

MAY 95

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

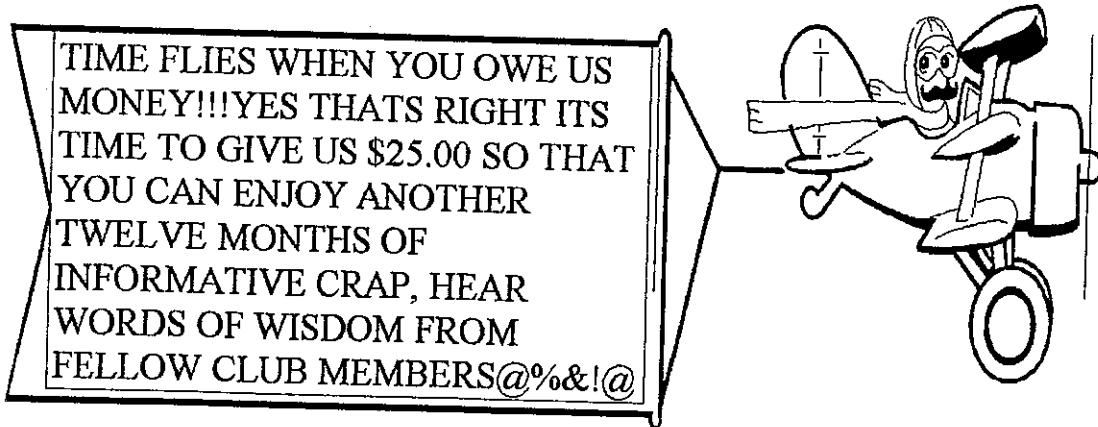
M.T.C.V. ITINERARY

MAY 1995

SUNDAY 7TH	ROUND THE BAY via FERRY Sorrento pub counter lunch. 9.30 am KBCP PHIL SMITH leading	From KBCP we head down to Sorrento & a meal. We then board the ferry for the trip across to Queenscliff and the ride back to Melbourne.
SUNDAY 14th	HARD ROCK INDOOR CLIMBING CENTRE. 16 Varman Crt Nunawading , 2.00 pm MARK DENNIS leading 9.30 am KBCP \ 10.30 am Yarra Glen	After the ride experience 40 different climbs.
THURSDAY 18TH	SOCIAL SIP ANCHOR & HOPE TAVERN 6.30 pm onwards	The usual get together and tall story telling.
SUNDAY 21ST	MINI GOLF \ APOLLO BAY 9.30 am KBCP 10.00 am Laverton BEN WARDEN leading	Anglesea for morning tea Apollo Bay lunch & Mini Golf. Nth out of Apollo Bay for a change back to Geelong for break up 400kms.
SUNDAY 28TH	DANDENONG \ PIZZA HUT LUNCH 172 Boronia Road , 12.00pm 9.30 am KBCP \ 10.15 am Hallam IAN PAYNE leading	Scenic ride through the Dandys End up at Pizza Hut for a pig out!

JUNE 1995

THURSDAY 1ST	GENERAL MEETING 8.15pm Club Hall
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THE FIRST PRINT NIGHT OR WAS IT!!

7.30PM arrived and so did Marty, Sue & Davorin unfortunately our club photocopier didn't want to join in the fun. As David made some phonecalls getting more and more, shall we say annoyed we all sat around looking at the prepared mag that was just waiting to be! The Yellow pages were finally pulled out and after saying "we won't get anyone to come here out of hours" there was a glimmer of hope when 24 hour service hotline appeared.

To everyone's relief John from MIRROR IMAGE said he would come out and give us a hand.

From the club committee and all members we would like to thank John for going out of his way on our first print night.

As editors we would also like to encourage anyone in the club needing business equipment or servicing to give MIRROR IMAGE a call.

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A WORD FROM THE EDITORS

WELCOME CORNERING HEADS, PILLION RIDERS, WOULD BE'S IF THEY COULD BE'S AND WIDOW BIKE WIVES. AS YOU ARE NOW AWARE THE CLUB HAS BEEN IN DESPERATE SEARCH FOR A TOP RANKING, DEDICATED AND SCRUPULOUS BY ALL ACCOUNTS, FREE FOR ALL EDITOR. UNFORTUNATELY AFTER SEARCHING HI AND LOW THEY WERE UNABLE TO FIND SUCH A PERSON. IN A LAST DESPERATE ATTEMPT TO FILL THE VACANCY THEY GAVE US THE JOB.

THIS BEING THE FIRST EDITION FOR YOUR NEWLY APPOINTED EDITOR, I ASK YOU AS CLUB MEMBERS TO MAKE OUR JOB REALLY EASY AND SUBMIT ANY ARTICLES WITH PLENTY OF TIME FOR US TO RIDICULE, CUT AND CHANGE AS WE SEE FIT. (ONLY JOKING). A NEW COMPETITION WILL BE RUN TO JUDGE THE BEST ARTICLE FOR THE MONTH AND A PRIZE OF \$10,000 WILL BE AWARDED. ALL PRIZES SHOULD BE COLLECTED BY RINGING BEN WARDEN DURING BUSINESS HOURS ON 344 5733.

STOP PRESS

DUE TO FINANCIAL DIFFICULTIES THE MONTHLY PRIZE OF \$10,000 HAS BEEN SLIGHTLY MODIFIED TO A STUNNING YET VERSATILE, BIC PEN! (YOU EVEN GET TO CHOSE THE COLOUR, SO LONG AS IT'S BLUE). THIS ILLUSTRIOUS PRIZE WILL BE PRESENTED AT EACH CLUB MEETING. SO GET THOSE PENS POISED, THE MIND TWITCHING AND THE PAPER READY.

GOT SOMETHING TO SAY?

NEED SOMETHING ADVERTISED?

JUST BORED?

THEN WRITE TO US : LEK & DAVE
EDITORS \ M.T.C.V.

UNIT 5/ 62 MEYRICK CRES VIEWBANK 3084
PH- 459 4771

P.S. AFTER A BRILLIANT SUGGESTION BY ONE OF OUR MEMBERS, IN REGARDS TO PRINTING EACH MONTHS MAGAZINE. WE HAVE DECIDED TO HAVE A PRINT NIGHT EACH MONTH, SO WE ARE NOW ASKING YOU AS A MEMBER TO GIVE US A HAND IN PRODUCING THE MAG.! WHAT WE NEED IS A COUPLE OF MEMBERS EACH MONTH TO COME AROUND FOR APPROX 2HRS MAX AND JUST HELP IN PRINTING AND COLLATING THE MAG.

GENERAL MEETING MINUTES

Motorcycle Touring Club of Victoria Inc.

6th April 1995

Meeting Opened	:	8:30 pm, Camberwell Town Hall
Attendance	:	30 members.
Apologies	:	Vicky Warden.
Correspondence	:	Post Office Box bill. Magazine covers bill. Photocopier repair. Postcard from Kimberley (Anchor and Hope employee) in Europe.

Captains Report : MARCH

SUNDAY 5th March
Stephenson's Falls
Leader: Mark Dennis
Weather: Fine and warm.
15 bikes, 15 people, 300+ km.

WEEKEND 11th-13th March
Tarra Valley Camping
Leader: Steve Leyland
Weather: Varied.
3 bikes, 5 people, 500+ km.

SUNDAY 12th March
Yarram Rendezvous
Leader: Tony Schrader
Weather: Cool, windy and showery.
4 bikes, 4 people, 550+ km.
Incidents: David Ward's water pump developed a leak.

FRIDAY 17th March
Arthur's Seat Night Ride
Leader: Ian Payne.
Weather: Fine
15 bikes, 26 people total.
Supper at Ian and Kerry's till 1:30 am.

SUNDAY 19th March
Nagambie
Leader: Tony Schrader
Weather: Fine.
4 bike, 4 people, 330 km.

SUNDAY 26th March
GP Short Ride and BBQ
Leader: Sam Sirianni
Weather: No weather.
15 bikes, 16 people on ride, 32 people at BBQ.
Al Davies GT 185 ran out of fuel.

Thanks to leaders, rear riders, attendees.

General Business:

1. Captain's report delivered.
2. President previewed forthcoming rides.
3. Treasurer's report delivered.
4. The club thanks Ian Payne for putting the club magazine together again.
5. David Byrne is the new Editor.
6. Kings Bridge Car Park management have agreed to continue to allow us to use their premises as our Sunday morning meeting place but we must keep within the prescribed area. See map in last months magazine.
7. Don't forget Committee Elections and trophy awards are being held at the next meeting.
8. Check out Tom's "FZR 1000".
9. All riders involved in the GOR, three bikes and a Saab collision, are having their bikes replaced.
10. Ken Wootton, editor of Australian Motorcycle News and tonight's guest speaker, presented an informative and enjoyable talk.
11. Tonight's lucky door prize winners have been: Craig Morley, Alec Brown, Bronwyn Manifold, and Tom Saville.

Meeting closed: 9:50pm.

MTCV PRESIDENT'S REPORT

May 1995

Ian Payne stepped down from the Presidency last year after 5 years of service. He also retired from being the Editor, after 9 years. He left a big hole, but he made the transition as easy as possible by supplying detailed notes on how, when and where Club jobs had to be done. This made the job of the President and the new Editor significantly easier. Though retired, he was pressed back into service for a couple of magazines, when we most needed him. Thanks Ian for supporting the Club in such a positive way.

Les Davis became the new Editor and Secretary. His enthusiasm and willingness to come up with new ideas, and then actively follow them through to completion was fantastic. Let me elaborate. He negotiated with "Parts and Pieces" and Dave Edgecomb from "Dynabike" Huntingdale, to supply high quality door prizes in exchange for Club Magazine advertising. The door prizes have been the best ever. (Note: last month included a pit and hospitality tent pass to the 2+4 meeting at Phillip Island, supplied by Danny Vits.)

Les organised and drove a truck loaded with display bikes (c/- Vince Genova (thank you Vince) for the "Make A Wish Foundation" day at Winchelsea where the Club had a stand with advertising displays, itineraries, photos and soft drinks for members. Dot and Jack helped out at the stand. Les led varied and interesting rides such as the Pizza and Video night - more often than not, we would end up at Les' for a BBQ. If he wasn't leading then he would be the first to volunteer as rear rider. He organised a very successful private go-kart meeting for Club members and friends. He towed a trailer to Winton with a BBQ and supplies. He scrutineered bikes, and the family car was used to ferry flag marshalls around the track. He provided a selection of slicks for members at very reasonable prices. As Editor he organised the purchase of the Club photocopier.

All the while he was fostering his love of motorcycling in the next generation: his sons. He took them pillion on the GL, and set about building a good learner's bike.

Les, as a Committee person, could be reasonably expected to shoulder a significant workload, but in general his work was above and beyond the call of duty. (Note: behind every good man is a good woman - Jane is that person.) Les is now taking a lower profile in the Club as work commitments allow him very little free time. But even now we have him making the Club trophies. I thank him sincerely for his untiring efforts.

Practical joker of the year must go to Diane Welsford who sent a number of fake summonses printed on the genuine paper, to select members who had been speeding and thought they had got away with it. She was always on the ride and knew times and places, and speeds! It was only in the last paragraph, of a 3 or 4 page document, did she declare her hand. But it often took a week for the recipient to get to the last page!

We are a strong Club which is a reflection on the Club philosophies - such as a ride every Sunday - our good organisational structure, and most importantly, the calibre of members we attract. Without the support of members who attend rides, support us financially with membership dues and donations, or give of their time and effort, the Club would falter. So I am happy to report that the membership has increased by a couple over last year to 89, and that we are financially solvent. Considering the number of rain affected rides we have endured this last year, the economic climate, and the competing pressures for leisure time and disposable income, this is a great achievement.

Some significant changes that have occurred during 94/95: The Club Hall moved to Camberwell, a larger hall offering improved facilities at very reasonable rates. The membership fees will increase in 1995/96, as outlined in the Treasurer's Report, to \$25.00. A new Club magazine editor - David Burns (and Loretta) has been appointed. There are changes in the Club award structures.

I am retiring from the position of President, due to work and study commitments, and also to enjoy my limited free time with our new baby Fiona. I wish the next committee all the best in their future endeavours. Thanks to everyone for their help and support throughout the year.

Ben Warden

Who called the treasurer a bastard ?

What a year I've had. Murphy's Law has ruled supreme culminating in the last few days before writing this report. The Four Wheel Drive was badly damaged by a 67 year old uninsured non-English speaking gentleman while it was parked.

Helen drives the 4WD to work and I was not keen on my car being parked in exactly the same place to possibly meet the same fate. So I was a bastard and would not lend it to her. I needed it for work as well and logistic problems wreaked havoc on our schedules until her repaired 4WD was returned the weekend I had to finish this treasurers report.

We parked the 4WD in the garage to inspect the repairs leaving my car out on the street outside my house. BANG !!!! I went out to find my neighbour had backed the rear bulbar of their Toyota Landcruiser into the side of my car taking out the right fender, grille, bonnet, lights etc. It was an expensive hit. That's what I call a real bastard.

Now on to the treasurers report. For reasons you can guess, the financial statement is not available at the time of printing the mag. It will be in next months mag but should be ready to inspect at the AGM.

We have \$346 in the bank at the time of closing this year's books. This is \$981 down on last year. Where did it all go ?

Unfortunately the very generous arrangements the club had for printing the newsletter were no longer possible. In assessing the costs involved the committee decided that buying a photocopier and producing the newsletter ourselves would be cheaper in the long run than paying for printing.

This photocopier has cost us \$732 so far, not counting paper. Hopefully it will give us good service and pay for itself in a couple of years.

We also had to buy magazine covers as the old stocks ran out - another \$234.

The club also payed for or subsidised several events to the tune of \$90 that have not been normal events in previous years. These were Pizza and Video night (\$50), cricket bat (\$12.50), Puffing Billy entry (\$5) and Christmas camp supper (\$22.60)

The photocopier, covers, and events add up to \$1056 and are expenses the club doesn't have every year. So basically that sums up why we have less money today than twelve months ago.

The club's money is acquired through membership subscriptions, events (like race days) and donations. On the subject of donations, Parts & Pieces, DynoBike and Nova Honda have all made generous contributions to the coffers by way of donating services, door prizes and money. I would urge all members to recognise this by supporting these businesses and expressing your appreciation next time you deal with them.

We are a non profit club and our funds are for running the club and providing enjoyment to members. The money from events like race track days are what paid for the photocopier and subsidised the running costs of the club.

Now for the crunch. The cost of running the club has increased. This increase is due to the cost of printing the newsletter, the club hall costing us more now and the cost of food for the suppers has gone up. Get ready I'm leading to something!

Because of the number restrictions placed on us by Race Track owners and the fact that ride days are fairly common now, the high \$ returns from running these days are a thing of the past. We now run a real risk of loosing a lot of money if we run one, the returns are just are not there any more. This is not to say the club won't consider it again, but we will be very careful. Winton made \$152 which is not much considering the risk of running it and the amount of work involved.

Here it comes. The club membership has remained at \$20 for seven years having gone from \$15 to \$20 in 1988. Inflation has been low since then, but it has caused the cost of running the club to rise. Also we are now spending more to produce the magazine each month. The door money now rarely covers the hall rental let alone supper.

With no real income other than memberships predicted for the following year the club can not afford to put off the inevitable any longer. **The annual membership will fee will rise to \$25 for full members and \$12.50 for associate members effective immediately.**

Now the members should ask themselves a final question.
Who called the bastard a treasurer ?

In summing up I would like to again thank the businesses that have supported the club.

These were;	DYNOBIKE	for supplying free dyno runs as prizes and treating the club to a BBQ at the shop for our dyno day.
	PART & PIECES	for supplying oil, chainlube and other goodies as door prizes and giving members a shop discount.
	NOVA HONDA	for helping to fill the ranks of our ride days to make them a financial success and for donating money to help the club cover the cost of the Hall. Also mentioning club membership helps at the counter.

I have enjoyed serving on the committee, but regret that my business commitments have prevented me from paying the position the attention it deserves. For me the year has seen some water flow under quite a few bridges for which I'm glad. Now if I could just find time to actually ride the bike on weekends.....



STOP PRESS!!!!!!
REPORTS HAVE BEEN RECEIVED
MARTY THOMPSON
EX CROW EATER HAS HAD A MINOR
MISHAP ON A QUIET STRETCH OF
ROAD.
REPORTS TO HAND SAY THAT THE
FZR IS NO LONGER BUT FEAR NOT
HE WILL
BE
BACK!!!!

This interesting year on the committee saw some changes and although not every one will agree about change, if was the committee as a hole that overs the changes with the membership well informed beforehand. There are many platforms members can use to put forth their own views i.e. General Meetings Newsletters and of course the committee meetings where any member is welcome I dont think anyone can be asked of a democratic system than that.

For my part I have enjoyed the opportunity to contribute a little to the club that I have received so much from over the years, with work commitments hampering participation my only disappointment.

My thanks go to all the other committee members for their time they have put and the air of co-operation that prevailed. I hope a co-operative attitude continues through out the next term, despite your prefered riding mode. I dont think it matters much if you like to go fast or slow, consider your self a sportster or a tourer, the club is big enough by far to cater for everyone's needs and I think if a diversity of rides and activities are maintained, the club can remain strong and grow, playing a very important role in promoting motorcycling throughout Victoria for many years to come.

Steve Leyland
VICE PRESIDENT

A WORD FROM OUR SOCIAL SECRETARY.....,

I would like to extend my thanks to everybody for their support and co-operation. I have enjoyed my time as Social Secretary over the last year and I was glad I was able to make a contribution to the club.

Dot Schwarze
SOCIAL SECRETARY

YEARLY CAPTAINS REPORT 1994/95

As we come to the end of another year for the MTCV it is time to look back over the last 12 months and look forward to the next 12 months and with it a new committee with fresh ideas and inspirations to keep the club functioning 'as a riding club for the riders and run by the riders'. Thankyou to all those that planned and lead rides to the varied and interesting destinations to those that volunteered for rear rider and the write up of the days activities. Without these important functions ,rides would simply fall apart.

Considering the number of kilometres travelled ,the often challenging ride routes and sometimes trying conditions we have performed remarkably well in terms of safety. With relatively few accidents and serious injury occurring .

Lets keep it that way by riding safely and respecting other road users.

Thank you all for your support over the year which has made my job a simple and easy one.
All the best to the next committee.

Yours Faithfully

Tony Schrader
Club Captain

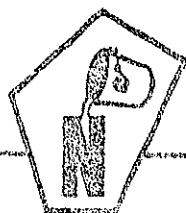
WHO'S NEWS!

As it is always what is NOT said, rather than what IS said that actually says the most, let me clarify an item from Who's News in the last magazine. It was printed that there was a drug raid on my unit BUT...what was NOT said was that it was rented out at the time! So those of you who asked me what I actually have...sorry, but nothing stronger than a panadeine! (I know you must be disappointed Ian!!)

DIANNE

A SPECIAL THANKYOU TO NONFERRAL.

THE CLUB COMMITTEE AND MEMBERS WOULD LIKE TO EXTEND A SPECIAL THANKYOU TO THE MANAGEMENT OF NONFERRAL FOR ALLOWING US TO USE THEIR PHOTOCOPIER WHEN OURS WOULDN'T.



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SUNDAY 9TH APRIL
PHILLIP ISLAND 2+4

As far as the club is aware no one actually attended the official club ride.

David Ward had asked me during the week to accompany him on a pre ride. With my YZF having a carb kit installed during the week I was really after a good ride, but alas the weather was pretty miserable.

David and I took the freeway to Drouin for morning tea and the weather wasn't any better. We headed to Poowong and decided it wasn't much fun so we might as well go to Phillip Island for a look.

From Poowong to Loch and then Wonthaggi and Phillip Island. We stopped at San Remo and it absolutely belted down and I was very tempted to head for home but then it stopped raining and there was a glimpse of sunshine.

We got to the track and looked at the admission prices Adults \$25.00 which I didn't want to pay as it was almost 12.00pm. The road down the back of the circuit was actually closed off but we snuck through and down to the corner known as Siberia, and it certainly felt like it.

As we were standing contemplating what to do a bloke called from the fence we wandered over and he offered us some tickets as long as we got him a program. Which seemed like a good deal, as these tickets also allowed us pit access.

We entered the track and all the roads consisted of about 6inches of mud. We delivered the program and then decided where we should spectate from. I had noticed this ZXR parked and David thought it might be Bens. So we checked it out and we were pretty sure it was, it didn't take us long and we found Ben down at MG corner. We were just in time for the first Touring car race which was pretty interesting as the weather played havoc with their tyre choices. The race was cut short due to a particularly heavy downpour and heaps of accidents.

The first Superbike race was called off after two laps because of rain and high winds which had taken out about half the field including many of the big name riders.

We had some lunch and watched a few more car races and then decided we may as well have look in the pits, so we did. We watched the 2nd Touring car race from the pit roof and then headed down to turn one for the Superbikes.

Meanwhile Craig was enjoying all this from the comfort of the Shell Corporate Tent. Having won a ticket as a door prize at the club meeting which was offered by Danny Vits who also enjoyed the hospitality of the Shell Tent.

TONY SCHRADER

**MT KOSCIUSKO-SNOWY MOUNTAINS HWY
DAY ONE
EASTER WEEKEND**

WEATHER: FINE & SUNNY

DISTANCE: 690 KMS APPROX HALLAM TO ADAMINABY

THE GANG:

**DAVID WARD ZX9
BEN WARDEN ZXR 750 LEADER
ANDREW KENNEDY CBR 600
ROB LANGER VFR 750
JON RIDDET & HELEN BMW K100 RT REAR RIDER
DAVORIN ZIVKOVIC BMW K100 RT**

After looking forward to this trip all week, the day finally came. I loaded up the bike, checked the bike and rode to the second pick up point at Hallam at approx 9.45am . Waiting there was Ben , Rob , Andrew then myself , Dav and finally Jon & Helen.

I must admit I thought there would have been a bigger turnout, but hey who's complaining ?!! We all set off at approx 10.10am and headed for Moe for morning tea, we went to Pakenham then through Drouin on to Ellibank then Turgon. I will have to say this was good because when we got to the Fwy again the traffic was bumper to bumper.

Over the railway straight to Moe, the traffic was shocking on the fwy also due to roadworks as well as Easter.

Greeting us at Moe were heaps of bicycles getting ready for their trip away. A quick stop for the you know what , a quick bite to eat and a clean of the visors. At this point Davoorn swapped rear rider with Jon. Which in all wasn't a bad idea?!! Read on.

On our way again we headed for Bairnsdale for lunch, to get there we went via Yallourn North , Toongabbie, Heyfield onto Maffra, turn off at Stathford, bypass the Hwy to come out just before Bairnsdale.

Lunch consisted of a bite to eat , fill up fuel and of course gasbag.

A Ducati monster pulls up and asked where we were going and asked if we could recommend a road for him? Of course Ben gets out his motorcycle roads bible and tells him about every road in Vic.

On the bikes again we headed to Bruthen, turnoff there to Nowa Nowa on to the Hwy thru Orbost to the next stop at Cann River on the corner of Cann Valley Hwy. The roads now are much more improved . Andrew and myself were having a good ride through the traffic and curves, that 600 is no slouch just a pity it's a Honda?!!

We then proceeded up the Cann Valley Hwy , it goes through Coopracambra National Park which is a fantastic road and everybody had a great time.

Ben appears to be handling the new bike very well. Ben and I were having a great tussle on this road until a wombat appears out of the bushes, Ben went through, I stopped to warn an oncoming car and our group. When I turned around the big brown football went back to where he came from! Off again in chase , I fund a mini kangaroo feeding on the side of the road ,so from that point the animal alert mode was turned on and I went on with caution.

I caught Ben again as we hit 6 kms of dirt nice and smooth, perfect for rear wheel steering?!!

DAY ONE PART TWO:

We pulled over after the dirt to clean helmets oil chains and of course gasbag. At this time the sun was heading down and we still had another 150 kms to go.

Andrew waited for Jon to tell him which way to go to get to Adaminaby so we didn't have to wait. (I must point out that I didn't get this information). We headed to the Snowy Mountains Hwy. Not knowing the format for Jon I corner marked. I waited and waited and finally he came. I then headed off in quick pursuit after the boys. There was no traffic at this time and the sun was nearly down. I passed an oncoming truck who flashed his lights, as I came over the crest I found two patrol cars pulled over Ben, Andrew, Rob & Dav. They all received fines of about \$170.00 for doing around 130 kms. One patrol car claimed to be chasing the group for about 30 km and had to radio ahead for backup. The boys tried to talk their way out of it, but it appears the policeman already had the fines written out.

To make things worse Jon and Helen rode past having the last laugh. At this point I would like to thank Ben for not telling me the format for Jon as I do not need a speeding fine!

We all headed off to Cooma (slowly), through Cooma onto Adaminaby for our first nights stay. We arrived about 7.00 pm, waiting there was Ray Thomas RF900, we unloaded the bikes, got our rooms a quick shower and met in the dining room, where the talk was that speeding fine!

We all had a few drinks, wonderful dinner, some went to bed the rest stayed up and talked about the history of the club and rides. Oh, we also talked about the speeding fine again, again & again. Also while I'm doing the write up for day one I will say thank you to Ben for the wonderful trip. I had a terrific time and I think the others would agree. (Maybe not the ones with the speeding fines)

Dave Ward ZX9

Day 2, Saturday 15-4-95
Written by Davorin-K100RT

Morning, glorious morning. I awoke at 7.30 A.M to be greeted by the sparkling Adaminaby sunshine lighting up my room. After last nights incident with Mr Plod I somehow managed to feel optimistic for the new day. Heck, this was going to be a great day!

Everyone enjoyed a huge country style breakfast. The quality of food and value for money here was excellent. This contributed greatly to the success of the weekend. After the usual seemingly never ending bike talk Ben suggested politely that we head off. I was ready!

Personally, I had never even been to this part of the world before (Forgive me) so little did I know what a treat lay ahead. Ben, Andrew John & Helen, David & myself warmed up our bikes at 9.15 A.M and headed off on the first part of the journey to Thredbo. Ray Thomas sadly however, decided to part company and headed out west. Presumably home! Rob too, headed off for Canberra for a new rear tyre. Oh well, two less bikes for me to try and pass.

We first headed off for Berridale via the Snowy Mountains Hwy. We treated the first 25 Kilometres as a transport section. Once we turned of the Hwy and took the back roads things got a bit more interesting. Ben, Rob, Dave & Andrew all managed to pull away from me and I just plum couldn't catch them. Perhaps Ben was right. I should have brought the Motosport! Some distance behind me were John & Helen. Just cruising along totally unfussed.

We regrouped at Jindabyne (& a couple of times inbetween) and a short distance down the road took the turn off for Thredbo. I caught up to Ben & Andrew who were corner marking together and waved me on as if to say "Turn here and just keep going until you get to the end." You beauty! I'm in front, I've got a few seconds head start-they'll never catch me now! So I took off and nailed the RT wide open. The bike felt good. Front end felt stable. So far so good. Soon the snow capped mountains came into view. A glorious sight to behold but not when going flat nanna. A few slow moving vehicles to negotiate and some loose gravel but otherwise plain sailing. Once the road opened up some more a glance in the rear view mirror revealed two searing headlights approaching fast! Hell! I bet it's Ben & David. Throwing the RT harder from side to side through the twisties proved to no avail and the two grinning jokers passed me like I was standing still. No sign of John and Andrew though - whew! Just before arriving to the toll gates I had a scary moment on a steep downhill left hander with plenty of loose grave. I nearly totally lost it and actually felt that it was at the point of no return when miraculously I found clean bitumen and saved it. Pity nobody saw it.

Thredbo was a hive of activity. Lamborghinis and Ferraris everywhere. We parked our bikes, as usual, where ever we felt like it and got changed into lighter gear more suitable for hiking. Thredbo lodge is at an altitude of 1370m. The first section to the summit is via a chair lift (\$15.00 all day) to Crackenback Terminal (Elev. 1930m) and a wonderful scenic ride at that. A mix up at this stage saw Ben and Dave head off on foot for the summit at a brisk pace thinking the rest of us were ahead of them when in fact we were goofing off in the Eagles Nest Cafe. By the time we realised what had happened they had a hefty lead on us. Andrew and I both hurled the first snowballs of the day, simultaneously at John & Helen. Direct hits. Helen tried to ditch me into the snow. We quickly got back into the serious business of catching up to Ben and Dave. The walk itself is a 12km round trip to the summit and back, taking approx. four hours. The whole track is well marked out by elevated steel grates which form the track and also serve to protect the environment from erosion.

Andrew kennedy set the pace. John, helen and myself were left gasping for thin air. I dropped behind Andrew but pulled away from John & Helen. A while later I caught up to Ben & Dave and they advised me that Andrew just kept on going by. It took us approx. 1.5 hrs to reach the summit. At the top (Elev. 2228m) the view was magic. Plenty of sunshine but with ominous dark clouds in the distant horizon providing a dramatic contrast. We had lunch, took photographs and savoured the moment before heading back. Andrew pointed out that he had a slip-up and fell on the steel grates and lacerated his right palm. It looked rather messy but there was little we could do without the first-aid kit. At least it stopped bleeding.

Our descent from Mt Kosciusko was made all the more fun by running down the face of the snow capped mountain instead of taking the boring and longer defined walking track around the perimeter. We all indulged ourselves by throwing as much snow at each other as possible. John & Helen were so far behind that we headed back without them. The descent was pretty much incident free. Ben wandered off behind a rock for a quiet leak, only to be constantly bombarded by snowballs. He had no choice but to go out of range, poor fellow. As usual Andrew (Speedy) Kennedy arrived to the chairlift terminal first followed by myself. At this point I had enough of walking. I was sweating badly and had blisters on my feet. Andrew and I shared the chairlift ride down to the Thredbo Centre. It felt good to sit down and take the load of our feet.

Andrew got his hand patched up and we all regrouped at our bikes except for John & Helen. Not being in a position to wait too long, decided to leave them a note. We headed back to Jindabyne and stopped at the local service station for a coffee and chat. The four of us headed off for Perisher/Smiggins and Charlotte Pass. A distance of 40 km of beautiful ice free twisty mountain roads. There is a special feeling about riding your bike in snowy terrain. And I don't mean freezing to death either. It's quite unlike any other riding you might do. So if you've never tried it, give it a go and find out first hand just how invigorating it is. We arrived safely at the Charlotte Pass carpark and took more photographs. The sun was getting low in the horizon which cast golden rays of sunshine onto the landscapes. We took a short walk to another vantage point before heading back to the bikes.

As we rode off from the carpark, I being the tailman, stopped beside the road and filled my empty right hand side pannier full of snow. So full in fact, I had to throw some out to be able to shut it properly. Boy, the guys will be surprised when we next stop for fuel! So back onto Perisher and Smiggins Holes and I catch up to Andrew who had slowed down for me wondering where I'd got to. We upped the pace and had a good fang all the way back to Jindabyne. Ben & David were already fueled up and parked away from the bowsers. As I pulled in I opened my pannier, made two snowballs and let 'em have it. You should have seen their faces. What! Where! How!..... It's Dav!!! Run for it. Poor Dave didn't run fast enough as I hurled a big chunk of snow at him so large that I could hardly carry it let alone throw it. Luckily he turned his back to it so that it disintegrated on impact, and nearly fair sent him flying. I was laughing as much as some of the stunned car occupants. Ben & Dave thought I was mad!

From Jindabyne we headed back to the Snowy Mtns Hwy and Adaminaby. At the Motel Rob, John & Helen were there to greet us. Rob managed to get a new rear tyre for his VFR in Canberra and was looking forward to hooking into it with us tomorrow. Everyone freshened up at the bar and the cosy fireplace and exchanged words about the days events. I let loose and got myself pissed on beer before settling down to another sensational dinner. More smooth comments followed over coffee and cheese cake until I picked up the acoustic guitar and had everyone screaming for mercy. "What, don't you people like Stairway to Heaven?"... PickTwanggg....

If you thought the night ended there well it didn't. Dave, Andrew & myself went down to the local bowling club where a band was playin'. The band turned out to be "The Rock Doctors" a really good cover band that played real hot. And all for free! The country women looked rather ho-hum so nothing much happened in that department. A while into the night Andrew & Dave announced that they were retiring for the night. I decided to watch the band finish playing their set before heading back to camp. So there you have it. A fun filled second day, and there's still more to come.

PS. Better put me down on this ride for next year Ben...

Day 3 Adaminaby to Tallangatta

Sunday 16th April 1995

Breakfast was either continental (cereal and toast) or hot cooked. Dave had a mountain of spaghetti - carbo-hydrate loading for the day. I opted for the cereal.

Breakfast time is the natural, unhurried setting to catch up on the news, determine people's needs, and plan the day.

Andrew, Davorin and Dave had headed to the bowling club the previous Saturday night where a 2 piece band was playing. There was some speculation as to when Davorin arrived home. Meanwhile Rob was keen to look at the maps and help plan a big ride. His trip to Canberra to buy a rear tyre had only served to increase his appetite for riding. He noted the heavy police presence between Cooma and the A.C.T. border.

All agreed the accommodation was very reasonably priced. A room for 2 nights, 2 main meals, and 2 continental breakfasts, including hot cross buns, unlimited tea and coffee, and a few easter eggs cost me \$56.00! Throw in a log fire, hot showers, and a bunch of NSW motorcycle tourers, warm weather, and great roads, and the accommodation is a bargain.

After Rob filled up, we headed north to Kiandra over 37km of great motorcycling roads. Dave had been waiting for this section all weekend. He was rewarded with dry roads and eager company. Jon and Helen decided on the direct route to Tallangatta via Corryong, with a detour to Khancoban and the hydro-electric pumping stations.

The rest of us pressed on up the Snowy Mountains Highway, a further 93km to Tumut. It wasn't long before Dave, Rob and Andrew blitzed past, revelling in the high speed work. Rob was in heaven. After a while I caught Andrew and Dave, and then running down into Talbingo, Dave and I passed Rob. It was a steep tight, twisty down hill section, not his favourite.

The road flattened out, following Lake Blowering shore line. A brown blur appeared in the corner of my left eye as I prepared for an off camber right hand sweeper. The blur grew legs and a tail and went "thwack". I cursed, the bike tracked straight and true, and I pulled up 3 or 4 hundred metres down the road.

Meanwhile the medium sized skippy had performed his double twisting somersault, landed on his back and rebounded back on the road! Dave took evasive action and Rob pulled up in time.

The top fairing, once in mint condition, has now got a number of cracks requiring plastic welding. The rhs headlight ceased functioning and possibly the headlight mounting hardware isn't quite square. Ho-hum.

We back tracked a couple of K's in search of an unmarked lookout before heading for Tumut, fuel and morning tea. On reflection, the kangaroo may have done us a favour because as we absorbed the natural beauty of the lake, a marked car cruised by, despite the many assurances that the road was not patrolled.

We headed west from Tumut to Adelong before turning south to Rosewood via 70km of magnificent wide (suitable for logging trucks) road curving and twisting its way through a vast pine forest. On maps less than a couple of years old the road is not even shown. But it is brutal on tyres, as Dave's rear tyre would attest.

A further 20km to Tumbarumba for fuel. Corryong, our next fuel stop was 150km away, and there was no fuel in between via the torturous route we had planned.

Heading south from Tumbarumba, we now travelled on a good example of the poor NSW roads. Last year I was very nearly thrown off in the worst tank slapper of my life. Alec Brown remembers it well. This time, the head "only" shook 4 or 5 times, though I was travelling at a lower speed this time. I was much relieved when the Elliot Way turnoff appeared mid corner causing a couple of riders to over shoot. The surface improves after a few kms, by which time I had been relegated to the rear of the group.

But 50km of twisty roads is a long way. Again Dave and I whizzed past Rob in the steep down hill section before the bridge, this time the road having copious amounts of gravel. A male camper did his Jesus on the cross impersonation, minus the loin cloth. I waved Dave through where the road follows the river before travelling nose to tail up the very steep section to Cabramurra. The road is pretty bumpy, but the tyres and suspension were working well and I used more revs than for the whole weekend. We regrouped at the top intersection, 4km before Cabramurra. Rob noted Dave's rear tyre was approaching a slick. Dave was shocked!

The others set off while Dave and I lubed chains and cleaned visors. Davorin had been riding the K100RT brilliantly all weekend. The road surface was now mainly wet. It had also been recently resurfaced and there was lots of gravel. Dave was revelling in the conditions. Meanwhile Rob was travelling at a steady pace. We later discussed the conditions, but the idea of "dry line" through the gravel, and the notion that the gravel in corners is thrown to the outside and there are no thick patches - he didn't find appealing or convincing. But it got him thinking.

We regrouped at one of the dam walls, after I had scared a ZX6 hurtling the other way. Davorin took a few photos. Dave was worried about his tyre.

We pressed on to Corryong for lunch - a magnificent three inch high salad sandwich. While in the service station it started to rain. We altered plans and decided to head straight for Tallangatta, rather than around the Lake, shaving 70km off the proposed route.

Dave had headed directly for Tallangatta to conserve his tyre and was half an hour ahead of us. That left Andrew, Rob, Davorin and myself. We headed off into the drizzle, once the first shower had gone through. It wasn't long before all hell broke loose. Leaves and twigs were flying through the air, the rain pelted down, the wind howled, the lightning danced. And then there was calm. At this stage it was everyman for himself. And then it got very, very dark. And it came again. This storm front would later (5pm) wreak havoc in Merimbula and Pambula, unroofing houses, over turning caravans, damaging cars, blowing down trees and power poles, and injuring 50 people.

Dave had had one big moment when the rear tyre let go on a black, shiny patch, but otherwise missed the bulk of the storm. Eventually Rob came, then Davorin. Andrew had taken shelter at a pub half way, unbeknownst to us.

There was an accommodation mix up which we soon sorted out. The "Love Shack" was not the most sort after accommodation. The group was divided between the Victoria and Tallangatta pubs. Alec and Debbie arrived in their 4WD, part way through a camping, fishing, 4W driving, wineries tour.

We supped at the Victoria with its wood fired box heater - all the better to dry boots and gloves around - before wandering down to the Tallangatta pub for a few games of pool and tall stories. We played doubles, only Rob resisting a game. Everyone was fairly knackered so after a while it was left to Davorin and I to defend MTCV honour against the "locals" (also from Melbourne). We played 5 or 6 games and didn't lose one - which was grouse. Eventually the publican closed shop at 10pm. Asleep by 10.30.

Day 4 Tallangatta to Melbourne

Monday 17th April 1995

We all had breakfast at the Victoria Hotel, except Rob who insisted on continuing his nightmare. The weather was dismal, so we decided to head for home directly.

Jon and Helen headed for the Hume. Davorin and Andrew came as far as Myrtleford via the road parallel to Kiewa Valley Highway, before taking the Oxley Highway across to Glenrowan and home via the Hume.

Dave, Rob and I headed south to Moyhu and cut across to Tatong and Swanpool where we lunched. The weather conditions had improved; the roads were dry. Jon and Helen motored past. Thanks to Dave who spent some time looking for my rego label near Myrtleford which had blown off, all to no avail.

Down to Bonnie Doon and Yea where we disbanded. The ride from home to home was an indicated 1,911 km. Thanks to everyone who participated in what turned out to be an epic ride crammed full of memorable incidents, good riding and good company. Thanks Davorin for offering me the use of a pannier for the weekend. Much appreciated.

Ben Warden (ZXR 750)

WALLAN - HORSERIDING

SUNDAY 23.4.95

LEADER : TONY SCHRADER TZR - 250

ATTENDEES: GEOFF RZ350 AFK CBR 600

PAT CBR 900 STEVE & DANIELLE CBR 900

STEVE. B. CBR600 DAVORIN & CATHY K 100LT (USS MISSOURI)

ANDREW K 100RS STEVE & SUE GPX 750

MARTY FZR 600

Aaahh!!! it's good to be home. After several months of living in Adelaide it feels oh so good to be home. Thanks to all who kept in contact with me and to those who didn't get f*****!!!

I arrived home 2.30 pm Saturday 22.4.95 after departing Adelaide at 5.30am a relaxed cruise all the way to Melbourne. It was freezing cold until the outskirts of Melbourne. Of course after 8 hours of almost completely straight roads, I went home via the Yarra Boulevard and rounded up a few punters on Fairy Blades and CBR600's. Then went on to my new house in Doncaster.

After not having seen Sue for quite a few weeks a big night was unavoidable. 4.30am was bed with an 8.30am rise for my first club run in ???months.

I'd spoken to Ben the previous night for a confirmation of meeting place, so it came as a surprise when the parking attendant tried to charge me to park in KBCP.

I thought perhaps Ben was up to another of his pranks. I eventually talked him around, and Geoff arrived shortly after to back up my story that we did actually have an agreement. The thing that concerns me is that he has been working every Sunday for the past three weeks? Attendances low are they?

The rest arrived shortly after, after Andrew volunteered for rear rider duties we headed for Yarra Glen via the Boulevard - Yum!!! I had forgotten how much fun and how bumpy it was.

We picked up AFK, Steve & Danielle and Steve B at Yarra Glen and headed off towards Toolangi.

After so long away it was with caution that I went through this section, lucky it was too, as there was gravel strewn across some corners. Hard to see also, due to the shadows from the trees. Several people reported slides, including Steve L with his pillion Sue.

We turned right onto the Melba Highway then left at Glynburn and over to BreakO'Day and left onto the Flowerdale Road through to Kinglake West where we stopped for morning tea\ lunch.

Pat's CBR900 had blown its rear shock Mmmm? Perhaps this contributed to his step off on the dirt road to horseriding later on. I left the ride at Kinglake West and went home via Kinglake National Park road. Obviously the modifications done to my front suspension are more suited to a track than the road, as a mid corner bump caused a massive tank slapper on the way home.

Can anyone make a bracket so I can fit my steering damper?

Marty.

Marty (First time back after 12 months in Adelaide working) volunteers the scribe first thing but he only went as far as the horses, so I'll pick it up from there.

Pat, still a little shakey on dirt turned his CBR 900 upside down on the road into the property. He was going slow at the time so little damage occurred but after venting a little steam didn't allow this minor incident to spoil the fun to come.

On the horses were Tony, OUR days organiser, Dav +cousinKatherin Steve (The one with a CBR 600) Pat, Sue+myself Steve(The one with the ledgend)

The ride was simply a two hour journey over a three hundred acre, very hilly and interesting property. Along the way we encountered a group of about eight Roos which some found a little exciting. We had plenty of opportunities to canter (Horse term for a little run) trot but for the most part walk, which was just as well cause the dog meat I was atop was about to drop any time.

Our group was bolstered a little by our two guides, a young Sheila whos dad owned the property, her freind and a couple of local blokes all on race horses run on methanol just to rub salt into the wound I reckon. Despite the dud I was riding it was still a very enjoyable day out, being in good company and it did not rain.

Thank's Tony

(Steve and Sue)

GPX 750

ECHUCA WEEKEND - JUNE 10/11/12

For the Queens Birthday Weekend in June the Club will be staying at Echuca for the Saturday & Sunday nights. Echuca is approx 200km north of Melbourne and situated on the Murray River. It is a VERY popular tourist destination with much to see and do, also on this long weekend is a large Steam Rally, hence hotel accommodation is VERY scarce. Therefore if you plan to come along, please fill in the booking slip below ASAP.

Name..... Phone.....

Please book for me:-

.....Single/Twin room for Saturday night at \$25 per person.....\$.....

.....Single/Twin room for Sunday night at \$25 per person.....\$.....

#Breakfast IS included in the tariff # LESS \$20.00 Dep

TOTAL \$.....

Please forward together with \$20 deposit to Ian Payne ASAP.

PIZZA HUT LUNCH - SUNDAY 28th MAY

YES I wish to participate in the "All you can Eat" pizza lunch (\$4.95 each) at the Boronia Pizza Hut.

Name..... Number of people.....

Please forward to Ian Payne (6 Peter St. Springvale) to help with catering.



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**REMEMBER, IF IT'S NOT IN THE
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MOTORCYCLE TOURING CLUB OF VICTORIA INC. MEMBERSHIP LIST

25-4-1994

Members	Address	Home	Work	Motorcycle(s)
Athanasakos, Thomas	16 Chivers Ave Glen Waverly 3150	561-6293		
Barnes, Mick	5 John St Williamstown 3016	397-1640		Kawasaki KLR650
Barta, John	28 Pine Rd Bayswater 3153	729-1712		BMW R100GS
Bastock, Martin	1/4 Swinton Ave Kew 3107	853-7628	018-175-979	Honda CBR1000
Baszak, Steven	11 Dalston Rd Oakleigh 3166	569-4195	509-3522	Kawasaki GPz900R
Bear	263 Springvale Rd Nunawading 3131	877-6914		Kawasaki GPz900R
n Becker, Warren	Flat 3 135 Glenhuntly Rd Elwood 3184	531-5126	391-1561	ZXR750
Blakeley, Robert	7 Marlene Crt Hampton Park 3976	799-1071	520-9991	Honda NX650
Bradshaw, Ross	10 Wollahra Plc Heathmont 3135	720-5317	603-4664	Kawasaki GTR1000
Brown, Alec	155 Power Rd Doveton 3177	791-1297		Suzuki GSXR1100N
1 Brown, Ken	294 McKinnon Rd, McKinnon, 3204	578-3403		Honda 175CD
Buddingh, Ferdinand	6 Tyas Plc Carrum Downs 3201	782-0119		Kawasaki ZZR1100
Burns, Jennifer	36 Alice St Mt Waverley 3149	807-4766		Honda NTV650
Byrne, David	5/62 Meyrick Cres View Bank 3084	459-4771		Honda CBR1000
1 Carron, Fred	38 Valentine St, Ivanhoe, 3079	49-2776		
Chan, Michael	3/28 Shelley St Elwood 3184	531-8989	697-0390	Suzuki GSXR1100K
Clowes, John	17 Auburn Rd Healesville 3777	059-622-309		Yamaha YZF750
n Curran, Phillip	P.O. Box 551 South Melbourne 3205	879-1925	428-7555	Yamaha XJ750RL
Corrigan, Mandy	2A Bristol Cres Lilydale 3140	735-3521		Kawasaki ZZR600
Davies, Colin	9 Baradine Tce Donvale 3111	842-5098		Yamaha FZR1000
Davis, Les	28 York St Bonbeach 3196	772-0689	786-9667	Honda GL500
Davis, Mike	12 Rolland Crt. Montmorency 3094	439-2378		Kawasaki ZZR250
Demosthenous, Tom	19 Reynard St Coburg 3058	384-0447		Honda VT250
Dennis, Mark	17 Alvena Cres. Heathmont 3135	870-8869	015-543-809	Suzuki GSR750WN
Douglas, Andrew	59 Vista Dve Chirnside Park 3116	727-2765	585-0444	Kawasaki Z1000
Dunn, Andrew	16 Foch St Ormond 3204	578-8728		
a Dunn, Pam	16 Foch St Ormond 3204	578-8728		
Dwyer, Peter	P.O. Box 57, Altona, 3018	398-2322	398-2322	Yamaha XJ900
East, Geraldine	41 Majestic Dve Emerald 3782	059-685-369	015-516-815	Honda VFR750
East, Rod	63 Old Belgrave Rd Upper F'tree Gully 3156	758-7738		Honda CBR1000
Eckert, Debbie	2 Jervois St St Kilda 3182	527-8364	571-1411	Kawasaki GPx250
Gooding, Kerrie	6 Peter St Springvale 3171	558-4740		
a Hahir, Sue	5 Konac Crt Berwick 3806			
Hillier, Kylie	6 Tyas Plc Carrum Downs 3201	782-0119		Kawasaki GT550
Humbert, Allan	62 James Cook Dve. Endeavour Hills 3082	700-4661	608-5419	Honda CB750
Hodgetts, Peter	1/2 Lee Crt Heathmont 3135	870-3315		Suzuki GSX750F
Johnson, Anthony	58 Edwards Ave Garden City 3207	646-1681		Kawasaki ZZR1100L
Jones, Geoff	34 Argyll Circuit West Melton 3337	743-3164		Yamaha RZ350
+ Kennedy, Andrew	79 Hull Rd Croydon 3136	725-9267		Honda CBR600
King, Ross	23 Nicholson St Essendon 3040	370-9479	688-3400	BMW R100RS
Langer, Robert	390 Burwood Hwy Burwood 3125	888-8977		Honda VFR750
Lardas, George	51 Fortuna Ave North Balwyn 3104	859-1904		Suzuki GSX750
1 Leahy, Les		889-6505		
Leyland, Steve	5 Chave Crt Laverton 3028	369-5330		Kawasaki GPx750
Locke, Adam	29 Grange Rd Sandringham 3191	598-0510		Honda CBR1000FM
Makin, Eric	17 Auburn Rd Healesville 3777	059-622-309	287-1627	Yamaha YZF750
Matricciani, Robert	50 Majorie St Bulleen 3105	850-8519		Suzuki GSX750F
Merz, Carl	5/190 Karingal Dve Frankston 3199			Yamaha FZR1000
Miller, Harold	33 Day Cres., Nth Bayswater, 3153	761-4126		Yamaha FZR600
* Moore, David	Unit 1, 183 Bridge St Port Melbourne 3207	646-7254	676-5323	Suzuki GSXR750
Mountney, Terry	6 Lambassa Grv. Keon Park 3073	460-1519		Kawasaki GPz900R
+ Morley, Craig	47 Japonica St Bundoora 3083	459-3293		Yamaha YZF750
Morley,		467-7334		Yamaha XJ900
a Noble, Katrina	45 Wren St Altona 3018	398-2214		

Otzen, Daryl	12 Moray St Diamond Creek 3089	438-1087	BMW R65
1 Payne, Ian	6 Peter St Springvale 3171	558-4740	Suzuki GSX750F
1 Philferan, Peter	19 Aird St, Camberwell, 3124	813-3518	
a Pamoulas, Georgia			
Platt, Andrew	5/12 Garden St Brunswick 3056		Kawasaki KLR650
Pozzan, Corrado	2 Talbot St Sunshine Nth 3020	311-6056	
Pope, Wayne	39 Fraser Crt Wantirna Sth 3152		Honda CBR1000
Riddett, Jon		808-0173	BMW K100RS
Rivette, Leanne	Unit 3 22-24 Duff St Cranbourne 3977	059-966-126 586-5564	Yamaha FZR600
1 Saville, Tom		848-9988	BMW R80 G/S
+ Schrader, Tony		459-3293	Yamaha YZF600
Schwarze, Dot	57A Hubert Ave Glenroy 3046	306-2576	
1 Shearer, Len	798 F'ntreegully Rd, Wheelers HI, 3170	561-2857	
Sirianni, Sam	7 Surrey Close, Hallam, 3803		Yamaha FZR1000
Sirminger, Andrea		848-9988	BMW R80 G/S
Smith, Phillip	6 Aldinga St Blackburn 3130	890-1676	Honda CBR600
Stephens, Campbell	8 Ferguson St Mitcham 3132	872-4428	Suzuki RGV250
Stroud, Chris	45 Bartlett Cres Hoppers Crossing 3029	749-5221	Suzuki GSXR1100H
Tayeh, Patrick	81 McBride St Fawkner 3060	359-6958	Suzuki GSXR750K
Taylor, Steve	7 Avalon Grv Ringwood 3134	879-3507	018-498-653 Kawasaki GPz900
Thomas, Ray	PO Box 242, Rosanna, 3084	458-4984	Kawasaki ZX10
Thompson, Martin	48 Finlayson St Doncaster 3108	857-4017	Yamaha FZR600
van Dorp, John	57A Hubert Ave Glenroy 3046	306-2576	
+ Vits, Danny	2 Stanley St Cartum 3197	776-0236	016-378-307 BMWK75LT
Ward, David	4/1014a North Rd East Bentleigh 3165	563-7705	Kawasaki ZX9
Warden, Ben	12 Timor Parade West Heidelberg 3081	457-4479	344-5733 Kawasaki ZXR750
a Warden, Vicki	12 Timor Parade, West Heidelberg, 3081	457-4479	867-1666
n Weinert, Darryl	38 Railway Pde Chadstone 3148		
a Wells, Sue			
Welsford, Dianne	8 Highview Drv Mooroolbark 3138	726-9066	Honda CBR600
a Wurster, Ann	15 Redwood Drv, Hoppers Crossing, 3030	749-5575	
Wurster, Hans	21 Medford St, Altona, 3018	398-5575	BMW K100RS
Wurster, Ken	15 Redwood Drv, Hoppers Crossing, 3030	749-5575	BMW K100RS
Youdan, Jack	22 Fort St, Mt Waverley, 3149	802-3564	311-6555
Zivkovic, Davorin	9 Duncan Ave Greensborough 3088	434-3465	699-7199 BMW1000

* changed address or phone number + new bike

1 life member n new member a associate member

Life Members - 7

Associate Members - 7

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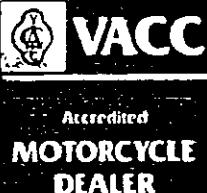
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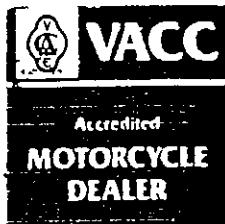
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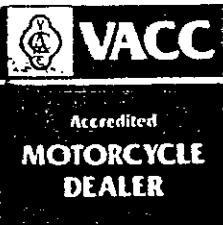
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