benefit of all Club Members I feel it should be set out correctly. We have a Constitution set down for the conveyance of rules and regulations, why has this not been included in it? Thank you for your comments Andi, its just not quite what I required.

Gerry

## EAST OF EDEN 7TH 8TH & 9TH JUNE 1997

I have a good feeling about the weather in June. I just reckon it's going to stay nice and warm, at least until the 12th anyway. After much consultation with participating members the following route is a rough outline of what's happening on this long weekend. All is dependent on the weather and stamina of those who come along. I am new at this stuff so if anyone has any relevant suggestions or knowledge of road conditions that may affect us please let me know.

### SATURDAY 7th

DAY 1: 8:30 am KBCP 9:15am Hallam. I'm told the Dargo Road is worth the up and back trek so this will be done on the way. Bruthen to Buchan is an extra loop of 83kms but well worth the ride and we can decide this on the day. Orbost will be our destination for the first night after roughly 600kms...add the extra 83kms if we decide to do the loop.

### SUNDAY 8th

DAY 2: Rockton Junction..Narrabarba on the coast...up to Eden, Pambula, Merimbula and Tathra..(weather permitting)..back over to Candelo...Bombala...Cann River and back to Orbost. This will allow us to leave our bags at Orbost and get some good riding in along the coast. Around 460kms depending how far up the coast we want to go.

### MONDAY 9th

DAY 3: Back to Bruthen...Omeo...Bairnsdale..Narre Warren. 550 kms for this last day.

I have secured five single rooms for definites but if you get in touch with me before the end of May I may be able to book a couple more. Alternately, you may wish to book your own. We are staying at the Commonwealth Hotel which is the big white pub just near the roundabout in Nicholson Street as you come into Orbost. The telephone number is 03 5154 1077 and I spoke to Jeff Hooper. There are twins and double rooms also.

A Single Room with continental Breakfast (uncooked) is \$20 per night (cooked brekky by arrangement for extra \$7)

A Double/Twin is \$30 per night with the same deal with breakfast.

The other pub in town is called the Club Hotel and the phone number there is 0351541003.

I have no idea of the standard of this accommodation but I'll bet my right one it's not 5 star. Don't expect too much, I didn't have any trouble booking for this long weekend.

Hope to see you there,

Gerry East

YZF600 (Red & White this time)

They go faster don't they Bron!!

Rutherglen Weekend 25th April

We couldn't have had better weather if we'd ordered it, no problems or incidents, a great weekend for everyone seemingly to have spent it the way they wanted, some doing a bit of winery touring others carving up putting their skills to test.

Was met at Whittlesea Jack Youdan 900 Daytona  
Dianne Welsford CBR 600  
Ron Palmer VFR 750  
Ben Warden ZXR 750  
Rob + Mandy GSX750F  
Steve + Sue GPX 750  
Me Lyn GSXR750T

Heading for where ? Wallan ! That's not up the Flowerdale Rd!

Onto Broadford + Seymour, I heard a story from Mandy about a Kanga battling its way through electric + barbed wire fence to bound across the road in front of them, Steve + Dianne. Spotted about a dozen parachutists in the section before Nagambie, where we stopped for lunch; or was it smoko; lunch, last food for some, until Rutherglen. Anzac parade marched passed and assembled opp. in centre road memorial park for service. Continued onto Violet Town somewhere about now we definitely headed south! Ended up in Benella, around behind Mokoan Lake. Car towing trailer did a U turn in front of the lot of us Moron. On the other side of Wang we found a 34km. road without one kink in it.

Sorted out the rooms at Victoria Hotel, then took off toward some decent roads, Granya Gap, just past Tallangatta, around upto Ettamogah Pub, that was swaying under the local cricket team on "forget your toothbrush tour" friendly bunch. Back home riding last section in dark. What's Jack been upto all this time, had meal in our Pub.

SATURDAY 26th. Brilliant pink sunrise, Rob and Ron joined me for morning walk. Everyone eaten and ready to leave at 8.45 to meet Bronwyn and Dave at 900am, Bright. I was pleased to hear we were going there for couple of reasons. I was thinking before we left Melb. how pretty that valley is at this time of year there so many poplars, claret ash and liquid ambers, all the different colors looks wonderful. Also means we'll be doing Mt. Buffalo.. Horn. Bronwyn swapped over to Dianne's pillion seat and joined Rob, Mandy, Steve + Sue on the wine tasting tour. While Ben, Dave, Ron + Me, mostly in that order roped up Mt. Buffalo. Ben and Dave walked the Hump while Ron + I basked in sunshine + talked philisophically about...yep, riding motorcycles. Around to Gallet, didn't appear to be any gliders today, had lunch back down Mt. across Towonga Gap where an RGV tore past the boys before we got to the twisties where he quite possibly regreted that manoeuvre when the pressure was put on, stopped at lookout, chat with him warned us of shity cond. and gravel on corners down the other side, that was enough to keep me holding back, shit head there was nothing wrong with the road.

Up gundowering rd, down through Lockart Gap to Mitta Mitta Rd. continue onto Dartmouth Dam, last 8km. of that section bit tricky, gravel on corners and bends on crests, but probably seemed worse than it was 'cause we'd been spoilt by so much good stuff. The Dam is spectacular 3X water capacity of Sydney Harbour. Back to Tallangatta, this part of Omeo Hwy, really worth remembering, nicely criusey and windy then tightens up a tad for a few k's then back to slightly more sweepy stuff then a bit tighter again, like this all the way back to M.V. hwy. things got a bit busy in one spot, every thing was happening very nervous, cows, dog chasing the bikes, traffic,

farmers, bends all at one spot.

WE said goodbye to Ron, early return home, he seemed happy he'd come along, as we were.

We couldn't resist Granya Gap one more time, over and back this time, what a blast. Returned to Rutherglen via M.V.hwy in the dark again. Pitty daylight saving is finished.

Nice surprise when we got back, diner had been booked for 800pm at the classiest restaurent in town, a chance to hear about how the day went for the rest.

They'd visited 4 wineries, Jones, Andersons, Fairfield and Morris where Dianne turned up without Bronwyn pretnding the'yd had a fight and told her to get off and she could walk, funny thing is everyone believed her, boy, must think were a bithcy bunch, who was that joke on? I'm starting to wonder maybe Jack has a secret admirer up these parts he'd dissapeared for the avo again. Very pleasant evening, but I'm nackered. others stayed up till 2 wine tasting

SUNDAY 27th. Already! Another beaut morning Rob, Mandy and myself went wiking,

With time constraints to consider, we'll be by passing Mt. Buffallo, can't be helped, 900am start fuel at Beechworth, through to Moyhu, Swanpool, stopped at Bonnie Doon, said goodbye to Jack, Steve + sue at Yea. Grouse ride through Flowerdale + split up at Tony's Hut Home early.

Tanks go to Steve for taking over what was left of booking arrangements and leading up there, Jack for his rear riding duties, Rob for same and Ben for finding more marvelous roads and leading all the fun.

Those that haven't been on weekends away you really have no idea what great fun we have simply by reading the write up.

There is another coming up 5 weeks time in June to Eden.

The route was discussed last night and promises to take in the best of whats around already 4 eager, looking forward to it, so ask some questions and join in. its agreat way to get to know the other members, the only down side is the weekends are over much too quickly,

Lyn GSXRT

AUSTRALIAN SUPERBIKE SCHOOL PO BOX 189 DANDENONG 3175

PH: (03)9792 1322 FAX (03)9792 1075

SCHOOL/RIDE DAY DATES APRIL - DECEMBER 1997

MAY:	SUNDAY 4TH - SANDOWN SATURDAY 10TH - BROADFORD SATURDAY 31ST - SANDOWN
JUNE:	MONDAY 9TH - PHILLIP ISLAND SATURDAY 21ST - SANDOWN
SEPT:	SUNDAY 6TH - CORP. RIDE DAY SANDOWN (MOTO-ONE) SATURDAY 13TH - WINTON SUNDAY 28TH - ORAN PARK NSW
OCT:	FRI/SAT/SUN - 3RD-5TH - 125/250/500CC GP PHILLIP ISLAND SATURDAY 18TH - BROADFORD MONDAY 20TH - CORP. RIDE DAY PHILLIP ISLAND (CAFE RACER)
NOV:	MONDAY 3RD - PHILLIP ISLAND TUESDAY 4TH - PHILLIP ISLAND SATURDAY 29TH - SCHOOL BROADFORD SUNDAY 30TH - RIDE DAY BROADFORD.
DEC:	SATURDAY 6TH - PHILLIP ISLAND

The 1997-1998 MTCV Committee consists of the following dedicated members:

President: Jon Ridett  
Vice-President: Stewart Forster  
Secretary: Luke Richardson  
Ass. Secretary: Dianne Waisford  
Treasurer: Bronwyn Manifold  
Captain: John Willis  
Vice-Captain: Lyn Duncon  
Editor: Gerry East  
Public Officer: Ross Bradshaw

The position of Social Secretary has not been filled but will be undertaken by the existing Committee members. We also hope to organise some "social events" which is also part of the SS's job. All positions were filled without the need to vote. I hope you are as pleased with the new Committee as I am. I look forward to some harmonious meetings for a change!!

Club Person of the Year was awarded to out going Treasurer Rob Matricianni...well done Rob  
Rider of the Year went to Steve Leyland.