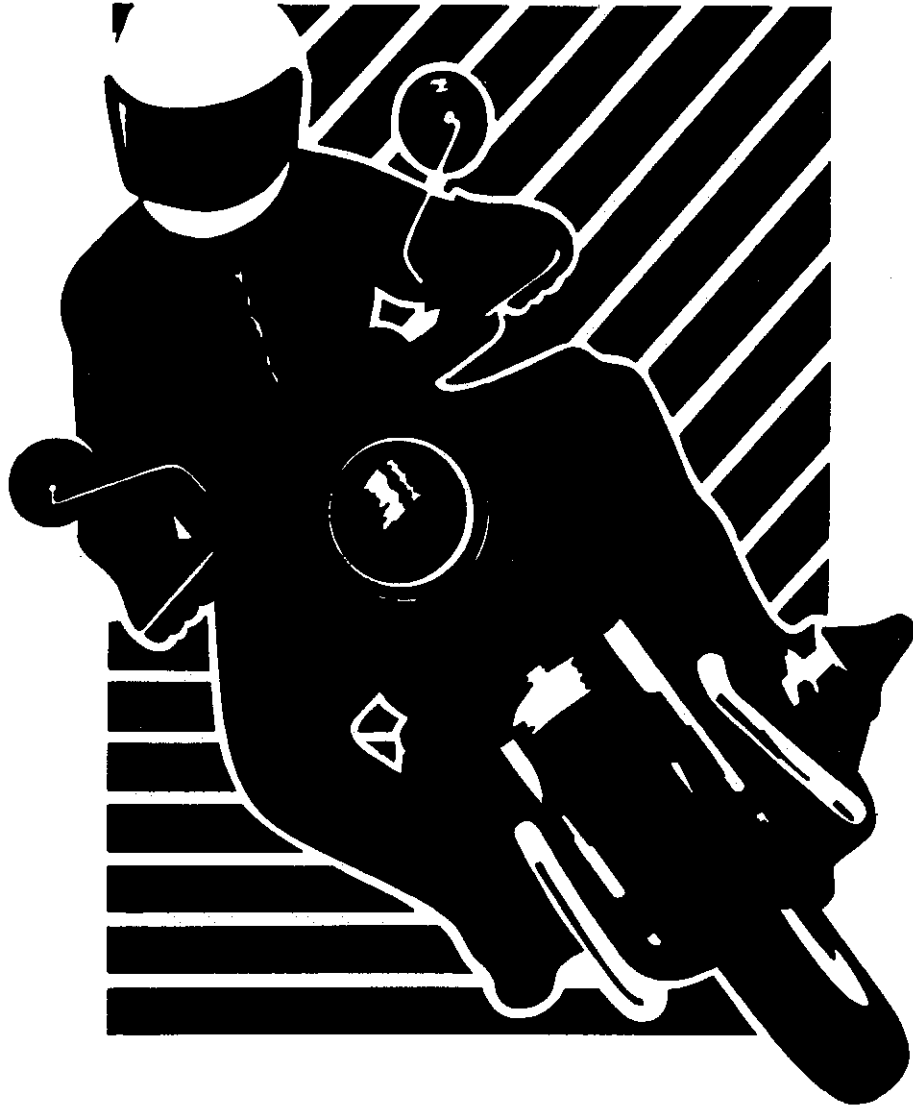


MAY 98

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

ITINERARY MAY 1998

SUNDAY 3RD

Grand Ridge Road Gippsland Jack Youdan Leading
9:00am KBCP 9:45 Hallam

THURSDAY 7TH

Annual General Meeting
8:15pm Club Hall at the Theatrette Camberwell Town Hall.

SUNDAY 10TH

Spurs Ride John Willis Leading
9:30 KBCP 10:30 Yarra Glen
We will be taking in the delights of Healsville, Toolangl and Marysville for Morning Tea. Lake Mountain, Reefton Spur, Donna Buang (1250m) and the Reefton Pub for lunch. Returning through both Spurs, Toolangl, Kinglake, St.Andrews, break up at Kangaroo Ground. Don't forget the "Roll Race".

SUNDAY 17TH

Around the Bay Ferry Wayne Grant Leading
9:30am KBCP 10:15 Hallam
We'll head west around the bay and catch the ferry (\$14 per bike \$4 per pillion). Then do the grouse roads up to Arthurs Seat. This will be a leisurely ride .. Approx.250kms

THURSDAY 21ST

Social Sip
BADEN POWELL HOTEL, COLLINGWOOD. 7'ish till late.
61 Victoria Parade, Collingwood (Cnr Cambridge Street & Victoria Parade Melway Ref. 2G E1)

SATURDAY 23RD

Winton Racetrack Ride Day
See inside magazine for details

SUNDAY 24TH

Eildon Ben Warden Leading
9:30am KBCP 10:30 Yarra Glen
Via Flowerdale, Strath Creek, Molesworth, Eildon, Fraser National Park. Home over Blacks Spur, Healsville, Yarra Glen break up at Kangaroo Ground. Approx. 300km

SUNDAY 31ST

Hanging Rock Ian Payne Leading
9:30am KBCP 10:30 Whittlesea
Up to Strath Creek, Tallarook and Pyalong for Morning Tea. On to the Rock for a look around, and then Woodend for Lunch. Weather depending we will travel through to Mt.Macedon and finish at Bulla, or if its nice we'll go on to Blackwood and finish at Diggers Rest. 300kms all up.

JUNE 1998

THURSDAY 4TH

General Meeting
8:15pm Club Hall at the Theatrette Camberwell Town Hall.

WEEKEND 6TH-8TH

Eden Gerry East leading
9 am Hallam
See inside this magazine for details



May 98 Editorial

Our thoughts are with **Danny Hollett** this month, presently in the Springvale TAC Rehab Centre. Danny suffered some nasty injuries in a crash on Sunday the 12th April. He is expected to make a full recovery though, which is wonderful news. The GSXR suffered little damage and, according to its owner, will now retire to the race track. There are simply too many things to watch out for on the roads. The few slight bumps that set Danny's bike off into the gravel are not isolated. We know only too well the crappy state of disrepair of a vast majority of the smaller roads the Club rides on. The back protector he was wearing at the time of his crash saved him from far more serious injury and I know I will not be venturing out without mine from now on. The cost of protecting ones back cannot be counted when compared to the outcome if protection is not worn. If you haven't got one, maybe it's time to invest in one. His talents on the bike will now be contained to the race track and I wish him success in his venture. He sends his thanks to all who have visited. When we went in to see him a week after the crash, he was coherent and positive. Not surprisingly, Danny has a huge network of friends who have been eager to jump in and offer assistance. If there is anything we can do, Danny, you know you have but to ask. Get Well Soon.

The magazine is a forum for news and items of interest for all members. As the collator of this information I realise the occasional need for discretion when accidents occur, either for insurance purposes or just to spare the member in question the sheer embarrassment factor. However, I cannot understand some peoples paranoia about easily obtainable information being passed around. Like, the purchase of a new bike or a change of an already printed address. Surely this information will become common knowledge the next time the member is seen on their new machine, or the next time someone calls the old telephone number? I understand that the need for privacy exists and for each person the level of disclosure will vary for one reason or another... but are trivial events being given status they don't deserve? Anyway, in an effort to maintain the high level of secrecy most Club Members feel comfortable with, I will be keeping an eye on any info that comes my way, readers articles, news and committee reports. The Editorial will not be checked by anyone else but I will try to make certain that nothing of critical import is published for general viewing. Perhaps we could develop a secret code so that no one knows what the hell we are talking about. How dreary some people are getting. I would like to take this opportunity to say farewell to the outgoing Committee Members. As President, **Jon R** has done a magnificent job at getting our meetings back on track, they have been run by the book and have been interesting and varied. He has also had some controversial events to deal with and has done so with the efficiency and collected manner that we know him for. He has also tried on several occasions to reprimand me as Editor, however, thankfully gave up in the end. Good job Jon. Thanks for your contribution under often trying work and personal circumstances. **Bronwyn** has done a fantastic job of Treasurer. I know if I lived with Dave I would be unable to concentrate on **anything**, let alone balance the Club's books. Top job Bron. **Luke**, as Secretary, did his best, although at times found himself a little stretched and Di W contributed in her usual selfless, 100 percent style. **John's** Captains reports were often a joint effort between us but his record of attendance made John a useful addition to a hard working Committee. **Wayne** took over as Vice Captain half way through the year and according to all reports is staying on the Committee. He is a valuable addition to the Clubs membership ranks, as he is full of enthusiasm and innovative ideas. As our new "Youngblood" you can expect big things of him. **Stewart's** job as Vice President included the almost solitary compilation of an itinerary, no easy task, and his presence was appreciated at Committee and General Meetings. **Kathy R** dobbed herself in for the taxing job of Social Secretary and has put in a fine effort. Thanks Kathy. I look forward with great anticipation to the next Committee and the next year of serving as your loyal (Well, sometimes) Editor.

We send our condolences to Julia Davis on the loss of Mike, a long time member. Les Leahy has included a tribute to Mike in this issue.

The door prize for this meeting has been kindly donated by the Apostles View Motel and Country Retreat. John & Diane Curran have been host to a few Club weekends away and their accommodation and service is just the best. It's situated on the Great Ocean Road, just near the Apostles viewing area, hence many local attractions within a stones throw. The place just keeps on improving with a games room, indoor heated pool, grouse home cooking and lovely rooms, with big Queen size beds. Rated at 3.5 stars by the RACV it's well worth a visit. Their phone number is 055 98 8277. The lucky winner of the draw tonight will get a complimentary stay at the complex. Good Luck.

It's a huge magazine this month. Thank you to everyone who contributed, members and non members. The information is varied, funny and interesting and makes my life easier all round. I can, however, do without the rude, condescending manner displayed by one contributor, who is not even a member! I think Luke must be driving her too hard. Chill out Stav.

Have you heard about the new "airbag" invention for motorcyclists. Apparently, the rider is connected to the bike by a cord and when the rider and the bike "separate" the cord is broken and the rubber suit that the rider is wearing inflates instantaneously. This was heard on the Martin Malloy radio show. Curiouser things have been suggested.

Can you believe I am moving house again...not until the end of May but we are having a garage sale this weekend 9th and 10th from 9am to 3pm. Books and kids toys seem to feature prominently so pop in and have a look if you're in the area...63 Wills Street, Kew.

Gerry East YZF600
Editor

CAPTAINS REPORT APRIL 1998

Sunday 5th	Noojee Mark Turner Leading 18 bikes 18 people Weather: Fine & Sunny 350 kms Incidents: None	Saturday 25th	Dirt Ride Jon Willis Leading 4 bikes 4 people Weather: wet/muddy 130 kms Incidents: Mark D pinned under bike for 15 mins. No injuries/damage
Weekend 10th-13th	Cooma Ben Warden Leading 7 bikes 1 4X4 Weather: Mostly dry 2450 kms Incidents: Everyone ate too much. Notes: Accommodation was great	Sunday 26th	Horse Riding Danny Kosinski Leading 7 bikes 8 people Weather: Overcast & wet 250 kms Notes: 4 horse riders
Sunday 17th	Churchill Island Les Leahy Leading 25 bikes 26 people Weather: Fine 300 kms Incidents: None		

MOTORCYCLE TOURING CLUB OF VICTORIA

MINUTES OF APRIL 1998 GENERAL MEETING

Held at: Camberwell Theatre
Date: Thursday 2 April 1998
Opened: 8.33pm
Present: 33 members, 5 visitors
Apologies: Luke Richardson, Bronwyn Manifold,
Kathy Robinson, Derek Atkinson
Visitors: Lee (SRV250)
Darren (ZZR250)
Trevor (K100RS)
New Members: David Peck (Paris Dakkar)
Darren (VTR1000)

Secretary's Report:

- Letter from Mr Greenough re Whitehouse Motorcycles telling of bad experience, they changed a tyre for him on a trip away and didn't fix it properly, causing him to run off the road.
- VMC minutes of March meeting
- MRA newsletter and MRAA Online newsletter
- Biker's Big Gig - Great Alpine Road ride brochure
- MRA promotional material re advertising in their mag
- One of Lyn's petition re gravel on road
- "Promotions" - letter re advertising

Treasurer's Report: From Dianne Welsford - books are open, balance can be requested.
Balance not read due to a member talking about a law suit.
Reminder of Winton ride day-payment needed by May meeting.

Captain's Report: Read from magazine by Captain. Captain also read upcoming rides.

Wayne said Swan Insurance had been good to him after recent accident, should get cheque next week.

ABOVE REPORTS ACCEPTED by Ben Warden, SECONDED by Ian Payne
PREVIOUS MINUTES ACCEPTED by Ben Warden and seconded by Tom Saville.

GENERAL BUSINESS

1. Thanked Ben for printing this itinerary.
2. There have been 13 new members so we exceeded our target of 15% growth increase.
3. Jon has just returned from BMW Safari in Tasmania and explained a bit about the trip.
4. Reefton had a lot of gravel on the top of it on the recent club ride, seems to be resurfaced by just putting stones on it. Keep in mind if you travel on the Reefton at the moment.
5. Thanks to Ben for leading all the rides in March (due to named leaders being unable to).
6. Mark thanked Gerrie for getting his late write-up in the current mag.
7. A reminder magazines only for members with a couple of spares printed each month, as we have run a little short recently.
8. Service station in Marysville is closing, and service station in Powelltown is closed.
9. Steve asked about an article by Luke being omitted from mag, neither Jon nor Gerrie have received a recent article from Luke though.
10. Query about lawsuit talk-an ex member made mention to Jon, but anything Jon has done has been in his capacity as President so it would be against the Club. But probably won't come to anything.
11. Under clause 17.1 of the Constitution Wayne (Vice Captain) asked for a poll on the question:
"Is it desirable that Andrew Kennedy be a member?"

16 members raised there hands to support this poll.
The Chairman directed this vote be taken by a show of hands.

Number of members who voted it is desirable - 3
Number of members who voted it is not desirable - 17

Resolution of the poll noted that it is not desirable than Andrew Kennedy be a member.
If Andrew ever becomes a member this vote will be followed.

Danny Vits made a motion that Andrew be sent this in writing.

Ben seconded this.

Almost unanimous vote in favour.

The Chairman said Andrew is to be sent a copy of the minutes.

12. Reminder of nominations for next meeting - Annual General meeting.
Wayne has been nominated & seconded as Captain (and will run)
Stewart has been nominated & seconded as Vice Capt (may be in U.S.)
13. MRA has donated one year's MRA membership worth \$30 and badge worth \$10 as a door prize.
14. Damien Codognotto was guest speaker.
15. Door Prize:
 - *1st prize - John Willis (Easter Egg...must have been a hell of a chook)
 - *2nd prize - Dianne Welsford (MRA membership & badge)
 - *3rd prize - Danny Holetic (Australian Motorcycle News...& the chance to draw the next ticket!)
 - *4th prize - Danny Koskinski (RP7)

Meeting Closed: 9.35pm

Who's News May 1998

Geoff Jones blew his RZ350 motor up again on the Noojee Ride, 5th April. After crossing the Black Spur he realised it wasn't making any useable power below 8,000 rpm, and it was "noisy down low"! He limped home to Melton from Healesville, a mere 107 km, "waiting for the big bang". Imagine trying to negotiate traffic lights and 60 km/h speed limits at 8,000 or more revs. The rebuild consisted of a new piston, new rings, the barrel honed, and a standard head instead of a high performance head. His theory of why it failed: running lean at high revs (ie all the time). I think he has upped the main jet from a 160 to a 185. One day he will buy a 600 four stroke!

Mike Davis finally succumbed to a long illness and passed away. Condolences to his family and friends. See obituary elsewhere.

Danny Holetic crashed his new GSXR600 on the 19th of April, sustaining serious injuries. He has taken from the crash scene via air ambulance to the Alfred Hospital where he spent 10 days before moving to the TAC Springvale Road where he expects to be recuperating for the next 4-6 weeks. He is in good spirits and expects to make a full recovery. Get motivated and visit him.

Trent Brinsley has a new second-hand motor in his FZR250. It dropped a big end bearing on the return trip from the Mt Buller ride. We might see him on a few rides.

Rob Langer has rebuilt a crashed damaged R1100RS, which he purchased from Fowles Auctions, and has been seen riding it. He loves it.

Tom Saville had a minor get off on his favourite Powelltown - Noojee Road. He crashed his Suzuki TL1000 on the tight twisty section when the rear end snapped out of line, the rear tyre losing traction on gravel in the corner, courtesy of the logging trucks I surmise. Minor cosmetic damage and a few bruises. This road hasn't been kind to Tom - last year he crashed the fizzer on a truck load of offal. Tom and bike are back on the road.

Tom has purchased a new Suzuki DR650 dirt bike. It will be his "trip" bike, that is, it will be fitted with a large tank, luggage racks, map canisters, etc.

Andi Sirninger had a frightening moment or two when she hit a wombat on her TRX850. It was around midnight, it was raining, and she was in the process of passing a horse float on the Christmas Hills road. Andi kissed the headlight with her helmet as she was thrown out of the saddle, landed on the tank, and scored a hole in her shin for good measure. The bike suffered a dented muffler.

Compiled by Ben Warden (mobile: 0411-607-925)

President's Report 1997 - 1998

This month saw the passing after a long illness of member Mike Davis. Our sympathies to Mike's family. A regular at club events since the seventies, he'll be sadly missed.

After my reports of the past year I bet you are all expecting me to say something really profound and significant in my final report as President before I step down at the AGM.

Just to surprise you, I won't.

I would like to thank the committee and the membership for their efforts in helping me run things and for supporting me through some trying times. Club issues aside, the past six months have thrown a few challenges my way, both professionally and personally. The worst was a chain of events culminating in the dog being hit by a car the week of the meeting where I had to deal with a \$16.00 problem. Still, we got the itinerary out and continued to welcome the influx of new members.

Last year I stood up at the AGM and said there were two things I would do if president. The club was stagnating with a desperate lack of new members and any new comers and a few existing members were being turned away by the fighting and squabbling being propagated through the newsletter and club meetings. Addressing these two issues was the challenge I took up.

I started with a goal some would refer to as a mission statement. The committee's mission was, *"To attract and retain members by conveying a professional, responsible and harmonious image of the club"*

The newsletter had to be produced subject to a set of guidelines I formulated with the goal being to convey a professional, responsible and harmonious image of the club while reporting on activities and information of interest to the membership.

Sounds easy but in practice it has been a hard slog. A year later nearly one third of the membership are new members. That makes this committee a success in my book. As a club we can't afford to rest on our laurels and the initiatives this committee introduced need to be continued.

I'd like to thank everyone on the committee for a job well done. To name names, as an ex treasurer myself, I know how much work Bronwyn has had to put in, with a house and job change thrown in. On top of that she has organised the Winton ride day.

Di's efficiency has been scary, with meeting minutes turning up in the mail a day or so after the meetings. And what an effort the progressive dinner was.

John had to travel all the way from Healseville and Luke from Melton to get to meetings. That's a good effort. Kathy has been carting the club's catering needs around and Lyn has been performing her VMC duties after vacating the post of Vice Captain. That brings me on to Wayne. His enthusiasm has been a welcome breath of fresh air to us all. Thanks also to Stewart for toning the hair down - purple didn't suit him.

The last thankyou is probably in a way the biggest. I haven't always agreed (or even agreed to disagree) with this person but her contribution has been magnificent. Despite broken collar bones & operations this club has had a quality magazine produced on time, every time. She has been the contact point for club's various advertisements and has copped all manner of calls and inquiries at some really bad times. Many may take the magazine for granted, but just spare a thought for the blood, sweat and tears that goes into compiling, typing, copying, collating and posting it each month. Thanks Gerry for all your hard work.

Now my term is up I'll just disappear and fade into mediocrity. It may come as a surprise but bikes and this club are not my only interests. I plan to keep busy and play with some different toys.

Most of all, I'm looking forward having the time to get to know the new members and sit back and enjoy what the club has become. Thank you for putting up with me.

Jon Riddett
MTCV President
1997-1998



END OF YEAR CAPTAINS REPORT

I would like to thank everyone throughout the year who has been good enough to put in the time and effort to lead a ride. Take a pat on the back all concerned. Another year has gone by where the Touring Club has ridden every single Sunday.

I would like to mention all the exceptional devotion to the Club by Ben Warden. He has filled in on numerous rides throughout the year, where the Leaders have been without machinery or incapacitated. He has also been keeping close track of the Club Points and surely must have set a new points record himself this year.

I am sure everyones thoughts have been with Danny Holetic over the last couple of weeks and we wish him all the best.

Good luck to the incoming Committee,

John Willis

TREASURERS REPORT 1998 - BRONWYN MANIFOLD

My 12 months of book keeping have come to an end. I have enjoyed my time as Treasurer, it's time consuming but worth being part of the Committee and having a say in the way the Club is run. Due to a new job I'm unable to make it to the meetings, so I must pass on the job to someone else.

The Club is showing a loss due to the Winton Ride Day. The Club has paid for the track, at this stage the ride day is filling SLOWLY. For those of you that have supported it, Thank you. We had a lot of interest in putting a ride day on but now everyone seems to have crawled in to the woodwork. We set the price to just cover our costs and we need forty participants to break even. So far we have 16 definites, the Club will lose money at this rate. So if you have been thinking about participating in this event, sign up and bring your money...it's your Club so you will be losing out too.

I would like to thank Vince Genoa for supporting the Club by donating \$200 towards the rental of the hall, Dianne W, for helping me and filling in for me for the April and May General Meetings and Gerry, for typing this report and supplying the indemnity forms for the ride day.

I wish the new Treasurer and Committee all the best for the year ahead

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MOTORCYCLE TOURING CLUB OF VICTORIA INC.
SUMMARY OF FINANCIAL INFORMATION 97/98

96/97	INCOME	97/98	96/97	CASH BOOK BALANCE	97/98
\$1740.00	Subscriptions	\$1862.25			
\$61.10	Merchandise	\$21.50	\$2302.49	Balance b/forward	\$5074.24
\$0.00	Auction	\$31.30	\$10871.78	Plus Receipts	\$3149.34
\$37.68	Interest	\$15.98	\$8100.03	Less Expenses	\$6989.56
\$12.50	Donations	\$3.75			
\$7180.00	Ride Day	\$195.00	\$5074.24	TOTAL	\$1234.02
\$200.00	Christmas Camp	\$160.00			
\$400.45	Door Money	\$452.21			
\$250.00	Hall rent-Nova Honda	\$200.00		VALUE OF MERCHANDISE	
\$945.00	Accommodation	\$150.00	3 @ \$6.00	Metal Badges	\$18.00
\$0.00	Go Kart deposit	\$50.00	19 @ \$3.50	Adhesive Badges	\$66.50
\$45.05	Miscellaneous	\$7.35	37 @ \$3.50	Cloth Badges	\$129.50
			163 @ .30	Ear Plugs	\$48.90
			2 @ \$2.00	RACV Maps	\$4.00
\$10871.78	TOTAL	\$3149.34	5m @ \$1.00	Bungee Cord	\$5.00
				TOTAL	\$271.90
96/97	PAYMENTS	97/98			
\$26.95	Printing - Itineraries	\$475.00			
\$132.70	Printing - Magazines	\$962.92		ASSETS	
\$508.10	Supper	\$271.17		Urn	\$60.00
\$188.65	Door Prizes	\$203.25		Tarpaulin	\$45.00
\$489.00	Postage	\$673.88		Electric Typewriter	\$300.00
\$44.00	P.O.Box Rental	\$0.00		Electric Stapler	\$198.45
\$360.00	Hall Rental	\$360.00			
\$45.40	Trophies	\$45.95		TOTAL	\$603.45
\$179.60	BBQ	\$175.10			
\$32.23	Bank Fees	\$21.07			
\$660.00	Accommodation	\$701.00			
\$10.00	RACV Maps	\$26.60			
\$0.00	Poker Run	\$25.00			
\$32.00	Incorporation Fee	\$32.00			
\$0.00	Magazine Covers	\$300.00			
\$4250.00	Track Hire Fees	\$2000.00			
\$400.00	St John Ambulance	\$0.00			
\$213.99	Miscellaneous	\$2.05			
\$45.00	Stationery/Stamps	see Postage			
\$129.10	Stickers	\$0.00			
\$153.31	Telephone	\$13.57			
\$200.00	Christmas Camp	\$160.00			
\$0.00	Progressive Dinner	\$400.00			
\$0.00	Survey Prize	\$25.00			
\$0.00	Go Kart Deposit	\$50.00			
\$0.00	VMC Subscription	\$50.00			
\$0.00	A.Kennedy - Christmas	\$16.00			
\$8100.03	TOTAL	\$6989.56			

GIRLS' RIDE - TRESTLE BRIDGE, NOOJEE

SUNDAY 15 MARCH 1998

Andi (TRX850) - **Leader**
Kate (FZR600) - **1st Rear Rider**
Debbie (TRX850) - **2nd Rear Rider**
June (TRX850)
Bronwyn (GSXR600)
Dianne (CBR600)

Gudrun (BMW80)
Dey (GPX600)
Juanita (CBR600)
Lyn (ZZR)
Dey (GPX600)
Kathy (CD250)

ROUTE: Warrandyte-Wonga Park-Coldstream-Gruyere-Wandin-Seville-
Monbulk-Grant's Picnic Ground (morning tea)
Emerald-Cockatoo-Yellingbo-Woori Yallock-Noojee (lunch)
Trestle Bridge-Healesville-Yarra Glen-Christmas Hills-Warrandyte (arvo tea)

After a late night on Saturday night I came home to a message on the answering machine asking if I could lead people out from Brighton Kawasaki to Warrandyte as Christine was sick! No problem, but there goes the extra 30 minute sleep-in!

It was 8.25am when I arrived at Brighton Kwacka. Dey was the only one there, maybe the look of the weather turned a few off coming. Lyn turned up, followed by Kate, just enough time for a quick chat and then we headed towards Warrandyte. With just the four of us it was easy to stay together and arrive ahead of time.

We had time to admire all the new bikes at Warrandyte as quite a few of us had changed bikes since the last ride. Seems TRX's are the go with June and Debbie turning up on their new bikes and Andi our fearless leader on her TRX...you have started a trend Andi!

One male touring club member appeared at Warrandyte and said Hi, he told us this was a coincidence...yeah right!

After a quick recap of the cornermarking system and a brief explanation of where we were going and the condition of some of the roads to be travelled, we headed up Chum Creek Road to Wonga Park, Coldstream, Gruyere, Wandin, Seville, Monbulk and down to Grant's Picnic Ground where we stopped for morning tea to warm up. Andi produced some birdseed so some of us went to feed the Rosellas (they gave us all new hair-do's, the teased look is in, no more helmet head hair!!). Andi adjusted Kathy's clutch a bit for her before we sat down to enjoy a cuppa and cake. The sexy young guys serving at the coffee shop came out to check us all out as we left, why can't they be club members, damn, didn't have any itineraries on us!!

We headed back towards Monbulk down to Emerald, Cockatoo, through Yellingbo and on to Woori Yallock. For many of us this was the first time we had been on these roads and we were having a fantastic time.

We continued on from Woori Yallock to Yarra Junction, Powelltown, then off for a quick spurt through the twisties to Noojee for lunch. Two kids loved the idea of helping Dey cornermark in Noojee. Unfortunately there was a slight mishap in Noojee with one of the bikes as we were pulling in to park. We were relieved the rider was not badly injured, just suffering a few bruises and a sore bum. Minimal damage to the bike and entertainment for the townsfolk for the day. More entertainment came with Tom and Sam arriving in town, Tom on his back wheel.....this prompted a comment from Dey..."Who's that wanka"...a reply from Andi saying "That's my partner!". Oops Dey!!!

We left Noojee and headed for the trestle bridge where we stopped and went for a walk over the bridge and had a group photo shoot. Before heading off some of us decided on a toilet stop, next time I'll remember to go in Noojee.

Back on the bikes again to Healesville where we had a petrol stop. From Healesville to Yarra Glen through the Christmas Hills to Warrandyte where we all had a coffee and chat about the day's events etc.

Thanks Andi for a great ride, as per usual you do an excellent job. We speak for everyone in saying we had a great day and look forward to the next ride.

June, Dianne and myself headed back to Dianne's, with Tim Tams in hand! for another coffee and more talking, a great end to a fun day.

BRONWYN (and Dianne)

SOCIAL SIPPERS 16th APRIL 1998

The Baden Powell Hotel : those at the pub for dinner were...Tim W, Ben W, Darryn W, Tony P, John W, Gerry E, Sue W, Ian P, Kerry, DI W, Rob L, Darren H, Wendy H, Lyn D, Jon R, Jenny B, Rob M. Visitors : Gavin, Darren, Graeme D & Nicola & daughter.



COMMUNICATION

You can email your write ups to me at g.east@lts.unimelb.edu.au or post them to me at 63 Wills Street, Kew, 3101, or drop them in and have a cuppa. All contributions gratefully received. I also have a fax machine at home now so just dial the same number and press "START" on your fax machine.

MTCV HOME PAGE

The clubs home page has been "hit" 1859 times since April 96, 117 "hits" last month. Have a look if you can get access. The address is:

<http://ariel.unimelb.edu.au/~ben/mtcv/>



NEW MEMBERS

We welcome the following new member : Wolfgang Maiwald who rides a TL1000

PHONE NUMBER ERROR

Clint Vertigan's home phone number was misprinted in last months magazine. (It must have been that bloke who photocopies the bloody thing!) It should read 9761 8426. Would you please make that adjustment on your list.

CLUB TRACK DAY

The Club is holding a track day on the 23rd May 1998 at the Winton Track. Prices are \$65 for Members \$75 for Non-members. FULL payment was due by the May General Meeting on the 7th. Any extra places will be offered to Non members through advertising at Nova and other bike shops so if you still want to go, get in touch with Bron as soon as possible. Indemnity forms must be completed and returned with payment.

We are staying at the "Top of the Town" hotel, 3.5 stars in Benalla. It's in the main street and close to pubs and restaurants, and has its own pool. There are quite a few room options and I'll outline them here, but if you want to book a room please organise it through Bronwyn on 9563 7705.

Single Room	\$60 per night
Double Room	\$70 per night
3 person share	\$80 per night
4-5 person share	\$90 per night
Spa Room	\$88 per night

A limited number of Queen size beds are available so please specify when booking. Smoking and Non smoking rooms are also available.

Club Participant of the Year 1997/8 Discussion

Most Club events I attend I try and gather a list of names to generate the table inserted in this magazine. Other sources of data are the Club Magazine and the people who do the writeups. This table is only as accurate as the data supplied. I would appreciate members pointing out errors so that the records can be amended.

The table lists all the members of the Club down the left and right side, with the month and date along the top axis. Near the bottom is the list of events and below it the number of bikes, people and cars per event. The bottom left has a legend:

M - General Meeting SS - Social Sip WR - Weekend Rally
A - Magazine Article W - Weekend Trip T - Toy Run

The legend also defines the points allocation as set out in the June 97 Magazine:

2 points for leading 1 point for introducing a new member
2 points for rear riding 1 point per magazine article (maximum of 2)

The points totals are tallied on the right hand side of the table next to the names.

Due to the *unclean* nature of the data, difficulties arise when meaningful information such as basic averages and various totals are extracted from the raw data. A number of arbitrary decisions have to be made, some of which I will try to explain:

When is a member a member? For the purpose of this discussion, *new* members who have joined part way through the "Club Year" are counted as members for every function they attended, remembering that they must have attended at least three functions (as visitors) before they were eligible to become members. It is too difficult and time consuming to work out exactly when such people became members. Secondly, Andrew Kennedy, though now not a member, is included in the table for completeness, and because of the way I have set up the program, all the tallies would be incorrect if I deleted his attendance details. Sorry if this offends anyone.

What constitutes attending a ride? For the purpose of this discussion, anyone who travelled part way of the ride, or met the group at the destination (especially weekend trips) scored a point. This covers the extremes of say "Fred Nerk" who *never left a ride* to "Joe Bloggs" who say, travelled only the first leg of a number of rides. For instance, Jon Riddett scored a point on the Adelaide Weekend when he arrived for tea one night in his car.

Only members are counted. People who go on a lot of rides but aren't members - are statistically lost. Luckily there are very few of those people.

Breaking the Rules:

1 point for introducing a new member: Not implemented. Only one person claimed to have introduced a new rider. Also, how do we calculate the effect of the Internet on attracting new members? Already there are 10 people with email addresses, representing more than 10% of the Club Membership.

Additional point if on weekend away coincides with a Sunday ride. Not implemented. Possibly only been implemented once last year for the people who spent a week in Tasmania, missing a Sunday ride. Negligible effect on final standings. Too much work. The table is 94 rows by 98 columns ie 9,212 boxes. Enough is enough.

Facts and figures:

The Club membership has fluctuated over the recent years: 54 in 1986/87, 55 in 87/88, 59 in 88/89, 75 in 89/90, 85 in 90/91, 93 in 91/92, about 110 in 92/93, about 87 in 93/94, about 72 in 95/96, about 79 in 96/97, and, 85 in 1997/98 according to various records. It was 45 when I joined in 1981.

There were 73 functions including 11 general meetings at an average of 15.75 people per function. The average number of members per meeting was 29.18. The most popular function throughout the year was the Christmas Party (45 people, 34 members). It is always the best patronised event, free food being an attractive incentive no doubt.

The best attended rides of the year, in terms of members, were The Dandenongs (32 people, 24 members), Around the Bay (31 people, 21 members), the Night Ride (25 people, 19 members), Churchill Island (25 people, 19 members), and Lavers Hill (33 people, 17 members).

The Phillip Island 500cc GP attracted 17 members, and the World Superbikes attracted 18 members. Both of these events were advertised as "Make your own way".

There were 7 weekends away with pub accommodation. The best attended were Eden (10 people, 10 bikes) and Tallangatta (10 people, 9 bikes). Of the two rallies, the Confusion Rally had the best attendance with 11 people and 10 bikes. The Christmas Camp at Porepunkah attracted 21 members over the course of the week, proving most popular.

There were four Saturday Dirt Rides with attendances of 13, 6, 3 and 4 people respectively. An average of 6.5 people per ride.

The average number of people per ride (Sunday rides, 1 night ride, and the Progressive Dinner) was 14.2 people per ride. There were 45 Sunday Rides. The lowest attendance on Sunday Rides were Ballarat in the middle of winter (4 bikes), Ten Pin Bowling in pouring rain (4 bikes), the Navigation Trial (4 bikes), and Lake Arakoon (3 bikes).

For comparison, here is a snippet from a similar article I assembled in **August 1992**.

There were 59 Club functions, of which 54 were rides; 3 up from last year in both instances. The average number of people per function was 25.2 (up 1.9 on last year which was 3.6 up on the year before that). The 25.2 people per function consisted of 18.0 members per function and 7.2 visitors per function. The ratio of members to visitors (per function) is 18.0/7.2 ie about 2.5, down 0.1 from last year.

The average number of members per ride was 17.6, up by 1.9 members from last year, which in turn was 0.4 up on the previous year. This average does not include the FirstAid, Maintenance, Christmas and GP barbecues, the pancake parlour night or the dirt weekend since many members travelled by car.

The average number of bikes per ride was 18.9, up from last year's 18.3. Functions not included in the calculation were as above. The 18.9 bikes per ride consists of 15.5 Members' Bikes and 3.4 Visitors' Bikes. The ratio of members bikes to visitors bikes (per ride) is 18.9/3.4 ie. about 4.6; was 3.4 last year. The most popular function throughout the year was the Christmas BBQ (43 members) as per every other year.

The best attended weekends were the Bogong High Plains / Tallangatta (23 members), Adelaide (19), Wilsons Prom (18), and Avoca (16). The Club Christmas camp at the Grampians (16 members) was well down on last years with 25 members. The least well patronised weekend was the Water skiing weekend (10 members). Something about waterskiing in wintry May that doesn't appeal.

The top 10 rides were Mini-Golf (26 members), Yea Navigation Trial (25), Toolangi (25), Anakie Pottery (25), Eildon (24), Cape Schanck (24), Abseiling (23), Organ Pipes (22), Penguins (21) and Smeaton Watermill (21).

If you require more explanation or clarification of some aspect of this article please don't hesitate to ask me.

Ben Warden

Mt Buller Ride - March 29th

Ben Warden	ZXR750	Dianne Welsford	CBR600
Wayne Grant	Pillion on ZXR750	Trent	FZR250
Reece	ZX7R	Steve Leyland	R1100GS
Ian Payne	RF900	Danny	GSXR600

This was an interesting ride for me as I was meant to be leading. However as my bike was written off and I'd had an eye operation three days earlier it was always going to be a struggle. However thankfully Ben was able to help taking the supposed leader as pillion. The first pick up was at Yarra Glen where Dianne turned up on her freshly repaired (fairing needed a touch up) CBR. It was good to see her as it's been a while since I've seen Di on a ride.

This was an easy ride in the sense that most people already knew the roads to Buller quite well although we did lose each other around Healsville, a corner marking drama I think. Thankfully we were able to regroup and away we went on our way to Alexandra where we caught up with Nick, his brother and a few of their friends. Nice spot for a break. By this stage Steve Leyland had joined us catching the group around Buxton.

The day was perfect weather wise with hardly a puff of wind, you know those days where the sun shines in a clear sky but it's not hot. It is hard to avoid some boring bits taking this route although the view is great as you head towards Mt Buller. The last or one of the last fuel stops is Mansfield, a cosy little place with pretty good food.

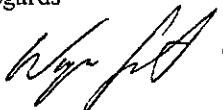
From here it is just straight up the mountain and is always a fun ride. Admittedly I went up the mountain quicker as a pillion than I have ever gone before so it was a great experience. Up top it was noticeably cold so we didn't hang about to long. Earlier Di and one or two others had tuned back due to the road surface. My blurry vision wasn't good enough to know either way but apparent that sticky black chewing gum type surface was everywhere. Ben said you just have to have faith around those bends.

The award for worst road of the day was won easily by the gravel disaster going right up to the Summit car park, a real bone shaker.

I must take my hat off to all regular pillion passengers, as I thought it was a very easy way to get around. I could not have been more wrong. Personally I think it is just as demanding as actually riding a bike.

The journey home was very relaxed with people leaving at different stages in order to get home. Steve chose to go via the Jamieson to Eildon road wanting to do the real twisty bits. Ben, on the other hand, had to all the way to East Keilor as I still live in the wild west. All in all a great day, pleasant weather and good company even if I did view it with blurred vision.

Regards



Wayne Grant

INTERESTING NEWS & TITBITS

Melbourne Age 23/4/98

Motorcycle Hazards hit on Friday, study finds.

By Ben Mitchell

Canberra

Motorcyclists are more likely to crash if they are under 25 and on the road between noon and 8pm on a Friday, a study by the Federal Office of Road Safety has found.

The study of 222 motorbike crashes, including those resulting in 25 deaths in Melbourne between November 1995 and January 1997 found that young people who had been experienced off road riders before they obtained their licenses were significantly more likely to crash.

Riders under 25 were almost twice as likely to die or crash than older bikers on urban roads.

The study found that riders had failed to brake before crashing in almost 85 per cent of the accidents studied.

In about 40 per cent of the crashes, the motorbikes were considered sub-standard, while 80 per cent of the helmets worn by the riders involved in the accidents had obvious signs of damage including scratched visors which may have impaired vision. The Transport Minister, Mr. Mark Valle, said the Government was particularly concerned about the number of unlicensed riders involved in urban crashes. They accounted for 6 per cent of the rider population but were involved in 17 per cent of crashes.

"There may be a need to look at new initiatives to reduce the level of unlicensed and unregistered riding," Mr. Valle said.

The study found that while 65 per cent of the accidents occurred in 60 kmh zones, most of the riders had been speeding.

The rider was judged to have contributed to about two thirds of the crashes involving two or more vehicles usually by poor positioning on the road or failing to respond to changing traffic conditions.

Riders who were on the road fewer than three times a week and had completed a beginner rather than advanced motorcycle course were more likely to crash.

The study found that 6 per cent of crashed riders had used illicit drugs (mainly marijuana) in the 12 hours before the accident and 13 per cent of crashed riders were over the legal blood alcohol limit.

Herald Sun 23/4/98

Blitz to cut bike deaths

Andrew Cummins

Law breaking motorcyclist may become the focus of a federal crackdown.

Federal Transport minister Mark Valle is considering introducing new measures to stamp out under age, unlicensed or unregistered riders.

Mr Valle said he was disturbed by Monash University figures showing these riders made up a small proportion of riders but figured in almost one in five bike accidents.

The study of 222 motor cycle crashes on Melbourne roads found a motorcyclist died in every ten crashes.

Herald Sun 24/4/98

Big Bikes Risk for Single Men

By Michael McKinnon

Single, young men on big motorbikes are among the most likely to be killed or seriously injured in a road accident.

A Monash University study identifies key factors that contribute to the deaths and injuries involving motorcyclists.

Over Easter last year, only one motorcyclist was killed, yet there were 41 riders admitted to hospital with crash injuries.

The Monash Accident Research Study found that motorcyclists facing the greatest risk, are under 25, never married, unlicensed and riding a bike with at least a 750cc motor.

Last year, 176 motorcyclists died on Australia's roads,. Sixty-three were under 25.

Also contributing to crash risks are alcohol consumption, motorcyclists who ride less than three days a week or on non work related trips.

Information was collected about 222 serious motorcycle crashes in the Melbourne city area and compared against a control group of almost 2000 motorcyclists. The study found about half of the motorcyclists suffered limb injuries in a crash and, predictably, 88 per cent had abrasions or cuts.

It also discovered the presence of pillion passengers could contribute to causing crashes and increasing there severity.

Almost forty per cent of the crashed motorcycles were judged to be in poor to fair mechanical condition, although the age of the motorcycle was irrelevant to crash risk.

These articles were supplied by Darryn W. Thanks.

INTERESTING NEWS & TITBITS

RACV Members mag Feb issue

Sun Friday 6/2/1998

BEWARE: LIVESTOCK AHEAD

New signs are appearing on country roads in Victoria. Paul Bird, from the Victorian farmers Federation reports.

Motorists must now stop and give way to livestock on country roads under new laws passed by the Victorian government.

Failing to stop could fetch a hefty fine, up to \$500. New signs, photographed, warning of stock ahead, are available for farmers to display.

The warnings to motorists are either fold up, take away signs for temporary use or fixed signs for regular crossings used by animals.

Farmers have relied on motorists' goodwill to slow or stop for "Stock on Road" signage.

New laws giving stock right of way are to improve road safety. VicRoads developed two signs for farmers.

One warns of stock ahead, another requires vehicles to stop and give way when stock are on the roadway. Failing to do so where, or when, a sign is displayed can bring a \$500 fine.

The new regulations require a farmer to place "Give Way to Stock" signs behind and in advance of the animals. Signs should also indicate distance before reaching the animals.

Signs must also go up when animals are grazing on the side of country roads. Night crossing sites must be lit.

Did you know that:

Alcohol contributes to about 25 per cent of all road deaths in Victoria

Excessive speed is a factor in 18 per cent of crashes

1.6 million random breath tests are conducted in Victoria each year

About 20,000 motorists are caught speeding each month and are fined.

Source: RACV Members magazine Feb 98

14 more killed on the road

Petaling, Jaya

The road carnage continues to escalate for this festive season as another 14 were killed and 45 others seriously injured in accidents yesterday.

Things brings the total number of fatalities for the past 15 days to 274, with 148 of them motorcyclists and pillion riders.

Statistics issued by Federal traffic police showed that the 14 fatal accidents took place along trunk roads and 11 of them involved motorcyclists.

Who'd be a motorcyclist in Malaysia?

Thanks Ian P for this article

INDISPENSABLE MAN

Sometime, when you're feeling important

Sometime, when your ego's in bloom

Sometime, when you take it for granted

You're the best qualified in the room

Sometime, when you feel that your going

Would leave an unfillable hole,

Just follow this simple instruction

And see how it humbles your soul

Take a bucket and fill it with water

Put your hand in it, up to the wrist;

Pull it out, and the hole that's remaining,

Is a measure of how you will be missed.

You may splash all you please when you enter,

You can stir up the water galore,

But stop, and you'll find in a minute,

That it looks quite the same as before.

The moral of this quaint example

Is do the best that you can

Be proud of yourself but remember

THERE IS NO INDISPENSABLE MAN!

Noojee 5th April 1998

Participants:

Mark T	VFR800 (Leader)	Dave M	YZF750	Geoff J	RZ35
Stew F	VTR1000	Craig M	YZF750	Ben W	ZXR750
Paul T	YZF600	Danny V	TRX850	Tim W	ZX7R
John W	TRX850	Ian P	RF900	Lyn D	GSXR750
Jon R & Zara	K100 (1st Rear)	Steve	LR1100GS (Scribe & 2nd Rear)		
Deb	CBR600 (1st Ride)	Mike	ZX9R (1st Ride)	Les	SRV250 (1st Ride)
Allan	XJ1100 (Non member)				

After another sleep in, I travelled directly to Whittlesea, to find a respectable gathering already, which more than doubled once Mark arrived with the City contingent, only moments later, apparently via an interesting and little longer route.

Anyway, after Mark had delivered his well rehearsed spiel, we were on our way, up what we know as the Flowerdale Road. I guess you can gauge the popularity of a road by the number of "hoons" parked off to the side, waiting for some distance between them and the Leader. After Junction Hill, I slowed to a "non loss of license speed", remembering a number of Club rides when riders had been confronted by the constabulary on the straight bit..(keep it in mind).

Anyway, as I slowed Lyn and John passed, just as a new commodore facing us did a screaming u turn, with lights flashing. He tail gated John, whereupon John slowed, the cop flashed by him with Lyn in his sights. Lyn did the smart thing and pulled over, these cop cars are "souped" and the drivers well trained. She had only straight road ahead with nowhere to go. Just as well, he was lenient, probably appreciated her attitude, marking her speed down considerably. The moral here fellahs, has to be...if you've got a sheila that rides, put her in front, or get a sex change. The cops sure wouldn't have done that for me.

Smoko at Yea, then along the Goulburn Hwy to what we know as the Molesworth road, through to the Maroondah Hwy, Buxton, Marysville, Narbethon, Black Spur and Healsville for the long break. Across the road from the public "dunnies" is a chicken and chips joint that sold me some chicken and chips (funny thing that), the chicken bit was huge and there were more chips than a man could eat at any given time. This was just as well, for although there was a swarm of European wasps interested, they weren't a patch on Club Members for scabbing my food.

At this point the vast majority opted out, heading home or to someone's place for a viewing of the Japanese GP. This left Mark leading Deb, Danny, Stew, Mike and me, taking over the rear riding from Jon & Kara (Geoff originally volunteered but lost his pot or something, gee I hope he found it). We completed the run to Powelltown, Neerim, Jindavick, Longwarry, and some less than usual, but not unfamiliar, back roads to Pakenham for break up. Thanks Mark for your efforts in leading, many of the Clubs favourite roads were used, and it was an excellent effort for your first ride leadership role. Looking forward to your next,

Steve

R1100GS

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A GATHERING OF MEMBERS....11th April 98

Dave W GSXR600 Bronwyn M GSXR600 Di W CBR600 Gerry E YZF600
Dave M YZF750 Wolf gang & Catherine TL1000 Tony S YZF600
Danny H GSXR 600 Jamie & Brady GSXR600

A 12:00 start..glorious. The kid's gone to Angelsea and I get to lay in and go for a ride all in the same day. I had a Michelin Hi Sport rear tyre fitted at Pablos on Thursday and noticed that Glen had no itinerary's so I rode down and dropped some off. I had also spoken to Tony Fabris at Brighton Kawasaki who had no itineraries either, so I dropped some off there as well. From there I headed to Dave and Bronwyn's house to follow them to Warrandyte because I knew I'd get lost. So we tootled off to Warrandyte and met the others there. Tony S. volunteered to lead us up to Marysville via Christmas Hills and the Black Spur. Following Di out of Yarra Glen she slowed for a corner a bit more than I thought she would and the Michelin gripped, let go, gripped, etc.,etc. Thank goodness it was early afternoon, I can't handle that much adrenalin in the morning! She was blissfully unaware (and is probably only now learning of the close miss..Hi Di). Left into Chum Creek Road where every man and his dog passed me..I'm not keen on this particular piece of road. Jamie & Brandy left us here looking for some not so twisty roads. She looked decidedly uncomfortable crouched on the back so maybe she had a word with him. Shame, the best is yet to come. The Toolangi road still has a little loose stuff in the corners but it was okay. The weather was fine and the roads were mostly dry.

The Black Spur was in good form with the usual stream of traffic. Undeterred I followed Tony up to the Marysville turnoff and corner marked. Danny and I had a good run through to Marysville with the new Suzuki content to sit behind me and speculate on the overtaking manoeuvres of the YZF. Doesn't need too much space. I thought about passing Wolf on the last 70km corner but figured my cornering skills still leave a lot to be desired and decided not to risk him, Katherine, me and whoever was coming the other way and backed off.

Marysville Bakery was packed with bloody tourists...How rude! so we got lunch across the road and sat on the grass under the beautiful trees and bagged everybody who wasn't there. No, only joking. The decision was made not to endure the dirt between there and the Reefton, you know how those blousey sports bike riders are. So Lake Mountain was the destination. Not too sure about that road, having only been up it once or twice many years ago on the VFR with two functioning collarbones. I took it easy with the back tyre sliding on the wet surface, or was it just my imagination / nerves? At the top Dave W. and Tony "fixed" the suspension a bit and adjusted the air in the tyres for me but it still felt a bit shaky going down the hill. There are a lot of skid marks on the tight corners and the imagination runs a bit wild thinking about the poor bastards on the end of those skid marks. Still I made it to the bottom without mishap. So, back to Marysville and down the Black Spur....beautiful. I love this road. Di led us from here through Christmas Hills and back to Warrandyte where Dave M. and Danny left us for other engagements. How was it Danny? Off to Di's for coffee and a chat .

We decided the day was too good to finish then so Bron made a booking at a Lebanese restaurant in Elsternwick for tea. A good way to finish an excellent days riding with good company. Thanks for coming.

Gerry East
YZF600

EASTER/COOMA WEEKEND What a blast!

Left the decision to go until the last minute, various different reasons, which mean't we were booked into different hotel to most of the group. But lucky to get a room with a Landrover convention in town. Tony and Ian turned up punctually at John's, rode together via Yarra Glen, Danny needs key for fuel cap off Tony, was good he knew Tony's whereabouts, no drama we all got there at the same time. Perfect morning and feels great to be Back on my 'R'. Melba Hwy to Yea, Danny with Amanda + tiny Sam weren't far behind in Tony's 4x4 towing bike trailer with VFR. Plan was everyone's gear could be carried in support vehicle. Fabulous organisation. Danny V and Rhys rolled up next and then Ben. Ian headed back home, he hadn't planned on going all the way and you gotta agree the next tank full is pretty boring. Nice to have him come along for a way. Next stop Swanpool at last the roads will start to get a bit more interesting now. Rhys has been good enough to handle the rear riding. I'm looking forward to seeing the colors of changing trees entering Myrtleford, smoko here and top up for thirsty VTR, on through Dederang Gap, waved to Danny and Amanda in center of Tallangatta, refueled. Eager to get to Granya Gap, perfect condition, yeah this is why we came up here!!! Walwa and more fuel last chance till Adiminiby, head off towards Tumbarrumba and Tumut Dam, this is tight stuff in great condition, was wet last time I rode through, fantastic views, very steep drops, heading back up again onto verrrry grecezy road works, spotted John waiting up a head, sign posting the end of the slime for me, thanks, what a relief, front tyre had no traction at all. Onto more terrific twisties plenty more of this over the weekend. To Cabramurra the road is just getting better and better opens out onto sweepers you can see for a couple of K, with snow poles either side making the road resemble a superbike slalom. To 'T' intersection at Kiandra still no rain is this a great ride or what!!! Adiminiby ^{for} the thirsty thousand and onto Cooma, followed the others to Coffey's Hotel on the off chance they may now have a spare room, we're in luck. Lovely classy tastefully redecorated Hotel. Lee and John our hosts very eager to please. Lee had just spent 6 weeks and baskets full of Home Beautiful and House and Garden's making our surrounds quite exquisit, comfortable and clean, we were virtually the first house guests. Coffey's Hotel is I'm sure highly recommended by us all. Lee is a fine Cook/ hostess/ nurse/ waitress/ servant. with the guys typically making the most of it. Steaks all round for most, hot showers, and lively discusion all evening, what a life. Another wonderful weekend by Warden, much appreciated. Thanks to everyone for their really most enjoyable company, I thought we made a great team.

Lyn

Easter Weekend - Cooma

Day 2 - 11 April, 1998

7 bikes - 7 people (+ 2 not on ride)

Ben Warden	Kawasaki ZXR-750	Rhys Williams	Kawasaki ZX7-R
Lynn Duncan	Suzuki GSX-R750	Danny Kosinski	Honda VFR750
John Willis	Yamaha TRX850	Tony Pricor	Honda VTR1000
Danny Vits	Honda VFR800		

With little delay Ben led the way out of Cooma into thick fog south towards Bombala (87 kms away).

We hadn't gone more than about 1 km when we ran headlong into Mr Plod emerging out of the fog. Lucky for us we all still in second gear.

I cannot tell you much about the next 50kms or so, fog has a habit of obscuring the landscape and the temperature was down to 9degC (courtesy of the VFR800 inbuilt weather-station). Eventually the fog lifted and we emerged into brilliant sunshine which was to be with us for most of the day.

A quick stop at Bombala and east onto Tathra on the coast via Cathcart, Wyndham, Candelo.

An excellent stretch of road, at least till Wyndham with mostly tight corners and practically downhill all the way with Ben, Danny K and John marginally ahead then Rhys, Lynn, myself and Tony bringing up the rear having volunteered to go rear rider. Not my favourite type of road particularly as the VFR800 was heavier in the tight stuff than my own TRX850 and it being downhill quickly resulted in painful wrists (don't laugh, you too might get lucky and get old !!).

The closer we got to the coast the busier the traffic. Finally we reached Tathra for an intended lunch-stop at the local pub situated on top of a cliff overlooking the ocean. The publican waisted no time telling us how he was keen to have bikers stop-over etc... and had we read his ad in some obscure mag?? and no we hadn't and so on...

So we thanked him for all this attention by collectively downing three cokes with seven straws and Ben decided to have lunch at a roadside cafe at Kiah only (!!) 50 kms down the road. Our reason being that it was too early for lunch but, the real reason being very inflated prices.

I cannot recall how long it took to reach Kiah from Tathra but, it must have been close to an hour. The traffic through Merimbula was horrendous with some of us literally coming to a halt in the traffic jam, although Tony claimed he only stopped to ogle the wildlife (some of it not too bad). Busy through Pambula, busy through Eden and finally we made it to Kiah for lunch. Turned out to be OK. You just got to trust that leader!!

Some 12 kms south of Kiah an unnamed road heads off west from the Princes Hwy to join the Monaro Hwy nearly 60kms further on.

This is a sensational wide road with sweeping high speed corners for its entire length with Ben leading the way pursued by myself and the rest of the bunch. This environment seemed to suit the VFR800 and this road was a lot of fun not only for me but for all of us. I believe we passed one only car on this road but, it wasn't completely hazard free as we all had to evade a large dead kangaroo in the middle of the road just over a blind crest and righthander. Anyway, we all made it.

At the Monaro Hwy junction we decided we would detour to Delegate as none of us had ever been there and the road (same road there and back) looked interesting on the map. At this point Tony and I swapped bikes to Delegate. Just south of Bombala we all headed for Delegate except for Danny K who decided to check into Bombala first for fuel and to attend to his leaking radiator.

The road was a bit of a disappointment, fairly uninteresting and just I was dozing off on the VTR (don't worry Tony, your VTR was in good hands) I noticed Lynn's rear headed for the clouds, brake lights on everywhere all to avoid a sheep (ram-size) running across the road and then trying to get under the Armco on the side.

Delegate is straight out of 'Deliverance' country and we decided not to prolong our stay too much. The one and only servo was closed (it was 3pm after all), the pub didn't look too inviting and after gracefully declining the urging's of a couple of mean looking twelve year olds to do a mono up the main street we returned for Bombala.

Danny K being in a hurry took off ahead and was not sighted again till we got to Bombala.

Meanwhile we all got a scare as we ran into Mr Plod in his 4WD at about 140kms soon after leaving

Delegate. Rhys shot past a few of us determined not to cop it (again). As Mr Plod made no attempt to pursue us we decided he must have been coming out of his own farm.

A final fuel stop at Bombala, some further running repairs to Danny K's radiator and off 'home' to Cooma for the last 90kms or so.

Upon arrival in Cooma, Lynn decided to take a short-cut to the hotel, straight up a dead-end street. Can't wait for the day you're going to lead a ride Lynn!!

A great day, great weather and capped off by a roast dinner put on for us by our hosts, for which we were also joined by Danny K's sister Amanda and baby Sam who spend the day cruising around Thredbo in Tony's Jeep.

Total distance 515kms.

Danny Vits

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Gerry East (AH) 9853 4964

(BH) 9344 9739

Churchill Island Ride 19/4/98

Les L.	TT350	Tony P.	VTR1000	Darren H.	VTR1000
Mick R	CBR900	Ben W.	ZX7	Craig M.	YZF7
Tom S.	Tenere	Andi S	TRX850	Danny V	TRX850
Gerry E.	YZF600	Derek A & Kathy R FZR1000			
Mick B	XL250	Rob M	VFR750	Ian P	RF90
David P	Vulcan 1500	Sam S	ZXR750	Jack Y	R1100GS
Mark.S	Zephyr 750	Jason R	GSXR600	Tony E	BSA
Dirk V	VFR750	Don H	Triumph 900	Adam H	Triumph900
Chris H	Triumph 595				

A mild, autumn morning, a large contingent of bikes/riders and the prospect of a good days ride, what more could anyone want. We left Hallam pretty much on schedule and headed off toward Berwick and then right towards Fiveways. We cruised a few of the open and straight back roads until Koo Wee Rup and then headed down the Sth Gippy Hwy to Lang Lang. With the roads from Lang Lang to Loch being a bit more sporty, things seemed to pick up a little more pace, although the odd bit of roadworks did tend to slow riders a little.

Morning Tea was partaken of at Loch and we then headed off through more roadworks with the odd bits of road in between to emerge at Grantville and a short highway cruise to San Remo and Phillip Island. Lunch was lazily had at New Haven and when the mood struck it was on to Churchill Island to witness the brilliant display of how not to park a bike (Tony's VTR fell over in the soft dirt beneath a pine tree). Most of us wandering about the very old buildings and implement sheds. Some fine lads (I'll say...ED) decided the Superbikes at the PI race track were of more interest so they left to watch the race at 2.40 pm(the writer is also a petrol head so good on ya guys. I don't know who won though, the Herald Sun doesn't show the results this morning 20/4/98)

After the obligatory hour of gandering about at Churchill Island it was time to again go play in the lovely gravel in the access road and then off to some place I can't remember the name of just past Kilcunda on the Bass Hwy. The roads from here were a good blast back up to Loch and then back through Nyora and on to Lang Lang. We then followed the Sth Gippy Hwy back to Tooradin where a final coffee break or chat was held. The ride broke up here and riders each headed off for home in dribs and drabs.

I didn't hear any complaints all day (thank god for earplugs) so I assume that everyone had an enjoyable day and a ride is always fun.

Thank you for a good ride Les and,I, along with all concerned, will see you on your next ride.

Tony Prictor
VTR1000

CLUB PARTICIPANT OF THE YEAR: FINAL TALLY:

compiled by Ben Warden.

The first ten positions are as follows:

1. Ben Warden	90	2. Lyn Duncan	55	3. Steve Leyland	54
4. Jon Riddett	51	5. John Willis	50	6. Di Welsford	45
7. Rob Matriciani	43	8. Tim Walker	41	9. Les Leahy	37
10. Wayne Grant	36				

Congratulations Ben.

"Remembering Mike"

On Wednesday the 8th April, Mike Davis was finally released from the life which had become his lot for far too long.

Many of you in the Club were not privileged to have known him when he stood tall on this earth, when he would recall an anecdote, (generally at his own expense), when his eyes sparkled. Mike was an academic, a father, a family man. He was also an incurable motorcyclist and he loved this Club.

My favourite memory of Mike is from an End of Year M.T.C.V. Christmas bash at Jamieson. We had booked the pub and it's accommodation for the evening. Word reached me late that afternoon that Mike had run off the road on his trip up and had crashed his Honda 400 four. It had then gone up in flames. What a disaster, as he always looked forward to celebrating Christmas with the Club. You can imagine my disbelief when we all sat down to dinner and there was Mike, as if nothing had happened. He had calmly got a lift back home from the accident, requisitioned the family car and proceeded once more to complete the journey to Jamieson.

His wife Julia had assisted Mike to attend meetings of the M.T.C.V. until almost the very end.

It is with sadness and blessed relief that we acknowledge the final departure,

Ride on, Mike.

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BECAUSE WE (YOU) ARE MEN!!

If you put a woman on a pedestal and try to protect her from the rat race, you're a male chauvinist pig.

If you stay home and do the housework, you're a pansy

If you work too hard, there is never any time for her and the kids.

(I can just see all you men out there, sagely nodding your heads in agreement with this outlandish piece of propaganda....ED)

25th April 98 Dirt Ride

John W.	XR400 (Leader & Scribe)
Rob M.	DR350 (Rear)
Darren	XR600 (non member)
Mark D.	XIZ660

It was cold and raining when Rob and Darren turned up at the Willis homestead. Lyn piked out and decided there were better things to do than ride in the rain. I was quite looking forward to a bit of mud instead of all the dust we have had for months on end.

The three of us set off the 15 or so kms to Yarra Glen on the bitumen. On the way I was thinking of Robbie Langer sitting cosy at home with a coffee and a piece of toast. After his KTM took a disliking to him and broke his wrist, he was unable to lead this ride, hence yours truly. Mark Dennis was waiting in the rain at Yarra Glen as the main road was closed off for the 10 am Anzac Day March.

We set off to Steels Creek and across the Melba Highway on some gravel roads and hit our first bush track heading into Pauls Range. It didn't take long to get into the swing of riding on some mud again and with Darren following close behind me, we headed North, our first re-group after about 7 or 8kms.

Rob let some air out of his tyres, I had a smoke and we all had a chat, and wondered where Mark was. We decided we better backtrack and set off downhill, slowly, half expecting Mark to be around the next corner. Eventually we came across him, pinned under the back end of his bike, by his ankle. The poor bugger must have been there 15 minutes, I reckon. Luckily, he wasn't hurt and the bike only had a couple of bent bits. We were soon under way again but it was obvious Marks' tyres weren't up to the task, and not long after he decided to retire at first base.

We had a late morning tea at Toolangi and the rain began to ease. Lake Mountain, though Rob Langers original destination for the day, was ruled out as too slippery, too wet and too far for today, as it was now 1pm. So we set off to explore a couple of newly bulldozed tracks, plus heaps of our favourites around Toolangi. During the afternoon, while circumnavigating the biggest bog hole of the day, I lost the back end of the XR into a deep rut and went arse over tit into the mire. Darren came to the rescue, helping to pull man and machine free, then we came to a fork in the track, and I was unsure which way to go...take a punt, left I think, 50 metres later...WRONG!! The track gets steeper, steeper, down and down, plus narrower and narrower, Oh Yes and did I mention mud? Both brakes on, feet down and the bikes still didn't want to stop. At the bottom was a creek crossing running quite quickly and then we had to get back up the other side. We were all well knackered after that little lot and had a bit of a rest.

At days end we had done 130kms since Yarra Glen, slipping and sliding most of the way. I had only fallen off three times, must be getting better at this somehow? We were caked in mud and had grins from ear to ear. What a top day. Lyn soon had the kettle on and then Tom and Andi arrived for dinner. Boots, gloves etc., etc., drying in the lounge around the fire, while we all relived the day. Thanks for the company guys, let's do it again soon.

John "the Porn"

PHILLIP ISLAND IMMEDIATE ROADSIDE SERVICE FOR MOTORCYCLES

I received some information in the mail from Grand Prix Motorcycles, 2/110 Dunsmore Rd, Cowes, who are offering the following benefits for \$10:

- * 12 months free roadside assistance
- * 10% off Stay Upright gigs held at the Island
- * 10% off accessories purchased at their shop at the Island
- * Accommodation arranged if left stranded
- * Discount on site fees at the track
- * Discounts at chosen Restaurants on the Island
- * Free accident salvage
- * Discounts on booze at the Isle of Wight bottle shop
- * Immediate pick up
- * All new members enter a draw for a set of tyres and free tickets to the 98 Oct GP

If you are interested see Gerry

The last 10 things a man would ever say...

10. I think Barry Manilow is one cool motherf*%*(
9. While I'm up can I get you a beer?
8. I think hairy butts are really sexy
7. Her breasts are just too big
6. Sometimes I just want to be held
5. That chick on "Murder She Wrote" gives me a "woody"
4. Sure I'd love to wear a condom
3. We haven't been to the mall in ages, let's go shopping and I can hold your purse
2. F*% Monday night football, let's watch Murphy Brown
1. I think we're lost, we'd better pull over and ask for directions.

The last 10 things a woman would say...

10. Could our relationship be more physical? I'm tired of being just friends.
9. Go ahead and leave the seat up. It's easier for me to clean that way.
8. I think hairy butts are really sexy
7. Hey, get a whiff of that one
6. Please don't throw that old t-shirt away, the holes in the armpits are just too cute.
5. This diamond is just way too big
- *2. Does this make my bum look too small
1. I'm wrong, you must be right again.

*PLEASE NOTE: NUMBER 3 & 4 WERE EVEN TOO OFFENSIVE FOR ME!!

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Sunday 26th April



Rubicon Valley Horseriding

Danny.K. VFR 750

Steve.L. & Sue.W. R1100GS

Tony.P. VTR 1000

Susan ZZR 250

Stav.Z. Seca 600

Ben.W. ZXR 750

Darren ZZR 250

Wayne.G. ZX-9 900

The first pickup for the touring club is at the KBCP, I was the first one to arrive at 9:25am and then another rider showed up and I thought great they will all be rocking up soon. It was a new comer named Susan on a ZZR 250.

And then a little later on Wayne turns up on his new bike the ZX-9 900, waiting a little bit longer we came to the conclusion that nobody else was going to show, so then we decided to head for the next pick up destination at Yarra Glen. So Wayne led the way.

It was annoying that no one was sent to pick us up at the KBCP, very badly organised from young Danny, maybe next time he'd know better. For it was lucky for us that Wayne did turn up for we weren't quite sure how to get to Yarra Glen without a map.

We finally arrived at Yarra Glen and were pleased to see that they had not left yet, for the lead rider was also running late. For Danny had been to a rally in Euroa and that is why he could not make it to the first pick up point. Lucky for us though that Danny at least made it to Yarra Glen to lead his ride.

In Yarra Glen Susan decided not to continue with the ride due to the weather unfortunately. So there were only seven bikes who decided to continue on with the ride. This time Danny led all of us.

Due to weather though the ride was to be cut a little short so we arrived at the horse trail place at 12:30pm instead of 2:00pm. Which suited us girls, for that is why we were there despite of weather conditions.

The roads were wet and fortunately there were no slip ups and everyone made it to our destination at Rubicon Valley. On arrival the group split into two's for not everyone wanted to go horse riding. So four of us went horseriding and the other four left and went on the own merry little ride somewhere, one of them can fill you in on that .

So we had myself (Stav), Sue, Steve and Danny who opted to go horse riding, we are all novices to intermediate riders. Sue and I had brought our own helmets for the occasion and the guys used the properties helmets which had like an Atom Ant type symbol on the front of their helmets. Sue had also brought her drizabone for this event, while we all wore our motorbike gear so we were safe incase we fell off, I even had on my goloshes on, which Ben had commented on before he left with the others.

Once we were all on the horses our young guide led us down the path and up into the hills for our 2 hr ride. As we were moving along we started getting to know our four legged friends, mine turned out to be the biggest trouble maker of them, she hated anyone behind her and was kicking a little and making out to bite the others if they were too close. Other than that she was lovely to ride. Everyone else seemed reasonably fine with their mates, except that when we went for a bit of a cantor Steve got too close to a branch and it ripped one of his patches on his jacket, we all thought it was a good enough reason now to go and buy a new dri-rider.

Our guide also taught us a few little things like, *backing a horse*, *neck reigning* and *jumping over logs*, which again Steve started getting a little over confident in slippery conditions and the horse nearly slipped going over the log. We tried out some of the monuveres and the horses responded. For they had been trained, so they made us all look good like we knew what we were doing.

When we went for a cantor and gallop some of us copped some dirt in our faces from the mud being kicked up by the horses hooves in front of the other rider. Luckily on that ride no one came off either.

When we got back to the yard and dismounted they had tea and coffee provided and had a little chat about the ride which we all thoroughly enjoyed. We thought we would like to come back and do an overnighter, to prepare us for when we go for the big challenge like cattle mustering, which Sue did a couple of weeks ago up in the high country.

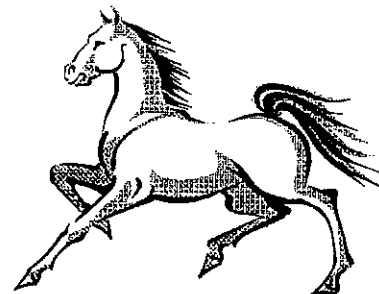
Afterwards we went into Eildon for a late lunch and then we back tracked back onto to the Goulburn Hwy, Danny had departed earlier from myself and Steve and continued down the Maroodah Hwy. I continued to follow Steve, mind you it was getting dark. And before too long it was and visibility got worse due to mist and drizzle that we had to ride with our visors open part of the way. Oncoming lights from other vehicles was blinding which meant judging a corner was pretty bad. I was glad when we eventually hit the Hume Hwy for visibility was heaps better and when we hit the Tulla Fwy. Eventually we departed and went on our own merry way, it was 7:30pm when I got home.

An enjoyable day, a pity there wasn't enough people who took an interest in the ride for that was the purpose of that bike ride, poor Danny came all the way back from Euroa to lead us to some horses.

And that is my story and I'm sticking to it !

Thank you,

STAV.Z. (Seca 600)



EDEN 6TH 7TH & 8TH JUNE 1998

All is dependent on the weather and stamina of those who come along. I did this last year but if you have any new roads to try give me a yell. The route is by no means final. Any relevant suggestions or knowledge of road conditions that may affect us please let me know. Not sure where to stay yet but I don't think it will be Orbost this year. I might try to get up to Eden on the first day.

SATURDAY 6th

DAY 1: 9:00am Hallam. 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. Eden will be our destination for the first night ..add the extra 83kms if we decide to do the loop.

SUNDAY 7th

DAY 2: Eden, Pambula, Merimbula and Tathra..(weather permitting)..back over to Candelo...Bombala...Cann River and back to Eden. This will allow us to leave our bags at Eden and get some good riding in along the coast. Around 400kms depending how far up the coast we want to go.

MONDAY 8th

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

If you fancy a long weekend away give me a yell. When I get a feel for numbers I'll do some ringing around for accommodation. It will be a pub or motel, but nothing flash. I'm broke as usual.

Hope to see you there,

Gerry East

YZF600

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Bookings for this Social Night close on 15th of May and must include a deposit of \$15 per person.

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JULY 23rd & 24th

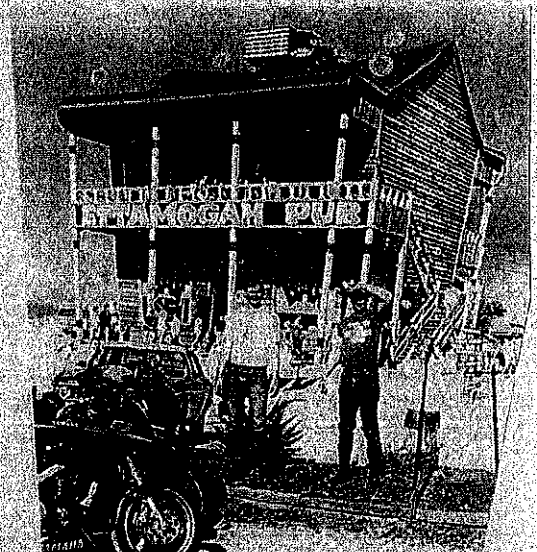
Originally scheduled as a day run, we plan to extend this to a weekend event. Overnight accommodation will be at the LAKE HUME RESORT, (15km east of Albury & only 10mins from Ettamogah) which offers:-

Motel rooms...Single \$39, Double \$54.

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Bookings A tentative booking has been made for 12 people and must be confirmed by FRIDAY 20th of MAY. Therefore don't delay return your booking together with a DEPOSIT of \$20 per person to secure your place.