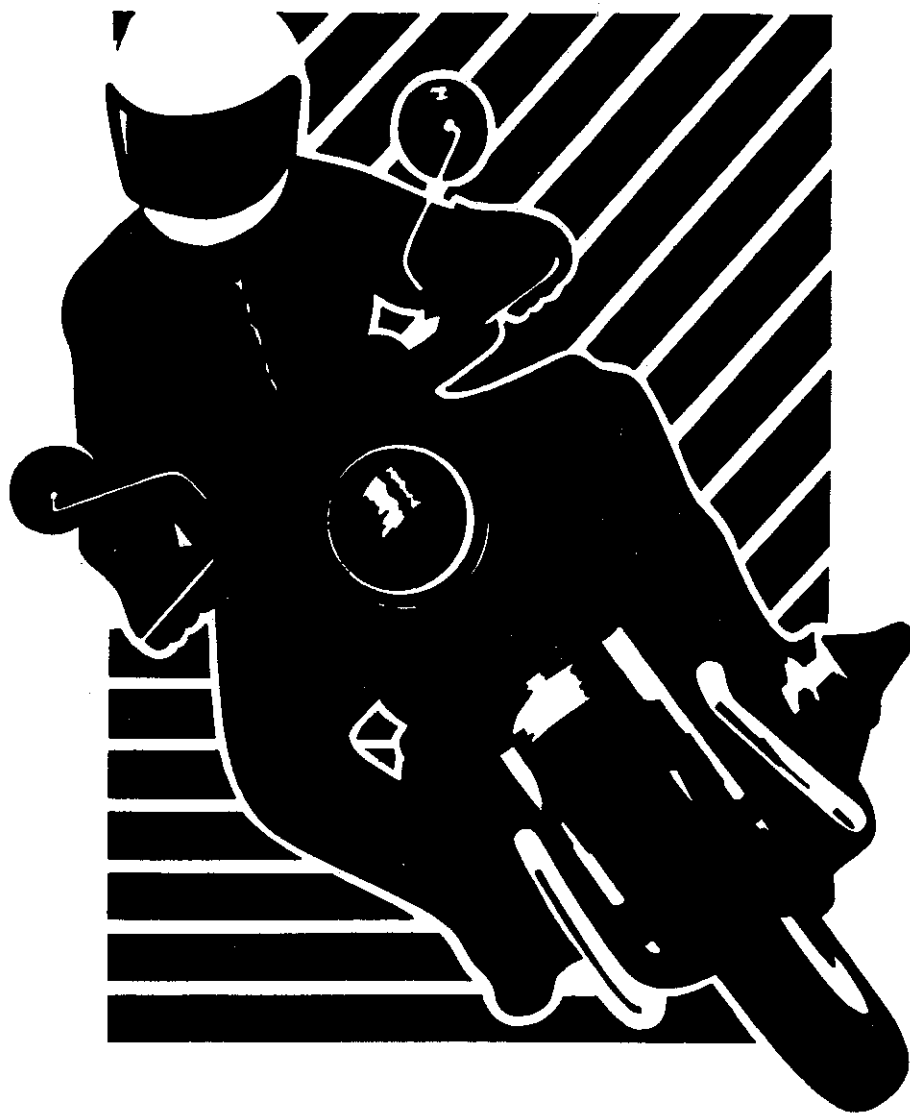


# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA INC.**

P.O. Box 453, Richmond 3121, Victoria

# July Itinerary

Sunday 4<sup>th</sup> **Maldon Train Ride** Geoff Jones leading  
9.30 am KBCP, 10.30 am Whittlesea

Geoff's heading west and north to pick up the steam train at 1 pm. Could be a good one for a pillion with few tight sections and relatively flat, open country. Expect around 400 km for the day.

Sunday 11<sup>th</sup> **Cape Schank Lighthouse** Nick Casemore leading  
9.30 am KBCP, 10.15 am Hallam

Nick's becoming a specialist Mornington Peninsula leader. All of his rides are well attended. He knows the interesting roads despite the apparent limited nature of the place. The lighthouse is interesting and well worth a visit. So too is the walk out to the spit if we have time. Bring your camera as the scenery is spectacular. This ride is marked *leisurely*, so a pillion would find it not too tiresome with only short distances involved. Expect around 250 km for the day.

Thursday 15<sup>th</sup> **Social Sip**, Baden Powell Hotel, 61 Victoria Parade Collingwood

Sunday 18<sup>th</sup> **Snow Ride, Mt Donna Buang** Danny Kosinski leading  
9.30 am KBCP, 10.30 am Yarra Glen

Danny's first time lead. There may be an entry fee at the gate. Bound to be plenty of snow, so come rugged up. Chances are the Black Spur and maybe the Reefton Spur will be involved. Hopefully the dirt section is improved from last time. Expect around 250 km.

Sunday 25<sup>th</sup> **Calder Park Raceway, 2 plus 4 Meeting, Round 5 Shell Advance Superbikes**  
9.00 am KBCP, 1 pm Bob Jane Shop

This is likely to be a well patronised event offering the best of car and bike racing. Either make your own way or meet in the city. Depending on the weather and racing start time, a short ride may be undertaken beforehand. If you are looking for somewhere to meet, try the Bob Jane Shop at 1 pm.

**August**  
Sunday 1<sup>st</sup> **Foster** Geoff Barton leading  
9.30 am KBCP, 10.15 am Hallam

Geoff's first lead. He lives in Loch and as the cows are not milking, he has had plenty of time to find the best roads in central and southern Gippsland. Should be good. Expect around 400 km for the day.

Thurs. 5<sup>th</sup> **General Meeting**, 8.15 pm Club Hall

Steve from Tiger Angel leathers will be the **guest speaker** for tonight. Tiger Angel has an enviable reputation for quality products and Steve will have an amusing anecdote or two to support his case and keep us amused. The leathers are made in North Melbourne and are world class. Be there for an interesting night.

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## Captains Report for JUNE 1999

### Sun 6<sup>th</sup>

Leader Darren Morcomb  
Destination Reefton Spur  
Weather fine  
No of Riders 11 bikes, 14 people  
Incidents Enzo crashed  
Distance 335

### Sun 20<sup>th</sup>

Leader Ian Payne  
Destination H'cote Insect Museum  
Weather Fine  
No of Riders 10 bikes, 10 people  
Incidents none  
Distance 380 km

### Weekend 12<sup>th</sup>-14<sup>th</sup>

Leader Ian Payne  
Destination Beechworth  
Weather wet  
No of Riders zero  
Incidents Ride abandoned  
Distance 0 km

### Sun 27<sup>th</sup>

Leader Tim Walker  
Destination Buxton Pub  
Weather Fine, cold  
No of Riders 16 bikes, 20 people  
Incidents Licence check x 6  
Distance 320 km

## July Who's News

The **MTCV Home Page** has taken another 154 hits last month and 3697 since April 1996. I received a thankyou letter from first time rider Richard French riding a Yamaha 900 Diversion praising the Club Ride to Buxton last Sunday, lead by **Tim Walker**. Thanks Tim.

Seen at the **July Social Sip**: Ian Payne, Tim Walker, Darren and Wendy Hosking, Wayne Grant and Verity, Theo Kalkandis, Ben Warden, Ray Walker, Dianne Welsford, Darren Morcomb, Rob and Mandy Matricciani, Nick Casemore and Lisa, and Danny Kosinski. The pool table got a bit of a workover before the pub closed at 10 pm.

**Vince Genova** of Nova Honda fame has moved premises. Nova can now be found at 99 Maroondah Highway.

**Enzo Cunico** crashed his RF900 on the Reefton Spur ride chasing the leader up the Fraser National Park road. The surface was green and treacherous. The bike suffered cosmetic damage but was rideable. Enzo walked away with bruised pride, a lightened wallet, and a little wiser. See article for more details.

**June Baker's** partner Glen crashed his dirt bike badly and broke his leg in three places. We wish him a speedy and full recovery.

**Dave Moore** had a dismal weekend. He was meant to go road riding with Dave Ward etc down the Great Ocean Road on Saturday. After arriving an hour and a half late, two kilometres into it, he picks up a puncture, deflating the rear tyre. Ever inventive, Dave M. procures a self tapping screw from the disbelieving hardware shop and plugs the hissing leak and limps home, ready for Sunday's dirt riding around Mt Disappointment. He's all fired up after wasting such a beautiful Saturday weatherwise, has arrived early, and done a couple of laps before the others arrive. They set off and five minutes later he has crashed big time on rocks, dislocating his shoulder, unable to move, laying on the ground, wondering if he's about to be run over. A mate pulls him up by the arm provoking screams, causing the shoulder to pop back in! It's off to the hospital for X-rays, the day over. Dave's also bruised his hands and leg and life is pretty interesting for the next few days. Luckily he can still just drive to work. The bike is a bit worse for wear with the handlebars crunching the tank, switch gear destroyed. The good news is that he is going to Europe in August for a couple of week's holiday, hiring a bike and chasing good times, including the best roads. Go Dave!

**Danny Vits** is still waiting for the return of his WRX and R1100S after repairs, despite what was printed in last month's *Who's News*.

**The Committee** is looking urgently for a new Social Sip venue as the Baden Powell closes at 10 pm.

The Beechworth Weekend was cancelled possibly due to late notification and/or a lack of interest. The Committee will rethink weekend's away! See more elsewhere.

**Club subscriptions** were due 1<sup>st</sup> of July. This is your **last magazine** if you have not subscribed.

Don't forget the **KBCP Survey**. Responses have been very varied so far.

Congratulations to Dave W. and **Bronwyn Manifold** on the arrival of the latest addition to their family, Molly, a 5 month old Shitzu-Maltese-Terrier cross. Sister for Oswald. Karma the cat is still in shock.

Bike	Name	Bike	Name
VFR750	Rob & Mandy Matricciani (rear)	RF900	Ian Payne
ZX7	Rhys Williams	ZX7	Darren Ford (1 <sup>st</sup> ride)
ZX7	Tim Walker (leader)	GSXR750T	Lyn Duncan
ZXR750	Ben Warden & Julie McCall	CBR250RR	Eddie Seitz (1 <sup>st</sup> ride)
RGV250	Bronwyn Manifold	Triumph	Porky & Andrea (1 <sup>st</sup> ride)
CB750	Ron & Daniel Johnson	FZR1000	Warwick Piper
ZZR250	Joanne Slater (2 <sup>nd</sup> ride)	YZF600	Mick Hanlon
CBR600	Dianne Welsford	Diversion	Richard French (1 <sup>st</sup> ride)

16 bikes, 20 people

Lyn Duncan rang me Saturday night to confirm I would be at Whittlesea, and to let me know she was bringing along a few friends. Eddie on a new CBR250RR and Porky & Andrea on the "Hulk" – well that's what it said on the Trumpy's number plate! Yep, I would be there and we would travel around through Kinglake to meet the rest of the group leaving from Yarra Glen, probably on the Chum Creek Road.

Julie and I arrived a few minutes early. Lyn and the gang were already there, having ridden down from Flowerdale through the fog and maybe ice, Lyn mentioning a lurid slide. The sun was shining brightly, no wind, and the temperature warming slowly from a miserly 4 deg C. Pleasantries exchanged, including a big hug from Lyn – well it has been months and months: she's been to Cairns four wheel driving and otherwise generally keeping a low profile – and off we headed.

It was a sedate ride and true to plan we met Tim, Rhys etc on Chum Creek Road. I headed on a bit further to find a lay-by to do a safe u-turn and hopefully work out who was rear rider. Mind you, Lyn and co. were creating chaos doing 27 point u-turns in front of the on-coming bikes, pillions dismounting, I heard later. After about 7 bikes, Ron and Daniel came through followed by a gap. I figured he was rear rider and took off. I soon learned Rob and Mandy were the real rear riders for the day.

Back through Toolangi to Kinglake and Kinglake West (note steam rising off ploughed paddock and other lake-like patches of low-lying cloud) where we corner marked with Warwick. Rob and Mandy arrived and we took off, dropping down through the series of 60/70 km/h corners. Splutter, spit, hit reserve – a tad awkward mid corner. Switched over and continued on at a steady rate. The roads were wet and dry – wet under the trees where the water was dropping off. It was now very cold and fog all around, though not too dense – but still requiring a regular swish of the visor.

Onto Flowerdale and up Junction Hill. Baulked by a few bikes and car, but managed to get past them to enjoy the thrillingly steep downhill set of corners, trusting in the *new* set of "207s". Sensational tyres. Slotted in behind Bronwyn on the RGV, riding well, for a few kilometres before two-stroke fumes got the better of my patience.

Into Yea for fuel and morning tea. 289 km and 16.13 litres for the tank – good economy for two up, though I put a litre of oil in before the ride. Valve guide seals and rings I suppose. The milk bar did a roaring trade with many people looking for hot food and drinks, and a warm place to thaw out. Those less well dressed were suffering from the cold. Daniel's teeth were chattering uncontrollably, cotton pants and parka – not really adequate for the conditions. We had expected the weather to be better once over the divide, but it was overcast and cloudy, looking like it might snow. The sun was trying to break through.

Ron was espousing the merits of his visor cleaning solution. I caught up with Tim, Warwick and Rhys. Rhys was giving me curry – my disk carriers are worn out and rattle like crazy – and probably the whole shebang needs replacing, but the disk part is fine. Rhys suggested that it was like throwing out an old pair of worn out shoes but keeping the laces. The disks are fine, but carriers – anodised aluminium – are worn and sloppy – and, at \$800 new, I am hoping to get a bit more life out of them. Steel carriers would solve the problem.

On the highway again, Tim leading, heading for Molesworth and Alexandra. Tim passed the big truck taking up all the narrow winding road, and was gone. The truck's turbulence when passing under a tree caused a dump of rain only furthering my resolve to pass it. Soon enough Warwick came sweeping by. Later I said he needs a new bike, but he noted that it still gets the job done with ease, so why should he? Good philosophy.

Heading south from the Alexandra turn off the sky suddenly cleared and we were bathed in magnificent sunshine. It was very picturesque. Through Taggerty and onto Buxton Pub for lunch.

Unfortunately for the group we ended up distributed around the pub on separate tables. It would have been good to catch up on the gossip from Lyn and meet her friends. Ian headed to his daughter's house after a ham and cheese toasted sandwich. The pretty average meals took a fair while arriving but we were happily entertained by the spectacular crash and burn videos.

Back to the bikes and glorious sunshine. The group was somewhat depleted now, Lyn and Eddie heading back to Flowerdale, Rob and Mandy leaving earlier. A leisurely cruise into Marysville where we came up behind a suspicious four-wheel drive with three aerials. Porky passed it as we were leaving town, and immediately regretted it! We dawdled along at 60 km/h, Porky in front, Mr Plod, and now 5 bikes stacked up behind. I looked to overtake in the D-restricted zone, Plod's lights came on, and he swerved to block my progress, motioning for all of us to pull over. Hmm. I figured it could not have been more than a licence check. "Keeping us honest" were his words. Rego's and licence numbers were noted. No grief. We soon found ourselves battling the cars and buses across the Black Spur, fighting the bumps, passing the odd bike, Dianne riding like a demon. Good fun.

At Healesville I told Warwick we were leaving, and once again many riders departed here. Tim continued up to Toolangi, back to Kinglake and St Andrews breaking up at Kangaroo Ground. Maybe only he and Warwick were the sole survivors. A round trip of 350 km. A good day. Thanks to Tim for leading and Rob for rear riding, and the others for being there.

Ben Warden (ZXR750)

## Woodend Insectarium - 20th June 1999

Ian Payne (Leader)	RF900	Ian Handforth (Rear)	Ténére
Geoff Barton	R1100GS	Darren Hosking	VTR1000
Tim Walker	ZX7R	Wayne Grant	ZX9
Geoff Jones	ZZR600	Ben Warden	ZXR750
Mike Bosworth	ZX9R	Craig Morley	YZF750

Having met Ian, and three others at the KBCP we made our way via the usual Yarra Boulevard route to Whittlesea. The rest were waiting, or arrived soon after, at the second pickup. The weather was fine but cold, on this, the shortest Sunday of the year. We were looking forward to a good day's riding.

We were all members, so the corner marking spiel wasn't required, but Ian told us that he had done some checking and had found out that the Heathcote Insect Museum had closed. Disappointment all around! But, not to worry, it had relocated to larger premises in Woodend as an Insectarium, and we would be going there after Heathcote.

Just as we were about to leave plod arrived in a Subaru Forester GT (the one with the WRX engine). "Going out for a ride fellas?" etc etc etc. Anyhow, the part of his tale that caught our attention was that there was a red or white XR8 out there, indicating to the north, that was looking for the likes of us. It had mobile radar that worked to the front and rear - so we had better not speed!!

Was he winding us up? I'm glad to say that we'll never know.

We headed out toward Kinglake West and pretty soon achieved normal speeds. After corner marking just past Flowerdale I'm off to Strath Creek, and a few k's later I hit "the pimple". That certainly gets the adrenaline pumping. This must be the third or fourth time - I think I'll remember where it is now. Up the great little hill climb the other side of Strath Creek and on through Broadford to Pyalong where we stop at the shop. Wayne sails straight through, but Geoff Jones takes up the chase to return him to the fold. This was meant to be the tea break, but with the shop closed due to a planned power outage we continued on to Lancefield for fuel and food.

The power was also out in Lancefield, but magically the servo was operating, and hot food could be found in the darkened shop. After a break we're off again, but Wayne had had enough, no doubt off to support the mighty Kangaroos at the G. Taking the back roads toward Heathcote via Mia Mia there were many rough patches where my Kawasaki had a fun time shaking its head. A U-turn in the main street of Heathcote and we're pressing on toward Kyneton. After crossing a beautiful little bridge over the Campaspe River at Redesdale we stopped for more fuel and food. On through Kyneton and Tylden to the insectarium at the far end of Woodend.

We received a group discount, and all nine of us went in to check out the insects. Lots of bugs speared by pins: a tarantula the size of Stewie Loewe's hand; a live scorpion that glowed under ultraviolet light; etc.

I departed the scene here, while the others headed back to Whittlesea via Romsey. Thanks Ian for a well organised leisurely (not) ride.

Tim Walker. ZX7R.

## MTCV Sounds

Did you ever consider, as a corner marker, the sounds the Club makes as we wind our way through the varied areas of our weekly rides? Being a corner-marker may mean you are having a high adrenaline day and are on the pace, moving through the ride with surgical precision, leaving everyone else in your wake, amazed by your skill. Or it may be that the "hounds", as Ian sometimes names the faster riders, have waited for the rear rider of the day to pass before another display of "derring do".

So, here you are at the corner, correctly positioned of course, waiting for the rear rider to appear and signal you on. If you have a bladder of rather vintage age, as I do, a quick slash is taken and corner-marking resumed. What to do, if the ride is strung out and time at the corner is more than a few minutes? Play *pick the bike* of course, and may be even the rider, as we all seem to have different riding styles that have a distinct sound as we approach a corner.

The easy gets of course are the bikes with engines other than 4 cylinder 4 strokes as fitted to UJM [Universal Japanese Motorcycle]. Particularly the V-twins, especially Ducatis with that glorious boom as they come down through the gears, enter the corner, sweep around and as they are close you hear the rattle of their dry clutch for a moment before they accelerate away. "Basso Profundo." The Japanese V-twins from Honda and Suzuki, which in standard form are rather quiet, all seem to be fitted with various brands of after market pipes when on Club runs, and so have that lazy V-twin beat, similarly easy to identify.

Triumph triples have their own sound as do the twins such as TRX Yamahas. RGV 250's seem to be back in some numbers to supply the mozzie-like drone and the smell we all love to hate. Guzzis make V-twin music, and the VFR Honda, the only V-four around, sounds great.

Back to UJMs. While being the most common engine layout, all built by four Japanese manufacturers, they come in a range of engine sizes, have varied intake systems and a variety of cam drive locations, giving each its signature sound.

Next time you're on a corner listen in and pick the hoon.

Geoff Jones (Kawasaki ZZR600, in-line four)

## Beechworth Weekend 12<sup>th</sup> to 14<sup>th</sup> of June

Perhaps due to the late release of the itinerary or maybe weekends away are just no longer popular. But whatever the reason **the lack of response deemed this Weekend did not proceed!**

I did the right thing and booked the accommodation at the famous Tanswells Hotel in Beechworth, even mapped out an interesting route for the run up and thought of some things to do over the weekend but all to no avail as no one wanted to go.

The weekend away was discussed by the committee and it was decided to call it off. I then rang the pub to cancel our rooms and even went out to Whittlesea on Saturday morning to ensure that there was nobody waiting.

Ian Payne (Suzuki RF900)



## REEFTON SPUR

Sunday 6<sup>th</sup> June

RIDERS: 14 People, 12 Bikes

Ben Warden	ZXR 750 (leader)	Ian Payne	RF 900
Enzo Cunico	RF 900	Danny Kosinski	VFR 750
Jack Youdan	Triumph Daytona (rear rider)	Ron Johnston	CB 750
		Kelly Johnston	
Derek & Cathy	CBR 600	Mick Bosthworth	ZXR 900
Darren Webster	TL 1000R	Dave Moore	YZF 750
Dave Ward	RGV	John Willis	Triumph Trophy

*Sunday.* I phoned to find out where the ride was going today. Ben returned my call and said that the ride was going to the Reefton Spur. KBCP 1<sup>st</sup> pick up, Yarra Glen 2<sup>nd</sup> pick up. I asked my daughter if she was interested in coming on the ride, she said that she was, time was ticking by, so we had to hurry up a bit. We headed off to Yarra Glen from our home in Kilsyth. When we arrived, someone was already there. We rode past to the service station, fuelled up and by the time we returned to the service station, everybody else had turned up.

John Willis was the person I rode past, because I didn't know he had a new bike and helmet. Ben got our attention and told us briefly where we are going for the day. We mounted up and headed off on the Melba Highway to Healesville via the back roads, then to Warburton and the Reefton Spur. Derek and Cathy decided to leave the ride here. We regrouped at the top of the Spur. After a brief stop, we headed off to Marysville for lunch. The Cumberland Junction was very muddy and greasy owing to the wet weather.

We had lunch at the Bakery in Marysville, the warm food and drinks was most welcomed. After lunch John Willis, Darren Webster, Dave Ward and Dave Moore left the ride to go elsewhere. The rest of us headed off through Buxton to Taggerty. Lots of twists and turns to Thornton. On the up hill run out of Thornton to Alexandra, a couple kms. out, Enzo dropped his bike on a right hander going up the hill, he turned out to be okay after the mishap. The bike suffered minor damage, right hand fairing, mirror, handle bar and broken right hand foot peg. The others stopped to assist and I had to go and catch up with the leader. Ben stopped 5 kms. up the road before I was able to catch up with him, I explained to him what happened and we rode back down to the others. We carried out repairs to make the bike rideable. Somebody used cable ties to hold the foot peg on, some of the fairing was removed around the right hand side handle bar so he could steer. After the bike was fixed we carried onto Alexandra and Yea where we stopped for afternoon tea. We met some of the others (who were not on this ride) from the bike club there as well. Petrol stop here, food and drinks were consumed, conversations was to be had by all. We headed off to Kinglake West via Flowerdale where the ride broke up. A good day was had by all, 335 kms. for the day. Good weather. Only 1 incident.

**Ron & Kelly Johnston**  
**Honda CB 750**

## Woodend Ride – Sunday May 16<sup>th</sup>

*Wayne Grant ZX9R*

*Tim Walker ZX7R*

*Ian Handsforth Yamaha XTZ660*

*Ben Warden ZXR750*

*Mark ZX9R*

*Geoff Jones ZZR600*

I am a bit of a traditionalist, even though I have only been with the club a short while. The King Street pick up is essential in my book or a least a single, central meeting point somewhere in town is. Initially I would have been completely lost without it. As embarrassing as it is, I didn't even know where Yarra Glen or Hallam even was.....Growing up in the wild west just doesn't teach these skills. Anyway the central pick up once again proved valuable with Mark and this new ZX9R finding it with relative ease. For those of you who have not met him yet he rang asking about the club after reading about it on the internet and has now been on several rides. These are the things newer members probably appreciate more than those who are heavily involved with the club. So there we were myself, Ian and Mark off to Whittlesea.

At Whittlesea we picked up several more members and off we were to Wallan, Romsey and Lancefield. These are nice easy roads, which flow well and are well suited to leisurely rides. From Lancefield it was a quick sprint up to Woodend and the cross. The lookout from up here is worth the trip with a bronzed compass informing all of where things are and what distances. Thankfully it wasn't too busy as it can be like the Vic Market on a Sunday morning at times.

However cold it was. The sky was clear but the air had a chill in it which meant riding fast was more uncomfortable than normal. Lunch was at Trentham where Geoff was absolutely positive you could not buy petrol, to the extent that he would buy lunch for Ben and myself if a petrol station could be found. Ben was confident and it takes someone who knows their stuff to argue with him on the details of these small towns. It is fair to say his knowledge of servos ain't too bad. Anyway this story just proves that there is such a thing as a free lunch, as there was a servo in the town of Trentham.

From Trentham it's southward via Blackwood and Greendale on to Ballan. The ride day was cold but the previous day it had snowed in Ballan. I know this because the pre ride was done on the Saturday from the comfort of a car, a wise decision as it turned out. Roads out this way tend to be straight and flat so these have to be endured before the better parts can be enjoyed. Some of the better parts included that steep and winding road around Mt Wallace, the club rides regularly. This time however we were coming at it in the other direction, it is a road probably best enjoyed to ride up rather than down as those tight corners are on you in no time.

It was now on to Bacchus Marsh followed by Diggers Rest. Easy roads to travel and good roads for those who prefer leisurely rides or taking a pillion. The ride concluded short after Bulla, which was the next town. Thankfully there were no incidents to report. Thank you to those who participated.

Wayne Grant

# JUNE MEETING MINUTES

Thursday 3rd

**Open Meeting:**

8.30pm

**Present:**

15 members and friends in attendance. Ian welcomed visitor Mark to the meeting.

**Visitors**

Mark – ZX9

**Apologies:**

Tim Walker

**Secretary Report:**

Contents of PO Box sorted & relevant items read by Ben :- AOMC meeting (31/7/99) & Triumph Club N/Letter.

**Treasurer's Report:**

Wayne Grant gave a brief account of finances. \$2825 in bank.

**Captains' Report**

Past and Forthcoming rides previewed by Theo Kalkandis.

**General Business:**

Ian introduced the new members of the committee to the meeting.

New itinerary for June to September is now available – please take some.

Subscriptions are due on 1<sup>st</sup> of July; renewal form is in this magazine. We are requesting additional information such as any medical condition that the Club should be aware of. This is in case of an accident and would remain confidential if required.

Also, your E-mail address can be listed with a future possibility of receiving your newsletter electronically!

The committee plan to re-introduce 'membership cards' as these will help us keep a record on financial members.

After the previous meeting's discussion on KBCP as a future meeting point. A survey is attached to this month's newsletter to collect current membership thoughts on our departure points.

Due to the dwindling numbers at meetings and social sips, Ian also asked those members present for some feedback and/or suggestions on ways to improve the situation.

**Guest Speaker:**

None.

**Door Prize:**

1<sup>st</sup> – Darren Hosking, 2<sup>nd</sup> – Wayne Grant, 3<sup>rd</sup> – Ben Warden.

**Close Meeting:**

8.53pm

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