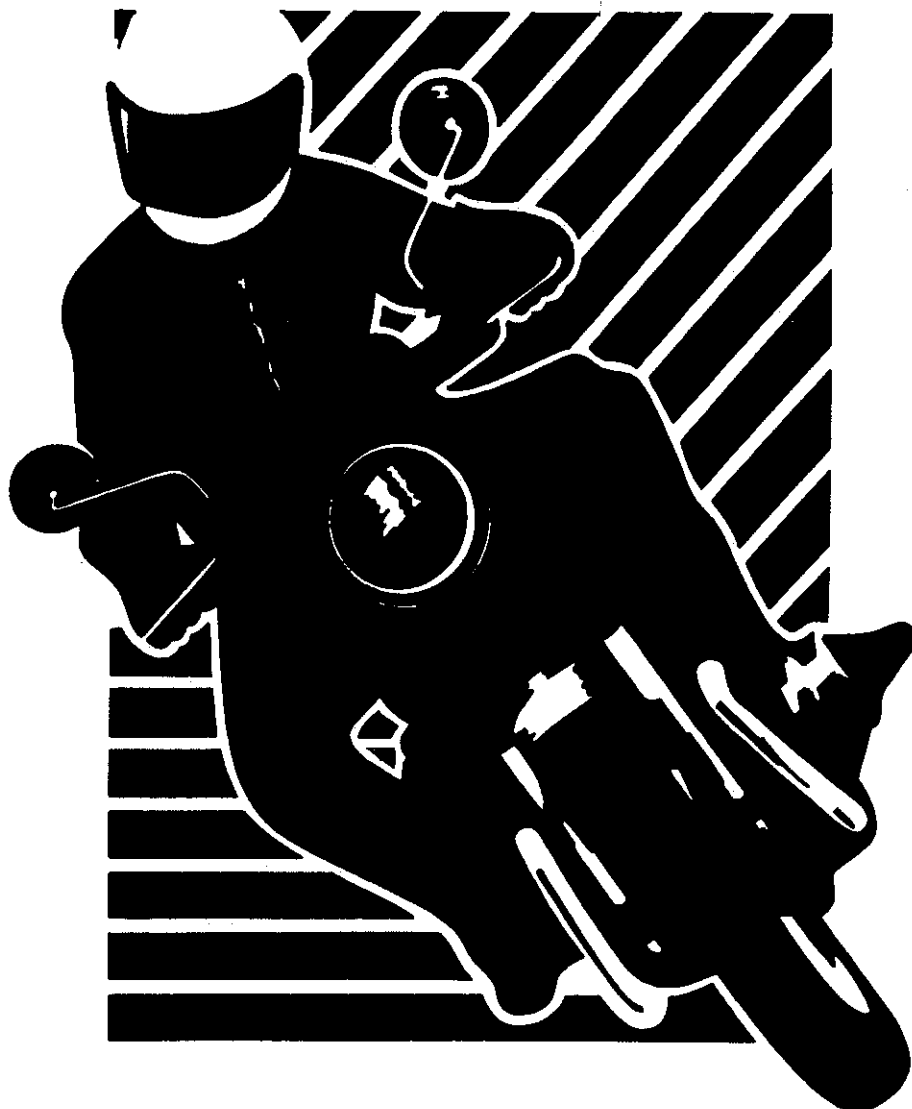


Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

December 1998 / January 1999 Itinerary

December 1998

- Thursday 3rd** **General Meeting**, Club Hall, 8.15 pm, Inglebys Road
Theatrette at rear of Camberwell Town Hall, Melways Ref 59J2
- Sunday 6th** **Kilmore Tram Museum** Nick Casemore leading
9.30 am KBCP
10.15 am Hallam
- From Yarra Glen around to Strath Creek for a break , then across to "Bylands" and the tramway museum, which is situated on the Northern Hwy approx 7 kms south of Kilmore. Expect to stay for about 1 hour, then across to Romsey for lunch. Depending on the weather we will head home via Mt.Macedon & Riddells Creek for break-up at Bulla. A short, leisurely ride of about 250 kilometres.
- Saturday 12th** **Free Xmas BBQ**
12-5 pm, BYO Drink
Fairfield Park, Melways Reference 30 J 12
- This event is one of the most popular on the year's calendar. A BBQ with chops, sausages, and hamburgers will be provided with bread and salad. If you want something more exotic – spiced chicken kebabs for instance – bring them, and we will BBQ them. Obviously, vegetarians are not catered for, but again, we can cook their food. This is a great family and friends day. Note: non-members will be charged \$5 per head.
- Sunday 13th** **Great Ocean Road** volunteer leader required
9.30 am KBCP
10 am Laverton
- Make sure those pipes are street legal because last time there was a blitz, 2 bikes were pinged for over noise. Maybe we will avoid Anglesea altogether!
- Thursday 17th** **Social Sip** - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm
- Come and have a game of pool or two. Plenty of Christmas parties this time of year. Make sure you mark the Social Sip on your calendar or in your diary.
- Sunday 20th** **Billy's Roadhouse – Meeniyan** Ben Warden leading
9.30 am KBCP
10.30 am Hallam
- We visited this roadhouse in the middle of winter and the proprietor bribed us with freshly cooked shark belly-flaps. Absolutely melted in your mouth. He put us in the local raffle for 200 litres of fuel and made us really welcome. The food is good, the roads are wide, fast, off the beaten track, and are what the manufacturers had in mind when designing our bikes. Expect 400 km of great roads and company. Ride not suitable for inexperienced riders.
- Club Camp**
26th Dec. to
2nd Jan. **Mt Buffalo Caravan Park, Porepunkah**
- More information is contained in Who's News which outlines what a great camping location this is. Ian has booked some tent sites. The rates are \$8 per person per night. The sites are un-powered tent sites. Be there.

January 1999

- Sunday 3rd** **Dams Ride** Wayne Grant leading
9.30 am KBCP
10.30 am Whittlesea
- Yan Yean Reservoir, Toorourrong Reservoir, Sugarloaf Dam, Maroondah Dam, Upper Yarra Dam, Cardinia Reservoir, Silvan Reservoir. All that water and no place to swim! Plenty of twisty roads amongst this lot. Tyre wear could be a factor! Expect around 400 km for the day.
- Sunday 10th** **Buningyong Fire Tower** Geoff Jones leading
9.30 am KBCP
10.30 am Whittlesea
- Buningyong is 14 km south of Ballarat, and the tower a few more kilometres up the mountain. The challenge is climbing the tower – a lot of steps. It is usually freezing and blowing a gale, or fogged in. Important questions will be answered on this ride. Will Geoff Jones have a new Honda CBR600? Or will he blow up his RZ350 again? Will any mobile be in range? The answer to these questions, and more, will be revealed on the ride. Expect around 400 km for the day.
- Thursday 14th** **Social Sip** - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm
Come and have a game of pool or two. Good food, good company.
- Sunday 17th** **Arthur's Seat** Darryn Webster leading
9.30 am KBCP
10.15 am Hallam
- This is a leisurely ride along the picturesque Mornington Peninsula. This is Darryn's first-time lead so make an effort and support him. Roads and scenery are interesting and varied. Expect around 250 km for the day.
- Weekend 22nd to 26th** **Victoria Hotel, Tallangatta** Ben Warden leading
Friday 2pm Whittlesea
- More details in Who's News. Places are filling fast. Twenty dollars reserves you a room. Best roads, best weather, best scenery, cheap accommodation, free oranges, good company. As many or few kilometres as you wish. Day 4 didn't get a guernsey in Who's news, but there is some interest in returning home via Mt Hotham and Omeo. It will be a big weekend! Expect not much change out of 2,000 km.
- Sunday 31st** **Cape Patterson** Danny Vits leading
9.30 am KBCP
10.15 am Hallam
- Cape Patterson is on the coast between Wonthaggi and Inverloch, along a fantastic sweeping road which skirts around the coast affording magnificent coastal views. It is a popular vacation area so look out for errant car drivers, and Mr Plod patrolling the 40 km/h zone approaching Inverloch. Otherwise Gippsland roads are some of the best in Victoria. Expect about 400 km for the day. This ride is not really suitable for inexperienced riders, despite it not being advertised as such.

February 1999

- Thursday 4th** **General Meeting**, Club Hall, 8.15 pm, Inglebys Road
Theatrette at rear of Camberwell Town Hall, Melways Ref 59J2

December Who's News

The Club welcomes new members **Jane Meiklejohn** riding a Yamaha YZF600. We are lucky she made it to three rides, having got lost on the first two! She can be reached on 9421-0147. She joined on the "Maze" ride. Similarly we welcome **Mike Hanlon** riding another Yamaha YZF600. Mike has been riding with the Club for a year or more, but never was around long enough to complete the paperwork. He is in the merchant navy. Mike's phone number is unlisted.

Two more people joined on **Tim Walker's** recent Reefion and Black Spur ride: **Ian Handforth** riding a XTZ660 and **Cameron Burgess** (GTR1000) of iron butt fame – rode from Geelong to join the Dargo Epic expedition. Welcome.

The **MTCV Home Page** has taken another 128 hits since Oct. 30th and 2,728 since April 1996. The new itinerary is up. The page still needs a fair bit of work especially in the pictures area and the members only areas. Hopefully I'll get time after Christmas!

Club Assets. The Club is interested in locating its various assets. If you have, or know where such items as the Club flag(s), the Club tent, etc. are, please notify any of the committee. As far as I know no one has owned up to having anything! and with Christmas just around the corner

Seen at the **October Social Sip**: Lyn Duncan, Jon Riddett, Darryl (Dicky) Otzen, Davorin Zivkovic, Tim Wany Vits, Ian Payne, Julie McCall, Ben warden, Les Leahy, Dianne Welsford, June Baker, Glen , Paul Burns, Rhys Williams, Rob and Mandy Matricciani and Nick Casemore.

The **Club Christmas Camp** will be held at Mt Buffalo Caravan Park, Porepunkah, as per last year. For those of you who have never stayed in the caravan park , it is situated at the base of Mt Buffalo, a fantastic motorcycle road. Mt Hotham and Falls Creek are within an easy half day ride, and Bright township is a few km away, with all amenities available. The Club has booked some camp sites. Activities undertaken over years by members include para-gliding, powered hang gliding, coffee at Mt Hotham, lunch and cricket watching at Dinner Plain Pub, epic rides, visiting the El Dorado gold mining dredge, and the usual bush walking and sight seeing by 2 or 4 wheels. Swimming in the river is safe and enjoyable.

On the **Australia Day Weekend**, at the end of January, we will be heading for Tallangatta (not Corryong as previously reported due to the expense of the accommodation) staying in the Victoria Hotel as per previous years. Leaving Friday will give us three solid days of exploring the Snowy Mountains Highway and the delights of south eastern NSW. Day 1: Kiandra. Thredbo, Corryong loop. Day 2: Kiandra via Elliots Way, Tumut loop (easy day). Day 3: Thredbo, Bombala, Tathra and return. You'll need new tyres. There hasn't been a *Tallangatta* yet where someone hasn't run down to the canvas, myself included. Tyre wear rate (fun indicator!) is horrific, to put it bluntly. The roads are sensational, the weather usually fine and hot, and the scenery spectacular. See Ben with \$20 to reserve your accommodation. Book those annual leave days now.

Dianne Welsford had the fortune of meeting **Mick Doohan** while on holiday in Queensland recently and has a photo to prove it.

President **Ian Payne** is to undergo an operation on his left elbow in early December to remove some of the metal placed in there after his April 1997 accident. We wish him well and trust he'll be riding soon.

The 25th Anniversary of the film **Stone** will be celebrated by a Bike Ride & Rally in Sydney on December 12th. For details contact; www.stoneweb.com.au/Ride/info.htm or PO Box 657 North Sydney 1560.

Ex member **Clint Vertigan** has sustained a broken ankle after a fall from his dirt bike.

For some riders on the Dargo Ride (the longest ride on the itinerary) it was even longer! Cameron Burgess did an extra 120 kms as he comes from Geelong and Tim Walker pre-rode some of his Spurs Ride before joining the ride at Moe. There are some hard cases in this Club.

Congratulations to ex-members **John van Dorp** and **Dot Schwarze** (now residing in Port Lonsdale) who are getting married in February 1999. We wish them well in their future endeavours.

MRAA Toy Run, 13th December. Toys will be gathered for Melbourne's most spectacular pre-Christmas parade, the 13th annual Motorcycle Riders' Association Toy Run when 15,000 riders will meet in Swanston Street and ride to St Kilda. (Royal Auto).

Life member **Peter Philferan** has bought a *Yamaha Majesty* 250cc scooter. This is the first time Peter has been on a bike since his serious accident several years ago. It is good to see him riding again. Catch him at the Christmas BBQ for more details. Note: **Ian Payne** is also considering buying a scooter to commute the 4 km to work on rather than barely warming up the RF.

Ex member **Ray Thomas** has just purchased a new bronze coloured Suzuki 1200 Bandit. His 24th bike!

Dave Ward has bought a new Ducati 748SP and was seen riding it on Tim's Reefton and Black Spur ride. It could be an investment as the next shipment is expected to rise by \$8,000! On the same ride **Nick Prapas** stole the show with his brand new yellow Ducati 996. The pair left the ride at the start of the 5.8 km of dirt across to Cumberland Junction, dirt riding outside of the design envelope. Or was the urge for coffee too great? Horn machines, the pair of them, and they looked good on them.

Former member **Bronwyn Manifold** is now the proud owner of an RGV250 Suzuki.

Darren Morecomb has bought a Suzuki TL1000 with unique upswept exhausts. It was spotted at the last Social Sip. We look forward to seeing him on a ride.

Motorcycle Action Group (MAG) representative **Carla Maitland** sat in on a *Road Safety Council Conference*. There are 30 councils who consist of representatives from the police (Traffic Operations Group – the guys who specialise in pursuits), the TAC, Vic Roads, and motorcyclists. The recent motorcycle double fatality on the Great Ocean Road has raised their ire. Expect a particularly oppressive blitz on the Great Ocean Road. Police will be checking registration, road worthiness (including noise), and of course, speeding. There is talk of doubling the demerit point and fines over the Christmas period a la NSW.

Ian Payne was selling **raffle tickets** for a Honda VTR1000. It was drawn at the *AMCN Motorcycle Spectacular* and was won by a South Australian.

Rumour: From a Kawasaki "inside source" a member has heard that the police have approached Kawasaki about supplying unmarked police bikes to patrol the spurs. Kawasaki look like they will oblige. Ho-hum.

The Club Participant of the Year has now reached the 7 month mark. See the second last page for your score, based on 1 point for attending a ride, social sip, meeting, or doing an article (maximum 2 per mag.), and an extra point for leading or rear riding. The top 10 are 1. Ben Warden (52), 2. Ian Payne (41), 3. Lyn Duncan (37), 4. John Willis (31), 5. Tim Walker (28), 6-8th Ron Johnston, Wayne Grant, Rob Matricciani (all 24), 9-10th Danny Vits and Darren Hosking (both 22). Four of the five committee persons are in the top 10 indicating a very active committee compared to other years. If there are any corrections please let me know.

Here is a thought provoking **letter to the editor** of someone local paper. No details supplied.

Your article on road traffic deaths due to car accidents (24/11) contained a quote from a police officer, "drivers have lost the plot". Why blame the drivers? We have a "speed kills" campaign running, which is fine for persuading non-thinkers. It is only a part-truth. Isn't it really inappropriate speed, as a consequence of inadequate driving skills, that causes the accidents?

Most drivers continue to drive without accident, though there are obvious examples of drivers' incompetence on the road, both physical and emotional. Experience accumulates with time and near misses, but inexperience is not only in the young.

Training is the method we use to impart skills. We do this for pilots. We even do this for motorcyclists so that the beginner is no longer the problem. Now it is the older "second-time-around" biker or car driver.

Motorcycle training is now far superior to motorcar training. Older bikers are obviously more at risk if they were licensed before recent training methods. They are often amazed at the benefits of new riding skills, including accident avoidance.

So, what is stopping us from teaching new car drivers to drive competently? Why isn't this a compulsory school subject, teaching skills in both car management and emotional management, with a real exam at the end?

Isn't driving a serious enough community responsibility to warrant proper training?

Richard Prytula, Kew

There have been 7 new members join or renewals and a number of corrections since the last **membership list** was printed. See last page for latest listing. Also attached is the ever growing list of e-mail addresses of present members (19) and past members (5). I cannot vouch for its accuracy.

On a personal note I would like to thank all the contributors to the magazine. There has not been one ride without a write-up during my brief stint as Editor (7 months). (A couple of late ones made it into this magazine after some nagging.) This makes printing the magazine a pleasure rather than a chore, particularly with the occasional outstanding write-ups by Tom and Andi, and Les. See Jack's comments on this subject as well. Though there is no January meeting I will probably put together a magazine and post it early January, so keep the write-ups coming in. Thanks again.

Ben Warden, Editor

President's Report – December 1998

How time flies! Here we are just over 6 months in office and already quite a few things to report: -

COMMITTEE

With the recent resignation of Stewart Forster the 8 member committee is now reduced to 5 and although not an ideal situation it is a credit to the remaining committee members that this reduction has had no noticeable effect on their performance. But by not having a full committee, the democratic decision making procedure can be diminished; also it can bring additional workload to the remaining committee members. Therefore I urge members to think seriously about standing for one of the vacant committee positions. **"You won't regret it".**

Positions available:- Vice President, Vice Captain & Social Secretary.

INCORPORATION CHANGES

Due to changes in the Incorporations Act, the Club is obliged to introduce the following:

1/ **Grievance Procedure.** A formal procedure that aims to resolve Club related problems, if necessary by an outside arbitrator, when the Clubs Constitution or Committee cannot.

Note: we will accept the *Model Rules* - therefore the Club will not have to amend its constitution.

2/ **Registration of Incorporation Number.** This number **must** now be displayed on all Club literature.

ITINERARY

In the past there has been a problem with the April to July Itinerary as it spans the end of the Club year and therefore overlaps two committees. This can cause communication problems as the previous committee is still shown on the itinerary until the end of July. To resolve this we plan to print a 2-month itinerary that will cover the months of April & May then follow that up with a June to September itinerary. This will then align the itineraries with the Club year.

MEMBERSHIP

Compared to this time last year membership is pretty much static but this hides the fact that 25 members (some of quite long standing) did not renew their membership. Although this non-renewal is of some concern, investigation has revealed that no single factor had led to this situation. Perhaps it is just the general cyclic nature of motorcycling ownership/use. On a positive note, we have had an influx of 23 new members during the last 6 months and with the Web Site taking approximately 100 hits per month combined with the return of fine weather, we should see an increase in membership over the next few months.

FESTIVE SEASON

On behalf of the committee I would like wish all members and their families

A Very Merry Christmas and a Happy New Year.

Also, we look forward to seeing you all at the Free Club BBQ at Fairfield Park on 12th of December or at the Club Camp at Porepukah over the Christmas/New Year break. But if not "keep the shiny side up" and we'll see you all in the New Year.

Ian Payne
President.
1998/99

Drouin via Reefton and Black Spurs Sunday 29th November, 1998

RF900	Ian Payne	FZR250	Trent Brinsley
TL1000	Tom Saville	ZXR750	Sam Sirianni
R1	Andi Sirninger	Ducati 996	Nick Prapas
Ducati 748	Dave Ward	ZXR750	Ben Warden
ZX7-R	Tim Walker	FZR1000	Derek Atkinson
ZX7-R	Rhys Williams	GSXR750	Lyn Duncan
XTZ660	Ian Handforth	GTR1000	Cameron Burgess
YZF600	Mick Hanlon	GSXR600	Mark Blashki
VTR1000	Steve Pearson	GSXR600	Jason Robertson 1 st ride
Macintosh	Graeme Arnold	NSR250	Neil Edwards 1 st ride
CB750	Ron and son Johnson		

Tyres, tyres, tyres. The front Dunlop 207 was flat again – loses 5 lbs a day, and now the pump has carked it. Have to ride to the servo. Contemplate consequences of applying brake and rim detaching from tyre. Hmm. Rear Dunlop 364 okay after 2.5 hour struggle to fit the day before – second hand softy, discovered puncture after fitting, then wouldn't "pop", secret tie-down method failed, removed tyre and fitted tube and left to bake in sun to soften up, weather immediately turned cold and cloudy, fitted again, wouldn't pop, secret tie-down method worked. Now late for ride. Fuel empty. Pressure on.

Yarra Glen road choked with traffic. It is becoming a very dangerous road with more and more intersections. Passed Mick Hanlon and thought "he's late". Arrived, screamed back to the toilets, exchanged pleasantries with Lyn. Arrived at assembled group of 22 people riding 21 bikes to hear Tim asking for a person to do the write-up and getting no response. Ron was nominated the rear rider on his rattly CB750 – hydraulic tappets, one lifter (or more) about to be replaced. Dave and Nick rolled up on their noisy (dry clutch) Dukes, Nick's the latest and greatest bright yellow 996, as featured in the current Motorcycle News. Dave informed me that Bronwyn had purchased an RGV to complete the stable.

Tom and I corner-marked the first corner as the troops departed in a very leisurely manner, belying the spirit of the ride. Coming into Healesville via the back way Tom noted the presence of an on-coming blue Subaru Impreza 4WD and jumped on the brakes instinctively, suspecting an unmarked police pursuit vehicle. It wasn't the cops but with the well advertised blitz underway, everyone is a little jumpy.

The Black Spur was a delight with few cars, the surface clean and dry. The 364 was working well and the suspension felt good. Corner-marked again in Marysville with Steve on the fully imported, rare, GSX1100 Suzuki motored McIntosh, a high performance machine from another era. We waited a long time, time enough to clean the visor, lube the chain, and have a drink.

Onwards and upwards noting how different the 45 km/h big sweeper feels and looks going up rather than coming down – almost unrecognisable. Dave, Nick and Ian were corner-marking just past the Lake Mountain turn-off at the start of the dirt. I stopped and passed the time of day, handing over a stack of new itineraries to Dave for distribution in bike shops. Thanks Dave. Nick and Dave were leaving, heading off in search of a coffee. The thought of having to clean their bikes after the dirt no doubt had a bearing on the decision.

The 5.8 km of dirt had been damped down by the no-doubt recent rain and was not dusty at all. My bike floated across the ripples and soon enough we were on the bitumen again. A nod to the corner-markers at the top of the Reefton Spur – Tom, Sam, Steve – then into it. There was some leaf litter, the bike moving around occasionally, or was that the tire?. I saw maybe 2 bikes and 2 cars over the

Spur, the ride well strung out. Down hill, blind left handers are more noticeable going in this direction, requiring a big handful of brakes occasionally. Sensational road.

Stopped and chatted at the bottom of the Spur, then onto Warburton for lunch, passing the Harley Owners Group (HOG) heading for Reefton Pub no doubt. Most people refueled but as there were no eateries we moved 500 metres further into town. While eating lunch I gathered the new riders' names, handed out new itineraries, and signed up Ian Handforth on the XTZ660 as a member. I also bumped into a couple on a ZX-9 parked next to my bike and gave them the good oil and an itinerary.

Just before Yarra Junction Tim turned left down a "new" road chopping off two sides of highway triangle. Excellent. The road was fast and unpredictable with a nasty series of pot holes around one left hander where I spent the majority of the time on the other side of the road. (Visibility was good, no-oncoming cars, thanks Jack.) Turning left into the Powelltown road our numbers had dwindled to 10 bikes (Ian P., Tim, Ben, Lyn, Rhys, Mick, Cameron, Ron, Ian H., and Jason). The tight stuff was a bit sandy in the corners as usual, and over the big sweepers section I accompanied Tim in close formation. Soon enough another 4 or 5 headlights appeared.

Ian Payne and I corner-marked at the Noojee turn-off and the rear rider never came. I back tracked to discover that Ron had spent time donning the wet weather clothing. A false alarm.

Out of Noojee we turned right and headed up the narrow, bumpy, twisty road arriving at Neerim Junction. On to Neerim where we turned off the highway and found another "new" road- very narrow bitumen strip rejoining the highway at Neerim South. On to Jindavick and more interesting roads into the back of Drouin including the Old Sale Road. One of the roads I likened to picking your way through a minefield – the bitumen compressed into pimples, ideal for generating tank slappers and worse.

At Drouin we regrouped for chips and hamburgers. I noticed that something had splashed or dripped over my exhaust pipe and side cover. Out with the tools, off with the seats and side panel for a look. Coolant catch tank ok, battery ok, oil breather pipes into air box ok, rear brake master cylinder ok. Scratch head. Put back together.

By this time it was raining quite heavily and the consensus view was to head home. I signed up Cameron Burgess, clearly a glutton for the long distance ride (Dargo the week before from Geelong, and he contemplated going home via Anglesea to round out the day to a 1000 km. He didn't thankfully.)

Reaching for the cordial bottle in my bag I noticed it was empty – it had leaked out slowly – dripping on to the exhaust and had blown everywhere. Mystery solved.

We regrouped at Pakenham before the final onslaught through the freeway traffic. Home by 5 pm, a round trip of 350 km. The ZXR clocked over 96,000 km and the idea of shoving a ZX7 motor in the frame keeps surfacing. Anyone know if it is possible?

Thanks Tim for leading a very well researched ride – I know you pre-rode a section of it before the Dargo Epic – another sad case competing for the iron-butt award. The ride went well, with no incidents. It was a shame the weather was a little inclement. Thanks also to Ron and son for rear riding, an onerous task at the best of times. Lets do it again.

Ben Warden (ZXR750)

Dargo Epic - 22nd Nov 1998

Ben Warden (Leader)	ZXR750	Cameron (Rear)	GTR1000
Rhys Williams	ZX7R	Ian Payne	RF900
Tim Walker	ZX7R		

I had a plan. Start the day early with a pre-ride for the following Sunday. Join the others at the morning tea break at Moe, thereby avoiding the allocation of scribe. It did not succeed.

At the early "epic" start time of 8:30 Ben found only one participant waiting at the KBCP. Cameron, having made his way from Geelong was going to make a big day of it. Only one member, Rhys, was waiting at Hallam. Ian, having had difficulty deciding between leathers and a DriRiders, had made a slow start and caught up at Pakenham.

I arrived at Moe, via Yarra Junction, Noojee, Drouin, and headed straight to the bakery. Magnificent pies, you name it - Kangaroo, Ostrich, but I settled on a Steak & Mushroom. I'd just finished oiling the chain when the group arrived, surprised by the small turnout. They too headed toward the bakery, and I noted that Ben tackled a Kangaroo pie and stocked up with two coffee scrolls to be consumed later for lunch.

On last week's ride I'd swapped bikes with Tom for a while, and he had commented that the damping of front suspension on my bike did not feel right. So, I asked Ben if we could swap for a while to see what he thought. Straight away I noticed that Ben's ZXR's front suspension felt smoother. Not soft, but you didn't feel every minor variation in road surface. On my bike, hitting a twig the diameter of a pencil would be felt, while on Ben's bike I think it would pass unnoticed.

We refuelled at Cowwarr, and I swapped bikes again, this time with Rhys, a ZX7 identical to mine. The first thing I noticed was how much better the front brake was. I fitted SBS pads to my bike a few months ago, and I'd forgotten how little pressure was required with the standard pads. The SBS pads cost half the price, but don't even last half as long. They're already almost worn out and I'm going to go back to the originals.

I'm not sure what I was thinking about, but it wasn't what I should have been. I'm following Ben around a fast left hand sweeper and then there's Ben almost stationary 20 metres straight ahead. "Don't turn Ben!" I prayed. He didn't. But we did touch mirrors, destroying the right mirror on his bike, and making a bit of a mess of the left mirror on Rhys's bike. I've read a bit about "target fixation" in the last couple of days. Maybe? Anyhow, it was definitely time to give Rhys his bike back still in one piece, albeit with a slightly damaged mirror.

On with the ride. We tracked through Newry, Briagolong, and soon we were on the road to Dargo. I've never been on this road before, and having heard others wax lyrical about it, this was the reason for the trip. 50kms of bike heaven. Ben and Rhys were out of sight, and I worked hard to stay with Ian. Some tight stuff, but mostly fairly fast in 4th gear. All too soon we were in the township of Dargo.

We settled outside the general store where five locals sat on a bench on the verandah. They were in no particular hurry to watch the world go by. Another arrived. "That your bike Jake?". "I wish." was the reply. From the proprietor we heard that the road through to Hotham will be sealed by 2001. So, look forward to the "Hotham via Dargo Epic". Rhys thought that the KBCP departure

time for this one might need to be 15 minutes earlier. Do yourself a favour and have a look at a map. Awesome.

It was time to go. At the lunch break Ben had quoted 12, or was it 16, consecutive esses in one section, and on the way back I started to count. After 3 I decided I'd better concentrate on riding, not counting. Fantastic, but hard work keeping Ben in sight. At the turnoff toward Briagolong I waited with Ben for the others, and we inspected tyres. We both had the same fronts, Dunlop 207 GPs, and while Ben's was fairly rough as expected, mine was rougher and had developed balls of rubber, the size of small peas, on the right hand side. A definite sign that my suspension was working the tyre harder.

Off again, retracing our path. Stopped at Stratford for fuel, and were told at the servo that we **had** to go to the "Mad Cow" for a coffee, so dutifully did so. The owner, Mark, used to race superbikes and this has become a bit of a bikers' pit stop. It was busy, but we were the only ones riding bikes there today. After a pleasant break, it was the long grind back to Melbourne, avoiding the Princes Hwy like the plague. A final quick fang down through Ellinbank, but I was pretty tired and made a hash of some corners. After Pakenham we're back on the freeway. Rhys turns off toward Langwarrin. The cops have our service station closed at Narre Warren - "syringe" hold up I hear later. Ben and Cameron turn off toward Melbourne while I continue straight toward Dandenong. Ian, having opted out of the Ellinbank loop, is probably home already.

Departed 7:30am, back 6:45pm. 795 km. Survived - just!

Tim Walker. ZX7R.

OUTBACK MOTORCYCLING — A WORLD AWAY.

One (me) has just read Les Leahy's "To Birdsville and Back" article in the November club mag.

What an adventure! compared to our club rides (eg. 372 Km around southern Victoria) this was a real odyssey—even if Les played it down compared to the "bearded 750 BM riders" epics of past eras.

Arriving at Wilcannia (sort of an abo. Mad Max1) after dark, doing the old Strezelecki Track (the new one is only horrendous) and continually sussing out the difference between with-a-base and bottomless sand for riding in has to be the stuff of risky, traumatic, max-effort motorcycling. (particularly as Les travelled alone).

Les,— did you really enjoy this trip? (even if it's self inflicted pain?) 'Suppose you did judging by the ".....send me out again" conclusion to the article.

Well, I guess motorcycling is all things to all involved, so I'll just go and prepare for my big trip around the Dandenongs!

Congratulations Les on a safe return.

Jack 'Stay Close To Home' Youdan.

PS. ● Les, see any UFOs or androids out there during the mega-1000KM voyage?

● Wot's these "pot racks" you mention?—will they fit on my TLYZ RRZ1?

● Understand that fencing and charging entry to the "Dig Tree" is justified, avoids the usual indigenous /tourist squalor!

● Tom and Andi's adventure features also in the November mag.
has everyone gone mad?

Jack 12/11/98

Mystery Ride – 15/11/98 Tom Saville leading

Dear Readers,

Being a "first timer" to a MTCV ride I trust you will be a little tolerant of the write up should I stray a little from the accepted format or information you are hoping to capture.

The ride started with a bunch of bikes meeting at the Warrandyte bridge. The roll-up was as follows:

Tom Saville (leader)	Suzuki TL1000S
Ron and Kelly Johnston	Honda CB750
Ben Warden	Kawasaki ZXR750
Tim Walker	Kawasaki ZX7-R
Rob Langer	BMW R1100RS
Tony (first ride)	Yamaha R1
John Moore (first ride)	Suzuki 1200 Bandit
Danny Vits	Kawasaki ZX9-R
Les Leahy (rear rider)	Yamaha XTZ660

9 bikes, 10 people

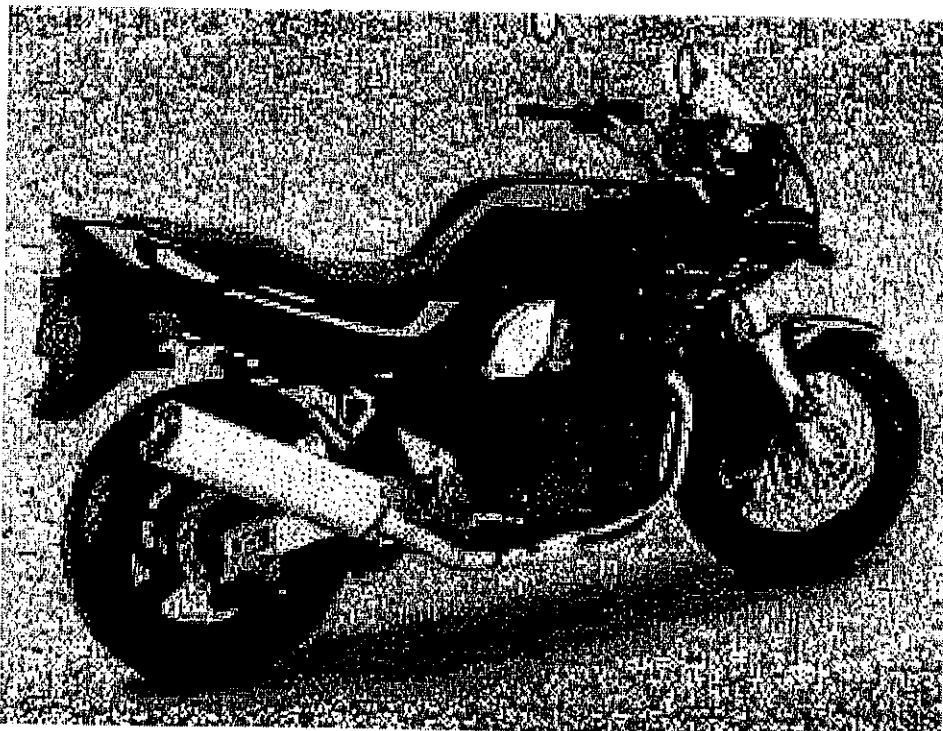
After a social chat and some intro's, (nice for us new guys to feel welcome, and find out how the corner marking etc. works) we took off at 8.30 from the Warrandyte bridge behind Tom Saville on his red TL. The ride went to Morwell for fuel via Healesville, and, apart from a slight drizzle or two, the roads were dry, and on some sections we were able to "fully enjoy" our machines.

After a fuel fill for the bikes and pie for riders we headed off to the International Six Day Endura (ISDE) at Loy Yang Power Station, Gippsland. The ride took us through Yarra Junction, Powelltown, Neerim South, and then on to Traralgon and the Loy Yang track. Along the way Tony was able to conserve his front tyre by keeping the front of his R1 pointing towards the sky, along with a couple of other tactics, to relieve to boredom along the very short freeway stretch.

Once we got to the Loy Yang event we met up with a couple of other members - Lyn Duncan and John Willis. It was an enjoyable event with plenty of blue sky and sunshine.

After the ISDE events were complete those left, (Tom, Tim, Danny, Les and myself), returned to Melbourne via some superb riding roads through Churchill, Thorpdale, Trafalgar, Yarragon, Ellinbank and Drouin where we stopped for some fuel and coffee. From here we went to Pakenham via the back roads and on to home.

As a potential new member to the Club I had a fantastic first ride and look forward to doing it again soon.



John Moore

Ashcombe Maze, Red Hill, Sunday 8th November 1998

GSXR600	Nick Casemore, leader
VTR1000	Darren and Wendy Hosking
VFR750	Rob and Mandy Matricciani
TRX850	Barry Pritchett, 1st ride
CB750	Nick Popof, 2nd ride
GSXR750	Lyn Duncan
TL1000	John Willis
YZF750	Craig Morley
YZF600	Jane Meiklejohn paid membership ie joined
EL250	Janet Mitchell, 2nd ride
ZX6	Ian McFarlane
ZZR250	Brandon left at maze
NX650	Ben Warden, rear rider

Route

KBCP, Hallam, Hastings, Red Hill, Ashcombe Maze, Athurs Seat, Mornington

The Ride

The weather looked fine and sunny even though the forecast was for "showers clearing". I dragged Wendy out of bed and we headed off to the Hallam pick up for a leisurely ride to Ashcombe Maze. I was surprised to only see 2 bikes when we arrived at Hallam. Maybe the forecast had put many off. The group from the city soon arrived and Nick gave the pre-ride spiel and then we headed off. Before too long we arrived at Hastings for morning tea at the local bakery. After a nice long break and chat we continued on our way.

Nick had organised a discount for entry to the maze and so it was only \$5 each (no map included). Ashcombe Maze is touted as the best hedge maze in Victoria and according to the hedge maze web sites I visited it is also up there with the world's best hedge mazes. There is actually 3 mazes, 2 hedge mazes with a garden and fountain in between and a separate rose maze. The hedge maze has 1 km of pathways and the rose maze has over 1200 roses. The aim is to find your way through the first maze to the garden in the middle and then continue through the second maze and out the other side. The aim of the rose maze was to find your way to the middle and although you could see through the maze (unlike the hedge maze) it was more difficult than it looked. After everyone had wandered there way through each maze we sat in the garden for a while before heading off.

We did a lap of Arthurs Seat (rode down, did a U-turn, and rode back up), stopped for a short break and then continued on and wound our way along the scenic coast through Mount Martha to our lunch stop at Mornington. Lunch was at the local pub or the nearby shops depending on your preference. Nick, Rob, Mandy, Wendy and I decided to eat at the pub and the meals were excellent. During lunch a few people wandered in to let Nick know they were leaving and to say goodbye. When we returned to the bikes after lunch everyone had gone and so it was decided that this would be the break up. The five of us headed back to the freeway where we then went our separate ways.

All up a leisurely 200 km ride which was good for a change and another great destination chosen by Nick.

Another instalment of the GirlFriend 1.0 saga:

I'm currently running the latest version of GirlFriend and I've been having some problems lately. I've been running the same version of DrinkingBuddies 1.0 forever as my primary application, and all the GirlFriend releases I've tried have always conflicted with it. I hear that DrinkingBuddies runs fine as long as GirlFriend is run in Background mode and the sound is turned off. Unfortunately, I can't find the switch to turn the sound off. Therefore, I have to run both of them separately. GirlFriend also seems to have a problem coexisting with my Golf program, often trying to abort Golf with some sort of timing incompatibility. On a positive note, DrinkingBuddies and Golf seem to have no incompatibilities whatsoever.

I probably should have stayed with GirlFriend 1.0, but I thought I might see better performance from GirlFriend 2.0. After months of conflicts and other problems, I consulted a friend who has had experience with GirlFriend 2.0. He said I probably didn't have enough cache to run GirlFriend 2.0, and eventually it would require a Token Ring to run properly. He was right - as soon as I purged my cache, and realised that no one in their right mind is installing new Token Rings, Girlfriend 2.0 uninstalled itself.

Shortly after that, I installed GirlFriend 3.0 beta. Unfortunately, there was a bug in the program and the first time I used it, it gave me a virus. I had to clean out my whole system and shut down for a while. I very cautiously upgraded to GirlFriend 4.0. This time I used a SCSI probe first and also installed a virus protection program. It worked okay for a while until I discovered that GirlFriend 1.0 was still in my system. I tried running GirlFriend 1.0 again with GirlFriend 4.0 still installed, but GirlFriend 4.0 has a feature I didn't know about that automatically senses the presence of any other version of GirlFriend and communicates with it in some way. This results in the immediate removal of both versions.

The version I have now works pretty well, but there are still some problems. Like all versions of GirlFriend, it is written in some obscure language I can't understand, much less reprogram. Frankly I think there is too much attention paid to the look and feel rather than the desired functionality. Also, to get the best connections with your hardware, you usually have to use gold-plated contacts. And I've never liked how GirlFriend is "object-oriented."

A year ago, a friend of mine upgraded his version of GirlFriend to GirlFriendPlus 1.0, which is a Terminate and Stay Resident version of GirlFriend. He discovered that GirlFriendPlus 1.0 expires within a year if you don't upgrade to Fiancee 1.0. So he did, but soon after that, he had to upgrade to Wife 1.0, which he describes as a huge resource hog. It has taken up all his space...he can't load anything else.

One of the primary reasons he decided to go with Wife 1.0 was because it came supposedly came bundled with a feature called FreeSexPlus. Well, it turns out the resource requirements of Wife 1.0 sometimes prohibits access to FreeSexPlus...particularly the new Plug-Ins he wanted to try. On top of that, Wife 1.0 must be running on a well warmed-up system before he can do anything.

Although he did not ask for it, Wife 1.0 came with MotherInLaw which has an automatic pop-up feature he can't turn off. I told him to try installing Mistress 1.0, but he said he heard if you try to run it without first uninstalling Wife 1.0, Wife 1.0 will delete MSMoney files before uninstalling itself. Then Mistress 1.0 won't install because of insufficient resources.

Warrnambool - Melbourne Cup Weekend Day 1, October 31st 1998

Ian Payne (leader)	RF900	Rhys Williams	ZX7-R
Lyn Ducan	GSX-R750T	John Willis	TL1000S
Jack Youdan (rear)	Daytona 900	Gerry East	YZF600
Mark ? (first ride)	Zephyr 750	Wayne Grant	ZX900
Darren Hosking	VTR1000	Ben Warden	ZXR750
Danny Vits	ZX9-R		

Rhys and myself set off from my place well in time for the trip across to the other side of the Bay to meet the relatively early 9.30am start from Laverton. It was clear and sunny (at least that was the view from my driveway) with the promise of a great weekend ahead. Before reaching South Melbourne dark clouds had gathered and before reaching Laverton we got soaked. Thinking we might be the only ones silly enough to set off in this weather we were somewhat surprised to find Lyn, John, Gerry and Jack on location already.

Finally our leader arrived exactly on the dot of 9.30 am followed by Ben another 10 minutes later. Watching almost everyone jumping into wet weather gear, I decided not to follow suit, instead relying on some warped logic that if they all thought it was going to rain then it probably wouldn't. I was nearly right.

Ian took us through central Werribee where all the traffic lights turned red upon our approach. (I remember when there was only ONE traffic light in Werribee.) Meanwhile Jack had volunteered for rear rider duty for at least part of the day. From here it was on to Lara and through Geelong, then via the usual backroads for morning tea at Anglesea. After a brief shower around Lara the weather cleared and the roads were completely dry upon reaching Anglesea.

After a lengthy stop to accommodate those who left home without breakfast, Ian suggested it was everyone for himself/herself along the GOR to Apollo Bay. Being Saturday morning the GOR carried much less traffic than on the usual Sunday dash making the trip truly enjoyable. Except for a brief wet patch around Kennett River it was a rather quick passage, passing Wayne and Lyn somewhere en-route before catching up with Ben and Gerry at the agreed regroup spot between Apollo Bay and Marengo. One or both of them seemed very happy for me to turn-up!

Within minutes everyone else arrived, all agreeing it was grouse! I finally surrendered to the elements and donned the wet weather gear when I noticed the sky in the direction of Lavers Hill was blacker than black. Again it was everyone on their own to Lavers Hill. Sure enough it wasn't long before the rain came (after all nearby Weeaprounah it said to be the wettest place in the state). At some point on the wet road Rhys and Mark caught-up and passed me until at little further the road was dry again and I passed them. No heroics for me on the wet, moss covered Otway roads. It seems not everyone notices these things!

Lunch at cold and wet Lavers Hill called for hot soup etc. The rain eased and by the time we crossed the Gellibrand River the weather had cleared completely and would stay fine for the rest of the day. Past Port Campbell and all the sightseeing spots of the rugged south coast to do our own sightseeing at the Bay of Martyrs in the Bay of Islands National Park.

John and myself turning the wick up a bit to catch Ben and soon after it was Warrnambool where our 'luxurious' accommodation at the Royal Hotel awaited us. It was to be a memorable night for some, but that is another story!

Danny Vits

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Warrnambool Weekend Day Two

As it's Sunday November 1, we are going to Portland (that's Victoria, not Oregon U.S.) and there has to be another reason, but just cannot think of it.

Seriously, Portland (Victoria) is great for a morning coffee stop on such a beautiful day—everything clean and sharp.

Only "jolt" is that the much-lauded aquarium has closed down, something to do with the locals having eaten all the fish!

After celebrating things like Rhys' bike's first birthday, Lynn's Suzuki custom made seat and Gerry's first nap for 18 hours, it's onto Mt Gambier for lunch.

However prior to this lunch stop, we checked out the Bridgewater Cape blowholes and petrified forest (just looks like sandstone lumps of small heights, but I guess it took someone a long time to carve them and place them around the foreshore)

Yes, we did see a seal off the blowholes area, perhaps tethered there by the local tourist authorities for us to point at and say "there's a seal etc".

Great roads around Nelson, even if it is South Australia, except they made rear rider Gerry's bike run out of fuel 10Km out. But someone went back and brought her and bike in (all heart some people).

Not much to report re Mt Gambier—the lakes are still there and presumably have not changed colour much.

The run back to Warrnambool was over a Ben-designed-stay-off-the-main-roads route, very effective in getting us "home" by 6.45PM for a dinner booking.

Which route? Well, one recalls Digby (for fuel) and Mac Arthur and some very bumpy roads.

A good ride day with thanks to Ian and Ben (leaders) and Gerry and Daryl (rear riders).

Warrnambool Weekend: Day 3 Monday 2nd November

Due to a large sheep shearing competition in town, our Pub had been invaded by a huge contingent of Kiwi shearers. They had started partying the previous night, (having won the shearing competition) and were still at it at 6.30 am when the bar closed. With many still in the party mood they had armed themselves with huge amounts of alcohol and adjourned to the pub car park. Consequently, most of us had had less than a good night's sleep and were not enthused about a big day of riding. After some debate we decided on a short trip to the Grampians!

Jack and Mark headed home to Melbourne, Darren visited his grandmother in Port Fairy, and Wayne caught up on some work before checking out the sights of Warrnambool. That left just seven of us to run the gauntlet of the drunken Kiwis, who were still out in the car-park, with some indicating they would like to ride our bikes. Fortunately the publican had allowed our bikes to be locked up in the storage shed where they were out of sight, and secure. Being safe in numbers we departed en-masse to the servo for fuel and to give our helmets and the bikes a good scrub to clean off yesterday's insect hordes.

We headed off in a northerly direction in brilliant sunshine, passing through such notable towns as Winslow, Woolsthorpe and Caramut before stopping at Dunkeld "Gateway to the Grampians" for a break. After a bite to eat we set off to Halls Gap. At this stage Danny & I swapped bikes. Danny, not being familiar with the Suzuki SSDIGCOS (Side-Stand-Down-In-Gear-Cut-Out-Switch), had trouble starting the bike. After I pointed out the problem he retracted the side stand and proceeded to start the bike in gear which then shot him forward just as an eighteen wheel semi was driving past! Fortunately no harm was done except a sudden addition to Danny's laundry.

On to Halls Gap and fuel then the sensational 22 kilometres of road to Zumpsteins. After a regroup we set off back the way we came, but this time pausing at Mackenzie Falls, Reids Lookout, and Boroka Lookout for some sight seeing before stopping in Halls Gap for lunch.

After a very relaxed lunch we did the Silverband Falls road loop prior to heading for Mt. William, another great road. At the top carpark no amount of coaxing could persuade anyone, even Gerry, to accompany Danny on the walk to the top of the 1137-metre high summit for the spectacular views. Back down, and then we headed for Cavendish and Hamilton, where, en-route, we caught a fleeting glimpse of Darren on the yellow VTR going in the opposite direction.

A brief stop at Cavendish for a check of the map and a splash of fuel (*Note: leader did not refuel ..Ed*) but the majority of us took this as a rest stop and ordered up some ice creams from the General Store. In the mean time Ben had taken off, "to the toilet we thought" but after about 15 minutes he had not returned. Danny then went for a look up the road about 10 kilometres but found nothing. The group then travelled the 25 kilometres to Hamilton and found Ben wondering where **HELL** we had gotten to.

We continued south to Macarthur and Broadwater then along some secondary roads to Koroit that contained a set of incredible "whoop-de-dooos" where riders disappeared completely from view as they rode the series of short wave-like hills. Exhilarating stuff! Another 15 kilometres and we were back in Warrnambool and the sanctuary of the Pub, where to our relief no Kiwi shearers appeared. A quick shower, a few coldies in the bar, then down to the Mexican Restaurant for a v-e-r-y pleasant meal of fajitas and red wine. Then next door to the Irish Pub for a nightcap of Guinness, while Ben and Wayne headed to the movies to see *Halloween 20*.

Another big day with over 500 kilometres being covered. Unfortunately the exact distance is not known as my speedo cable had cried enough just before Cavendish, but all in all, a fantastic day was had by all. Thanks to Ben for leading.

Ian (RF900)

Warnambool Weekend October 31st – November 3rd 1998, Day 4

Wayne Grant	ZX9 (rear rider)	Ben Warden	ZXR750 (leader)
Gerry East	YZF600	Darren Hosking	VTR1000
Rhys Williams	ZX7	John Willis	TL1000S
Ian Payne	RF900	Lyn Duncan	GSXR750
Danny Vits	ZX9		

Route: Warnambool, Port Campbell, Lavers Hill, Apollo Bay, Skenes Creek Rd, Deans Marsh, Moriac, Lara, Melbourne

The Ride:

It was Melbourne Cup Day and the last day of our weekend away. With Jack and Mark leaving us the previous day we were down to nine people for the return trip to Melbourne. Even after a fairly late night everyone was up and ready to go by 9:30am so we fuelled up and headed for our first stop, a bike shop on the way out of Warnambool. Ian's speedo cable had broken and he wanted to try and get a replacement for the ride home. At the shop the cable was removed (along with some fairing) to determine if they had a suitable replacement. While the repair work was going on the rest of us checked out the new bikes and John tried on a new BMW. Unfortunately a replacement cable could not be found and it was decided that someone else should lead and Ben got the job. We headed off along the Great Ocean Road and it soon became apparent that bugs would be a problem. Before long every visor was coated in them.

Our first stop was Port Campbell where we cleaned our visors and visited the local bakery for morning tea. With the bugs reducing visibility very quickly it was decided that we would stop at Lavers Hill to clean our visors once more after which (hopefully) the problem wouldn't be so bad as we would then head inland.

Next stop was Lavers Hill where we again cleaned our visors. The bugs were so bad that my bike was coated in them (dead and alive). So much so that it was worthy of a photo. Before we left a police car went by with the siren going. He didn't appear to be chasing anyone so he must have been late for morning tea.

Lunch was at Apollo Bay where we sat and ate on the sidewalk and enjoyed the glorious day. Before leaving we cleaned our visors – again, and filled up. Expecting traffic to be bad on the GO Road on the way home we planned to return inland via the Skenes Creek Road but as we approached the turn off we found that all traffic was being diverted the same way due to a fatal accident further up the Ocean Road.

Our final stop was Moriac and by now we were really feeling the heat of the Melbourne forecast of 28°C (I think it actually got to 31°C) as we didn't have the sea breeze keeping us cool. We fuelled up and had a cool drink in the shade of the store/petrol station. The break up point was decided and Wayne, Lyn and John decided that they would turn off at the Ring Road to head home. We headed off and soon turned on to the highway for the slow boring last stretch with all the public holiday traffic.

The rest of us arrived at the West Gate petrol station at about 4 p.m. and after a brief break we each headed off on our own way home. Overall a great long weekend with good roads, scenery and sites. Thanks to Ian for organising a great trip (and great weather). This was my first weekend away with the club but I don't think it will be my last.

Darren VTR1000

The day dawned cool and cloudy. From KBCP through Laverton and Anakie to the Brisbane Ranges it stayed that way. Around Steiglitz and Meredith there was a little light rain, but the group travelled out from under it and dried out quickly. Some straight country roads provided for easy touring over distances, so that the stated goal of 'Brisbane Ranges' was achieved well before lunch.

Werribee Gorge provided some heart-warming and heart-stopping moments, with wedge-tailed eagles soaring spectacularly in the up-draft. The road was single-lane and broken up, with very short and tight switchbacks, the gravel-strewn surface leaving little time for sightseeing. Perhaps I should say that the gravel surface was occasionally brushed aside revealing some sort of bitumen. I'm talking about inches of piled rubble, but we all managed to negotiate it successfully.

I guess I wasn't the only one who pulled over for a moment to enjoy these sights; after all, we'd be missing a lot of motorcycling's joy if we travelled and travelled and never knew when we'd arrived at somewhere really worth stopping.

Then through Bacchus Marsh to Gisborne for lunch. A certain two-stroke died by the side of the road, the first time it has done so on the near side of town to its home garage. Geoff hoped it was just a fuse, but that also required major work just to get at the fuse box, so the offending vehicle was trailered home. Later news say it was an electrical fault (dead coils) and was fixed with parts from off the garage shelf.

The *newbie*, who was warmly welcomed, suddenly had to use only his centre stand. Luckily it was recovered and should be back on now. Nice pearl white paint on that GPX too, I'm glad it wasn't scratched by relying on the unattached stand at the wrong moment.

After lunch, some more curvaceous roads through country towns across the north of the metropolitan region, from Mount Macedon to all sorts of colourfully named towns that I don't remember. That's one of the reasons I like riding with the MCTCV - I like travelling to strange places. With the Club I am guaranteed of finding excellent riding, and not having to mess around with maps to find my way.

Beautiful weather prevailed most of the afternoon, though the bugs were out in force trying to give our bikes a 'splatter-look' paintjob. Somehow dead bugs come in all sorts of colours, even more colours on their inside than their outside (eeeuw!).

Late in the afternoon, the group split up, somewhere north-east of the city. After a late snack with a couple of riders, the long trip home was started. With my limited knowledge of that area's geography, I failed to avoid the magnetic snare of the city. Maybe I should have brought that map after all. I suppose it has something to do with my infallible rules for travelling without getting lost:

- 1-Follow the biggest road going in the approximate direction;
- 2-every time you reach an intersection, see #1
- 3-sooner or later you're on a highway with signs and stuff, problem solved.

Now, how do I deal with the traffic? (Nuts!!) And I still haven't figured out that ring road thing, somehow I always end up taking the wrong exit off the Tulla (OK, I hear you, I know I shouldn't be on any sort of freeway). I think the staff at the Maccas on the Western Ring interchange are getting to know me by name too. Hmm, this gets worse for me the more I write! I'd better shut up now, before y'all find out about the coffee and garlic pizza down on Elizabeth Street (oops, too late).



NEW BROCHURE:

THE RIGHT STUFF - MOTORCYCLE PROTECTIVE CLOTHING

The VicRoads' Road Safety Department, in consultation with the Motorcycle Safety Forum (MSF), has produced a new brochure for motorcyclists called *The Right Stuff - Motorcycle Protective Clothing*. The brochure describes the protective clothing needed by motorcyclists and pillions including helmets, gloves, boots, jackets, pants and suits. Advice on selecting each piece clothing and associated information is provided. Finally the wearing of motorcycle protective clothing is encouraged throughout the brochure.

The MSF is the peak advisory body for motorcycle safety in Victoria. It is responsible for developing strategies and actions to promote motorcycle rider safety, and therefore help to decrease motorcycle fatalities and injuries in Victoria. It is comprised of all of the major players of the motorcycle industry, including representatives from user groups, training organisations, press, manufacturers, retailers, road safety agencies, and independent persons with extensive backgrounds in the various aspects of motorcycling. Note that the Victorian Motorcycle Advisory Council has recently replaced the MSF.

The VicRoads Road Safety Department and the MSF would greatly appreciate your help in distributing this *free* brochure to your motorcycle club members. One hundred copies of this brochure are enclosed.

You can re-order the brochure by phoning the VicRoads Bookshop at 60 Denmark Street, Kew, Victoria, 3101 on the following numbers:

Phone: (03) 9854 2782 or (03) 9854 2049;
Facsimile: (03) 9854 2468.

You may recall receiving a booklet for motorcyclists known as *The Right Line* around April 1997. If you did not, or wish to also receive more copies of *The Right Line*, you can also contact the VicRoads Bookshop for free copies.

If you have any questions about the brochure or any related matter please phone Kelly Imberger in the VicRoads Road Safety Department on (03) 9854 2639.

VicRoads and the MSF thank you for your co-operation.

THE ADVENTURES OF TOM AND ANDI.

PART 2.

31/7/98. On leaving the Expedition Range, we thought we'd take the chance and cut down through Currajong station asking permission to travel through, otherwise it was a long way around to where we were heading. The lady at the homestead was very nice and drew us a mud map so we would pick up the right tracks. These really are the nicest types of tracks, you get to see the true Australia. Once back on the main road, the road had just been graded, I hate graded roads, then to top it off it started to rain. If you get caught in these conditions, often you cannot get through and camp is where you stop. We made a runner to try and beat the rain, we did, but we didn't stop until we reached Injune, I was stuffed. The wind was howling and icy cold, the caravan park was just a paddock in the middle of town, so we lashed out and stayed in the dilapidated pub, at least it was warm inside.

1/8. Frost outside in the morning, but a promise of sunshine. We headed into the Carnarvon Range to the west of the main park, this is the area we came to see. There are numerous unusual sandstone outcrops in this area, most of them require a walk in, but well worth it, except for the 4 k walk to the aboriginal doodles. We camped right at the top of the range at over 4000 feet, what a spectacular view and we had the place to ourselves. Up here is where Queensland has recorded its coldest ever temperature of minus 16.

2/8. A lazy morning as we enjoyed the outlook, then slowly down the range with a stop at Mt Moffatt, lunch at the slab hut down the bottom and back to Injune. Tom finally fitted his spare tyre he'd been carrying since we left Tewantin. We stayed at the caravan park this time. Injune has a population of 500, mainly ringers with interesting stories. We found the people really friendly, tourists generally don't stop here.

3/8. It pays to check your boots before putting them on. I felt something big and soft around my big toe, thinking it felt strange I put my hand in and pulled out a huge huntsman spider, the biggest I'd ever seen, it almost took up my whole hand, lucky it was unharmed and I let it go in nearby bushes. From Injune through our usual type back track roads east to Wandoan. We came across an abandoned gold mine, then through various stations into the Auburn Range. We entered a paddock of around 200 proddy calves, it was fun and games as they all charged us from all directions, I guess they expected some feed. We camped along the Auburn River that night.

4/8. We woke several times through the night, the wildlife was so noisy, dingos, pigs, cows and ducks. At dawn a crow was pecking around last night's campfire, we watched as an enthusiastic dingo gave chase and missed. We picked up some great station tracks passing through several stations guessing our way, sometimes we would find ourselves in the middle of stockyards and corrals having to open several gates to get through. 100 k or so we came out on well used roads. It should have been easy from here on, but with no proper signage and no roads to the east, as on our maps, we ended up going 60 ks south before we could get across. We pumped water from a bore and headed into the Jimna Range toward Kandanga. We came across a huge forestry camp. The roads were closed to unauthorized vehicles. Apparently state forests in Queensland are closed to the public. Eventually they agreed to issue us with permits, no charge and let us through. We had the tracks ahead to ourselves yahoo. We camped in the range that night.

5/8. At night again dingos howled from all directions until their cry's were drowned by the rain, which gradually got heavier and heavier. Packing camp in the rain is the pits. The track out had quite a few steep down hill sections, slip sliding away, then several creek crossings before we reached Kandanga. A dash for Tewantin to dry out.

6/8. We stayed in Tewantin another day, going up to the lookout and a quick tour of Noosa. Hastings St is obviously the place to 'be seen'. Did a 6 k walk around Noosa national park.

7/8. Packed the van and it was off to Bruce's place in Redland Bay just south of Brisbane. Bruce also has a house on Macklay Island, we caught the barge over and spent the night there.

8/8. After a grand tour of the seven kilometer island we caught the barge back, only it took us about 2 hours longer to get back, the operator was obviously a learner as it took him several attempts at each landing point.

9/8. We left the van at Bruce's and caught a barge to Moreton Island at 1 pm. its a 3 hour trip. \$30.00 vehicle permits per bike, camping fees \$3.50 per person per night and \$30.00 each for the crossing. By the time we got to Moreton, landing on the south end, we only rode 10 ks north and set camp in amongst the dunes.

10/8. We headed north up the east coast the sand here is a lot finer than on Fraser. Just a few ks from where we had camped was a magnificent campsite, but we were heading to the top end of the island. We had a look at the lighthouse on the north east point then veered across the top to the west along a very rough track, passing through an unofficial fishing village made of scattered shacks. Tom ran out of fuel, why is it that you always take petrol out of the little tank for the big tank. Bulwer only 4 ks away had fuel and food. We hadn't found a good campsite up the top, so we thought we'd camp along the west coast. Just like Fraser on the west the tide comes right up to the steep dunes, with only a few places to camp. We found a dead sea turtle and came across more ship wrecks. From the west you could look over to the Glass House Mountains on the mainland. We decided the campsite we found in the morning was the best we'd seen, so back to the east.

11/8. Leaving camp where it was this time, we headed to the base of Mt Tempest, the highest point on the island, 280 m. We walked to the top, which rewarded us with a 360 degree view of the entire island. On the way back we stopped for a wash in a fresh water creek. We then went down to the southern point hoping to get through, but the beach was impassable as so many trees had fallen into the ocean blocking the beach. Moreton looses about 5 m from this point every year. We picked up a track which followed the beach line and found the remains of what once was the island rubbish tip and once a couple of ks in. We came out at Koorinal for fuel and supplies. There is no electricity on the island, petrol pumps are old fashioned hand pumps. I fed a mob of pelicans with fish off cuts, funny creatures. With a bottle of stones we headed back to camp for a relaxing afternoon.

12/8. We awoke to a spectacular sunrise in a perfect setting, a shame this was our last. After packing camp we had our last play in the dunes and then rode south through the southern track we had found the day before and headed to where the barge was to pick us up at noon. We got there a little early so Tom fished for a while. By 12.30 pm we were worried there, was no sign of the barge and he did tell

us he usually doesn't come mid week only this would be a special trip, we thought he'd changed his mind. As we waited we sang, Don't pay the ferry man until he gets you to the other side. Just as we were about to give up and go we could see him on the ocean horizon. Another hour until he landed. After the 3 hour trip it was back to Bruce's for the night.

Moreton Island was great, you are not so restricted as Fraser. There are no tourists on the island, the only people that come here are locals and they come for the fishing so generally stay put in one place. Moreton must be Brisbane's best kept secret. So close to a capital city, 25 ks as the crow flies, yet still so untouched and unvisited.

13/8. We left Bruce's around 10 am and drove straight through just past Forbes where we pulled over in a truck bay for a sleep.

14/8. We slept for 4 hours, cramped in the van with the bikes, then made it home by lunch time.

We traveled 3,500 ks all up on the bikes, 3,200 of it was dirt. We visited some fantastic places along some challenging tracks.

The cost for the two of us was \$2286.00, including all fuel, food, plane trip, the lot for the 4 weeks. What a bargain for what we got to see.

Next years adventure, maybe, The Canning Stock Route.

Andi.

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1998 Economy Ride - Sunday 13th September

Jon SZR660	25.76 kpl	Tim ZXR750	23.80 kpl	Ian P RF900	22.80 kpl rear
Jack R1100GS	22.04 kpl	Cameron GTR	20.27 kpl	Paul YZF750	18.28kpl leader
Darren VT1100	18.25 kpl	Ian T XTZ660	15.64 kpl	Wayne RZ500	13.52 kpl Amerina pillion

With 700 kilometres on the clock of my new SZR660 I set out on what was to be a very wet, windy, cold and miserable day. In fact, it would be the first time I'd ridden the bike in the rain.

What's an SZR660 ? The recipe goes something like this; Get the best single cylinder dirt bike motor the japs have ever made and put it in an aluminium frame that would make a Bimota jealous. Next you go shopping around Italy for some suspension and brakes. You come back with 41mm Paoli upside down forks, a 320mm four piston Brembo front brake (you really wish you'd got two) and a dual piston rear brake. Your shopping bag still has room for a boge rear shock and the boomerang swing arm off an Aprillia RS250. With the remainder of your budget you give it all to an Italian stylist to put together who does really well, but seems to run out of inspiration when he gets to the muffler.

Well, if I was building my own bike that's what I would do (and I have tried without success) and Yamaha seem to have done it very well. What you get is one of the best handling packages in its price range. At only a couple of hundred dollars less than a YZF600 it isn't cheap and with less than half the horsepower isn't going to attract the same market. There were only about twenty of them brought in, so you won't see many either. They sold very poorly with most buyers looking at the 48 horsepower for the price of a 100+ horsepower CBR/GSXR/YZF/ZXR equation and walking away.

But if you love big singles, hate weight and don't like revs then this is a bike to get excited about. For the show offs, it's pretty easy to mono as well ! Nothing since the Yamaha RZ500 has put such a big grin on my face.

But I digress. This is meant to be about the economy ride. Paul very kindly volunteered to lead the run at very short notice. He gave the corner marking spiel and then called for a scribe for the day.

"The winner should have to do the write up !", I yelled. Me and my big mouth.

We left Whittlesea under orders to maintain the speed limit. Our president was rear rider and had the authority to disqualify anyone going ridiculously slow. With this in mind I tried to ride as gently as possible. I was actually finding it hard to do anything near the speed limit given the wet slippery roads and fear of my new tyres. It was doubly hard to ride economically given all the steep uphill sections. This course, combined with the winds and showers would see relatively higher fuel consumption figures compared to other years.

Tim Walker was taking things very seriously, lying down on the tank and coasting down hills when he could. This made him a pain to sit behind so I pressed on preferring my own tactics of minimum revs and minimum wind resistance. I must admit that I ended up rolling down some of the steeper hills too, inspired by Tim's determination.

With morning tea at Yea we looked in our tanks to see how little we were using. Tim was going to be the man to beat. We watched one of the last Police Subaru WRX pursuit cars go past us and pull over to wait for us to leave. The police have wrecked nearly all the WRXs they bought.

From Yea, Paul took us up to Fraser National Park and over the hills into Eildon where we had lunch and completed the ride. More hills, more rolling and more wind. In the Fraser National Park several of us got big slides in hard to see gravel that may have been disastrous if not for the economical pace.

We had lunch before the final fuel tally. The suspense was good, and we passed the time talking about bike accidents and injuries and rehab. I wonder what the people sitting around us thought as they heard recounts of screws, spleen removal, shortened legs etc..

Then on to the serious business of refuelling. We had paired off at the start of the ride to watch how each other filled their tanks. People were to fill to the same level with the bike on the same angle with their buddy confirming that it was consistent with the morning fill up.

By now it was really raining and the one thing made everyone's ride home a little more bearable despite getting drenched - stuff the fuel economy and just go for it! It feels so good to just stop worrying about fuel consumption and enjoy the revs and power of your bike.

A few things made my ride home a little better than everyone else's. My bike was now run in with just over 1000km showing on the clock. I was glad to get that out of the way. I also happened to be fifty dollars richer and had a write up to do for my troubles.

You can't win them all!

Jon Riddett Yamaha SZR 660

18 NEWS

SATURDAY 14 NOVEMBER 1998 THE AGE

Police target motorcyclists

Carelessness and speed are blamed for the inexorable rise of the road toll.

By PENNY FANNIN and
BRETT FOLEY

Motorcyclists are the target of a new police campaign to reduce Victoria's road toll. Of the 24 people killed on Victoria's roads since 1 November, six have been motorcyclists and two have been pillion passengers.

In 1997, motorcyclists contributed to 37 deaths on Victoria's roads. This year 38 motorcyclists have already died. Police blame speed and carelessness for the growing toll and warn it will continue to escalate unless the attitudes of road users change.

"This month, 12 days into the month, we have lost 24 people on the road. If we lost 12 people due to ... murder there would be a public outcry," said assistant commissioner George Davis. "It's no less of a drain on our society when people die from road trauma as opposed to murder."

The Victorian road toll for this year is 335 — 23 more than this time last year. Mr Davis said many of those killed were riding beyond their experience. "The reality is people are speeding and being inattentive and it's killing them. We're at a loss, we really don't understand why people continue to behave in this clearly dangerous manner."

The award-winning Transport Accident Commission advertisements were losing their effectiveness, he said. "I think the problem is the community sees those ads and the trauma on the road and



Senior Sergeant Jeff Smith of the accident investigation squad.

Picture: ANDREW DE LA RUE

they think it can't happen to them."

Police dread telling families when a relative had died on the road, said Senior Sergeant Jeff Smith from Glen Waverley's accident investigation squad. Last Saturday night he was at the Alfred Hospital after an accident that killed three young people on the Bellarine Peninsula.

Mr Brendan Hurley, 25, from Surrey Hills, died instantly when the panel van in which he was a passenger collided with a tray-truck at the intersection of the Bellarine Highway and Banks Road at Marcus Hill, near Ocean Grove.

Ms Kim Goodwin, 24, from East Kew, was rushed to the Geelong Hospital but died soon after and the driver, Mr Nathan Burgess, 27,

of Collingwood, was fighting for his life. He later died in hospital. Senior Sergeant Smith spoke to Mr Burgess's mother and sister as well as to the family of a 25-year-old man from Ocean Grove who was also in a critical condition.

Although the medical staff were pessimistic about Mr Burgess's chances of survival, Senior Sergeant Smith tried to give the family hope.

"It is so frustrating at times, when the mother looks at you and says 'he is going to die isn't he?' and you have to say yes, but what else can you tell someone?" he said.

"You don't really know what to say to a person, they are in absolute devastation, one minute they are all right and then someone tells them their son is dead."

The four people, who were close friends, were on their way to an early-morning fishing trip at the time of the accident. Senior Sergeant Smith said some rescuers described the crash as the worst they had seen.

Senior Sergeant Smith said he sometimes feels like taking irresponsible drivers to accident scenes to give them a "reality check".

"You feel stupid issuing the same warnings to people and sometimes you would like it to be a lot more explicit, but you can't," he said.

"The bad thing is you know that in the next few weeks your blokes will have to attend another one and if you start getting frustrated and personal about every one you'd go crazy."

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF THE NOVEMBER GENERAL MEETING

Date : Thursday 5th November, 1998
Opened : 8.20 AM
Apologies : John Riddett
Tim Walker
Danny Vits

Secretary's Report : Phil Cottier sent a letter outlining TAC regulations
Ben Warden **Renewal notice for the meeting hall**
Motorcycling Council of Australia has encouraged our Club to combine with MECA to become a greater political force
Raffle tickets to win cars and bikes of the 1950's received
Literature on Asian motorcycle tours
Shannon's recent auction results

Treasurer's Report : Closing balance \$3,767.90. The Club is in a good financial position. However to remain strong it requires a ride day at least once per year.

Captain's Report : A general summation of the previous months' rides and a brief outline of the upcoming rides.

Above reports accepted and seconded from the floor.

General Business

- 1) Clint Vertigan recently fell off a trail bike and is unable to put any weight on his right ankle; a card was passed around to sign and pass on good wishes.
- 2) The current itinerary ends in November. Draft copies of the next itinerary are available.
- 3) The Club BBQ will go ahead in December, free to members, \$5 to non-members.
- 4) The coming Christmas camp from Boxing Day to New Years Day will be held at Porepunkah as per last year.
- 5) The Australia Day Weekend will be based at Corryong and will leave on the Friday.
- 6) The *Moto Spectacular* run by AMCN will go ahead at the end of November.
- 7) After 2 recent deaths on the Great Ocean Road the police could conduct a blitz.
- 8) We all wish Stewart Forster all the best in America.
- 9) Lyn Duncan proof read some recently published material for Vic Roads discussing road surfaces.
- 10) Peter Philferan will be back on two wheels very soon after purchasing a new bike. Great stuff Peter! It has taken over 4 years for the TAC dealings to be completed.

Door Prizes - 1st Trent Brinsley
2nd Les Leahy
3rd Andi Siminger

Capitains Report for November 1998

Sun. 8 th	Leader	Nick Casemore	Sun. 22 th	Leader	Ben Warden
	Destination	Ashcombe Maze		Destination	Dargo
	Weather	Fine		Weather	Fine
	No. of Riders	13 bikes, 15 people		No. of Riders	5 bikes, 5 people
	Incidents	lunch at 3.15 pm		Incidents	tyre wear
	Distance	200 km		Distance	750 km
Sun. 15 th	Leader	Tom Saville	Sun. 29 th	Leader	Tim Walker
	Destination	ISDE, Loy Yang		Destination	Drouin
	Weather	cool		Weather	showers, cool
	No. of Riders	11 bikes, 12 people		No. of Riders	21 bikes, 22 ppl
	Incidents	none		Incidents	Drouin
	Distance	500 km		Distance	400 km

MTCV Participant of the Year, 1998-1999																													
	May '98								June					July								August							
	7		10	17	21	23	24	31	4		W	14	18	21	28	2		5	12	16	19	26	2	6		9	16	20	23
	Meeting	Article	Spurs	Around Bay	Social Sip	Winton	Eldon	Hanging	Meeting	Article	Eden	Fort Nepean	Social Sip	Ocean Road	Yea	Meeting	Article	Kinglake	Waratah Bay	Social Sip	Toboggan	Lake Mountain	Hill climb	Meeting	Article	Licola	Pig&Whistle	Social Sip	Kinglake
Atkinson, Derek	1		1												1								1						
Barnes, Michael																													
Bear	1																												
Blashki, Mark						1																				1			
Brinsley, Trent				1		1																				1			
Brown, Ken																										1			
Burgess, Cameron												1		1															
Burns, Jenny	1								1							1								1					
Burns, Lynne								1								1								1		1	1	1	1
Burns, Paul			1	1				1								1							1		1	1	1	1	1
Casemore, Nick			1	1								2							1					1		1	1	1	1
Casemore, Tim												1															1	1	1
Clowes, John			1													1											1	1	1
Cottier, Phil																													
Czamecki, Damian																													
Davey, Patrick																				1						1			
de Jong, Lance				1												1				1				1			1		
Duncan, Lyn	1	1	1	1	1		1		1	2		1	1			1	1			1	1		2		1				
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East, Geraldine	1	1											1																
Fabris, Tony																1													
Forster, Stuart	1		1					1		1				1		1						2	1	1	1				
Genova, Vince																													
Grant, Wayne	1	1	1	2		1			1			1	1		1	1				1	1			1		2	1	1	1
Handforth, Ian															1														
Hanlon, Mick			1	1																				1					
Hosking, Darren	1				1			1	1			1	1			1				1	1			1	1		1		1
Howard, Peter																													
Johnston, Ron	1			1		1			1	1		1	1							1	2			1			2	1	
Jones, Geoff							1							2			1		1				2	1					1
Kalkandis, Theo																		1	1							1			
King, Ross																	1												
Kosinski, Danny	1					1			1		1				1	1								1					
Langer, Rob	1								1								1				1								
Leahy, Les	1	1							1							1				2				1					
Maiwald, Wolfgang																													
Makin, Eric			1												1														
Matricciani, Rob	1				1			1	1			1				1			2	1				1			1	1	
McFarlane, Ian				1								1										1							1
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Miller, Harry																													1
Moore, Dave			1			1															1								1
Morcomb, Darren																													1
Morley, Craig			1					1						1															1
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Phifferan, Peter	1															1								1					
Prapas, Nick																													
Prior, Tony	1	1	1	1	1				1			1	1			1				1	1				1			1	
Riddett, Jon	1	1										1				1												1	
Robinson, Kathy	1		1																					1				1	1
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Saville, Tom	1		1						1							1	1												
Schrader, Tony	1		1			1										1	1							1	1				
Shearer, Len																													
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Tallents, Paul			1			1										1						2			1		1		2
Thomas, Jacinta																													
Toulson, Ray			1	1																									1
Turner, Mark			1			1																1							1
Vits, Danny	1	2	1	1				1	1	1									1								1		2
Walker, Tim	1		1					1	1			2	1	2		1				1				1	1	1	1	1	1
Ward, Dave			1													2													1
Warden, Ben	1	2	1	1	1		2	1	1	2	2	1	1	1	1	1	1	2	1	1	1		1	1	1	2	1	1	1
Webster, Darryn				1	2	1	1			1			1	1								1							
Welsford, Dianne	1	1	1		1	1			1						1	1								1			1	1	1
Williams, Rhys				1					1		1								2										

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																								0
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MTCV Membership Address List as at December 1st, 1998

Name	Home	Work	Mobile	Name	Home	Work	Mobile
Atkinson, Derek	9720-3754	9720-1755		Matricciani, Rob	9729-4584		0412-462-054
Barnes, Michael		9429-6577	0419-570-111	McFarlane, Ian			
Bear	9877-6914			Meiklejohn, Jane	9421-0147	9634-0676	
Blashki, Mark	9796-1416	9546-6588		Miller, Harry	9761-4126	9879-4393	
Brinsley, Trent	9848-1213		0413-067-971	Moore, Dave	9428-9967	9416-1344	0414-805-921
Brown, Ken	9578-3403			Morcomb, Darren	9888-3131		
Burgess, Cameron	0352-298-654	0396-238-441		Morley, Craig	9467-7334		
Burns, Jenny	9872-3167	9877-9262		Payne, Ian	9558-4740	9550-6312	
Burns, Lynne	9533-1717	9596-2871	0411-793-792	Peck, David	9754-7670		
Burns, Paul	9521-0317			Philferan, Peter	9813-3518		
Casemore, Nick	9890-7544	9926-1277	0413-101-705	Prapas, Nick			0412-135-243
Casemore, Tim	9890-7544			Priector, Tony	9799-2211	9322-6890	0419-352-895
Clowes, John	5962-6326	5962-2309		Riddett, Jon	9808-0173	9869-2556	
Cottier, Phil		9836-6922		Robinson, Kathy	9720-3754	9274-1151	
Czarnecki, Damian	9776-2166	9242-6515		Sanders, Peter	9626-8411	9337-6612	
Davey, Patrick	0353-358-569	0353-327-368		Saville, Tom			
de Jong, Lance	9723-3503			Schrader, Tony	9459-3293		0417-332-412
Duncan, Lyn	9306-0124		0419-372-678	Shearer, Len	9561-2857		
Dunn, Andrew	9578-8728			Sirianni, Sam	9796-5460		
East, Geraldine		9344-9739	0417-587-850	Sirninger, Andi			
Fabris, Tony	9572-0984	9557-4383		Smale, Andrew	9857-4945		
Forster, Stuart			0416-070-783	Tallents, Paul	9455-1416		
Genova, Vince		9870-2222		Thomas, Jacinta	9533-5141	9687-6831	014-692-781
Grant, Wayne	9379-0010		0413-154-161	Toulson, Ray	9434-7185		0419-511-417
Handforth, Ian	9470-3096		015-828-957	Turner, Mark	9455-1416	9846-1063	
Hanlon, Mick				Vits, Danny	9776-0236		0417-583-877
Hosking, Darren	9874-8306	9698-6214	0417-106-162	Walker, Tim	9551-1638		
Howard, Peter	9778-8492	9874-8611	0411-727-746	Ward, Dave	9563-7705	9563-8758	019-174-381
Johnston, Ron	9725-7303	98702144		Warden, Ben	9439-8015	9344-5733	040-900-1618
Jones, Geoff	9743-3164	9305-3255		Webster, Darryn	9690-3206		0412-402-588
Kalkandis, Theo	9543-3517	9540-0100		Welsford, Dianne	9723-0957		
King, Ross	9370-9479	9688-3400		Williams, Rhys	0359-712-502	9580-5800	
Kosinski, Danny	9720-3754			Willis, John	0359-622-061		0419-538-100
Langer, Rob	9888-8977			Wurster, Hans	9398-5575		
Leahy, Les	9889-6505	9429-6577		Wurster, Ken	9749-5575	9286-5710	
Maiwald, Wolfgang	9587-4804			Youdan, Jack	9802-3564		014-694-560
Makin, Eric	5962-6326	5962-2309					

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