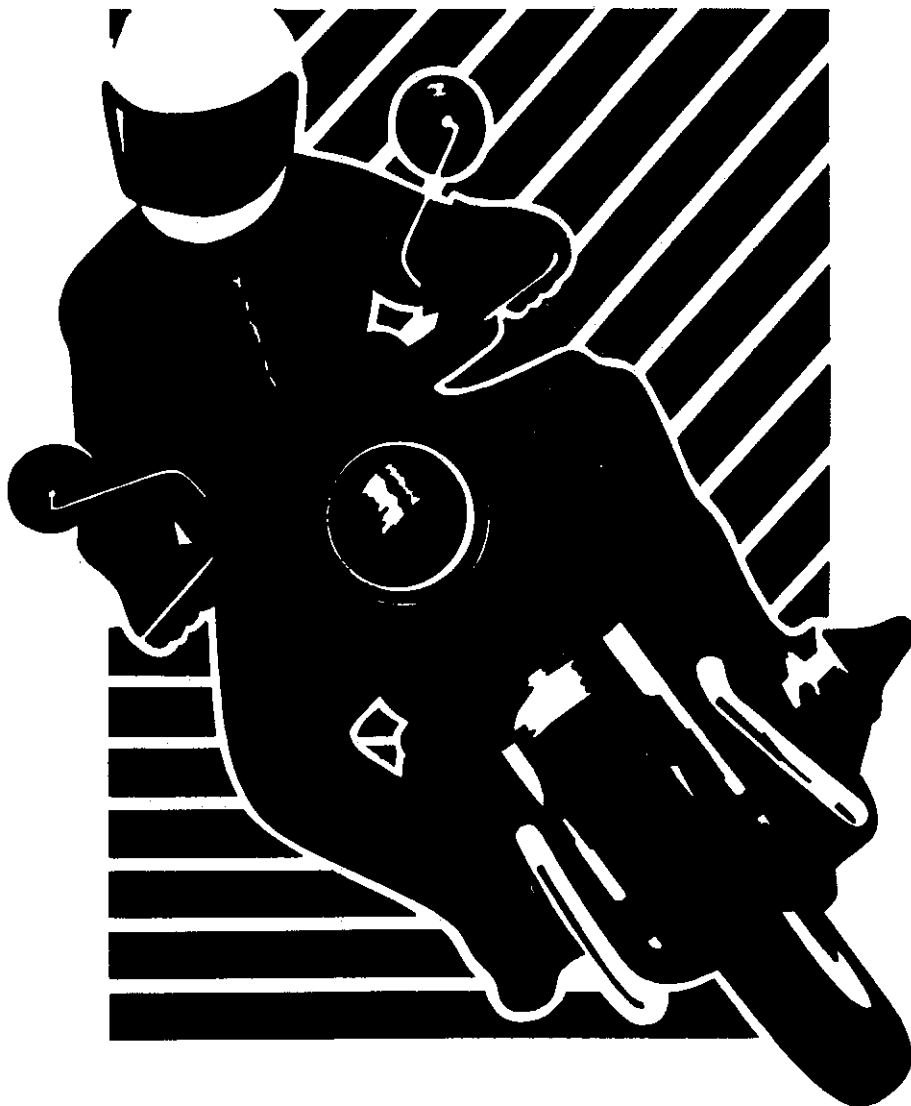


# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA INC.**

P.O. Box 453, Richmond 3121, Victoria

# June 1998 Itinerary

## June

- Thursday 4th      **General Meeting**, 8.15 pm, Inglebys Road  
Theatrette at rear of Camberwell Town Hall, Melways Ref 59J2
- Weekend 6th-8th      **Queens Birthday Weekend, Eden**      Ben Warden leading  
9 am Hallam  
**Orbost:** 2 nights, pub accommodation: Commonwealth Hotel  
Day 1: Maffra, Dargo, Orbost  
Day 2: Cann River, Rockton Junction, Eden, Cathcart, Bombala, Orbost  
Day 3: Bruthen, Licola, Melbourne. 1500 km approx.
- Sunday 14th      **Fort Nepean**      Nick Casemore leading  
9.30 am KBCP, 10.15 am Hallam  
  
Leisurely ride down the Mornington Peninsula to Fort Nepean, once a military installation protecting the entrance to Port Phillip Bay. Expect to pay an entrance fee. 250 km approx.
- Thursday 18th      **Social Sip** - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm
- Sunday 21st      **Great Ocean Road**      Ben Warden leading  
9.30 am KBCP, 10 am Laverton  
  
Anglesea for morning tea via Lara back roads; Lavers Hill via GOR for lunch around 1 pm; back to Apollo Bay and Deans Marsh, regroup at Moriac; breakup West Gate Servo. 450 km approx.
- Sunday 28th      **Flowerdale - Yea**      Dave Ward leading  
9.30 am KBCP, 10.30 am Yarra Glen  
  
A tour of the easterly hills picking up Toolangi, Kinglake West, Flowerdale, Yea, Molesworth, Fraser National Park, Eildon Rd, and Black Spur. All good roads. Need good tyres. 300 km approx.

## July

- Thursday 2nd      **General Meeting** - Guest Speaker: **Ken Wooten**, AMCN Editor
- Sunday 5th      **Easterly Ride**      **leader required**  
9.30 am KBCP, 10.30 am Yarra Glen

## Who's News

**Tony Pricor** has resigned his position on the committee due to work commitments. We need a new Vice Captain. See President's report for more details.

**Gerry East** has resigned from the Club. Ben Warden is acting Editor and Secretary. We need a new Vice President. See Presidents Report for more details.

**Dave Ward** and **Tony Schrader** have been racing at Broadford (17th May) in the B&C Grade Trophy Day. It is designed such that whatever bike you ride there are sufficient classes to allow 5 races. Dave has been racing a Honda CBR900R in the *Untouchables* against bikes such as YZF1000s, GSXR1100s, Fireblades, etc and finished 2nd. He finished 4th in the 600-1000cc category. Tony Scradler races his single cylinder Honda XR600 bitzer and in various races finished 5th, 6th, 8th, 12th and 18th. Tony reports tha it was great fun, he didn't fall off, his engine didn't blow up, and he avoided all the carnage! Well done team MTCV.

Leaders and destinations are required for the new itinerary. See any of the committee with suggestions.

Thirteen members seen at the social sip were: Ben Warden, John Willis, Lyn Duncan, Tony Pricor, Darryn Webster and his wife Kim, June Baker, Ian Payne, Dianne Welsford, Darren Hosking and wife Wendy, Rob Matricciani, and Mark Dennis. Two visitors: Darren Morcombe and James Booth.

The **MTCV Home Page** has had 1995 hits since April 7th 1996 - about 140 last month. A significant proportion of people now have electronic addresses. Below is a list:

<b>Current members:</b>	Tim Walker:	walkert@melbpc.org.au
	Darren Hosking:	dmh@tusc.com.au
	Danny Vits:	davits@ozemail.com.au
	David Moore:	dcm@wandw.com.au
	Darryn Webster:	Darryn_X_Webster@nag.national.com.au
	Stewart Forster:	slf@connect.com.au
	Jon Riddett:	RiddettJ2@anz.com
Ben Warden:	b.warden@its.unimelb.edu.au	
<b>Past members:</b>	Ray Thomas:	raytom@melbpc.org.au
	Ron Palmer:	ron@spl.oz.au
	Mandy Corrigan:	mandy.memec@memecebv.com.au
	Peter Sanders	peter.sanders@dsto.defence.gov.au
<b>Future member:</b>	Susan Kenton:	skenton@macserv.optometry.unimelb.edu.au

**Ben Warden** has purchased a Tengai replacement: a '97 Honda Dominator (NX650).

**Danny Holetic's** rehabilitation progresses steadily at the TAC Rehab Centre on Springvale Road. We wish him a complete and speedy recovery. He will be there at least for another couple of months. He recently fought off an infection and his injuries are now considered "weight bearing". Go Danny.

Points for the **Club Participant of the Year** will be as follows:

- 1 point for attending a function,
- 1 additional point for leading,
- 1 additional point for rear riding,
- 1 point per magazine article (maximum of 2),
- additional points where the committee sees fit eg organising Progressive Dinner, Winton

Winton proved a financial success with the Club making a small profit of \$150. Thanks to all concerned.

Articles for the newsletter should be sent to Ben Warden c/o 51 Airlie Road Montmorency, 3094

# PRESIDENTS REPORT

Well my first report and already plenty to talk about!

Firstly many thanks to all the members who showed their support for this new committee at the elections, thanks also to Jon & the team of the outgoing Committee for their dedication over the previous 12 months.

The committee for the upcoming year combines "some old and some new" but having said that, already we have unexpected changes; Our **Vice Captain** (Tony Pricor) has had to tender his resignation as a new project at work will be taking up all of his time "and then some". Also our dedicated **Editor/Secretary** (Geraldine East) has decided to step down from these important committee positions. Gerry is still suffering quite badly from her recent accident and has major corrective surgery pending that will sideline her riding for quite some time. Therefore she felt that by not being active within the club she could not give these positions the necessary input they deserve.

I think all members will join with me as we thank Gerry for her active participation in Club affairs and her outstanding effort in compiling the newsletter. Although not an easy task and one that sometimes caused disagreement it always promoted discussion and debate which is surely a bonus for any publication. "Get well soon Gerry".

The continuing task of Editor & Secretary will be taken over by Ben Warden "thanks Ben", so the positions of Vice President & Vice Captain are now vacant, as is Social Secretary. The Committee needs these positions filled so if any member would like to help in the running of our Club over the next 12 months, please feel free to approach any committee member for advice.

Winton Ride Day turned out to be a success in no small way to the efforts of **Bronwyn Manifold**. With a disappointingly small member turnout threatening a financial loss to the Club, Bronwyn got on the phone to drum up support and even notified bike shops both local and in Albury to achieve the numbers required. "Thanks very much Bron".

Also thanks to new Treasurer Darren Webster who coerced a group of his motorcycle friends in NSW to come south and join in the fun at Winton. Thanks also to Dave Ward & Tony Schrader for their help in scrutinizing the bikes and making sure the day ran smoothly. Well done team.

The Committee of our club meets regularly (usually a week after the General Meeting) to discuss all aspects of club activity and members are free to put forward suggestions, ideas and comments for discussion at these meetings. Already we have discussion topics as diverse as: newsletter etiquette, treatment of new and first time riders & split rides. But no matter what the topic you can be sure that it will be dealt with in a fair and democratic manner and although the end result may not please everyone, the decision will be one that is "beneficial for the whole of the club".

Ian Payne

## Who's News cont.

I was a bit vague in last months' magazine estimating **Club Membership** over the last few years. As best I can determine these are the figures:

1986/87	54 members	1992/93	104 members
87/88	55	93/94	86
88/89	59	94/95	89
89/90	75	95/96	84
90/91	85	96/97	72
91/92	93	97/98	85

A guy called **Peter Sanders** rolled rolled up to the Hanging Rock ride. Twenty five years ago he used to ride with a club called the MSCAV (Motor Scooter and Cycle Association of Victoria), aka the MTCV.

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

## Captains Report - May 1998

Sunday 3rd May                                      Grand Ridge Road                                      Jack Youdan leader

9 bikes, 9 people, 420 km, 85 km dirt

Sunday 10th May                                      Reefton & Black Spurs                                      John Willis leader

32 bikes, 32 people, 250 km, visitor crashed; Reefton dirt badly corrugated, muddy

Sunday 17th May                                      Around the Bay                                      Wayne Grant leader

26 bikes, 30 people, 250 km . 10 bikes crossed bay on ferry. Many new faces.

Saturday 23rd May                                      Winton Ride Day

39 riders, 16 members, only 15 minutes rain, no crashes. Thanks to organisers - well run.

Sunday 24th May                                      Eildon                                      Ben Warden leader

4 bikes, 4 people; ride abandoned at Yea due to continuous rain, lack of interest

Sunday 31st May                                      Hanging Rock                                      Ian Payne leader

14 bikes, 15 people, 260 km. VTR1000 ran out of petrol.

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## Easter Weekend - Cooma Day 3, 12th April, (Easter Sunday)

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

Ben Warden	Kawasaki ZXR-750	Rhys Williams	Kawasaki ZX7-R
Lynn Duncan	Suzuki GSX-R75	Danny Kosinski	Honda VFR750
John Willis	Yamaha TRX850	Tony Pricor	Honda VTR1000
Danny Vits	Honda VFR800		

This was scheduled as a sightseeing day taking in the nation's capital. It seemed appropriate for Easter Sunday and a full moon to have a leisurely day. However, it wasn't decided upon until the night before after spirited debate and with some suggesting we should go to Cann River instead, kind of exactly the opposite direction, as the road from Cooma to Canberra was too boring. Finally on Sunday morning consensus was reached and we would head for Canberra as originally planned.

Just prior to departure our good hosts at Coffey's Hotel mentioned we would really enjoy the road to Canberra as it was absolutely straight but also heavily policed!

We turned right onto the Monaro Hwy and in the next 100kms we made another two or was it three bends before finally turning off the Hwy some 15kms south of Canberra, but not before traversing Bredbo at 40kmh with the local Mr Plod clearly after blood.

At the Hwy turn-off Tony was a long way behind which caused some concern. It turned out he had a sore back and was taking it very easy. Happily it seemed to get better during the rest of the day.

A quick fuel-stop and south to Tharwa to pick up the Gudgenby Valley Rd. About 25kms of undulating twisting road full of blind corners and a bit of gravel thrown in here and there courtesy of recent roadworks and you get the idea. Great fun! I noticed John slowing down in the gravelly bits. He obviously has more sense than most of us. Around another blind corner and suddenly in the middle of nowhere, no more road except for a narrow 4 wheel drive trail. Makes you wonder why the road was there in the first place? A U-turn and back to Tharwa and on to Tidbinbilla Deep Space Tracking Station south-west of Canberra.

This area is still largely rural and kangaroos abound, both dead and alive, all big greys. We stopped for photos and lunch at the Space Station which is enormous and impressive and if you're into astronomy etc... you could easily spend a whole day here. For us, an extended lunch stop, and then on to Canberra.

Now I've never found it easy to find my way around Canberra and clearly Ben has the same problem taking the wrong direction to reach the huge Telecom Tower. After pointing this out to Ben, I promptly took a wrong turn myself barely 1 km down the road. Anyway, we got there in the end together with thousands of other tourists. From the top you get a complete 360 degrees uninterrupted view of Canberra and surrounds. A bit like the Rialto in Melbourne.

From there to Parliament House and again tourists everywhere! Only Danny K, Ben and myself were prepared to walk up the grassy hill to have our picture taken beneath the giant Australian flag atop the building. From there you can enter the Parliament house after going through a security screen and finally via the lift and long corridors. You exit at the front door.

Another fuel stop and back onto the Monaro Hwy to Cooma, the straight 110kms bit, remember! About 35kms out from Cooma we catch-up with this white sedan with blue and red lights atop. Ben had no option but to stay behind it. This guy is travelling at 90kmh, the road is straight, it is getting darker and staying awake is becoming a struggle. Finally, a few kms from Cooma the car turns into a driveway at which point we all discover it is a security guard!!! Despite this, we all agree it was a good day and once more our hosts spoil us with another big dinner.

Thanks to Ben for leading and to Tony for going rear rider.

Danny Vits

THE GRAND RIDGE ROAD MAY3 1998

This run will go down in the club's history as the "GRR Epic" and medals will be struck for the riders involved.

Club historians ( well Les and Tom are, sort of ) tell us that such a GRR run has not happened since members were riding bikes like the CX500, R100RS and GPZ 900R. And no, the time was not pre 1970's!

Rather than go through the route details again, which were covered in last November's "Good Vibrations", suffice to say we did the whole— every metre and some sideways—GRR of 140Km; including the 85 Km of unsealed road.

Check your maps as this means from Ferndale (17 Km south of Warragul) to just near Carrajung, south-east of Traralgon, where we posed (fully-clothed) for pics. beside the Grand Ridge Road sign. Boy, wasn't that pose something!

Yeah I know, we were overprepared for this run, with most bikes and riders looking like Paris-Dakar rally participants, Well,until reality hit when Mike Barnes said the unsealed sections "were like bitumen" and someone suggested Rob could have ridden his RC-45.

Thanks Mike B and Andi for rear riding over a long day of 400 plus Km /9am-5.15PM.

RIDERS

- \* Ian (first club ride) XTZ660                      \* Mike Barnes XL 250
- \* Mike Hanlon YZF                                    } Left early for bitumen-only riding.
- \* Sam ZXR 750                                        }
- \* RobLanger 600 Dominator                      \* Tom XTZ 750\*\*
- \* Andi TRX 850                                      \* David R 100 GS P-D
- \* Jack R1100GS (leader and scribe)

\*\* Full loaded , Tom's backpack weighs more than his bike!

*Jack J. 5/5.*

## Reefton and Black Spurs

Sunday May 10th, 1998

FZR1000	Derek Atkinson	YZF750	Dave Moore
GSXR600	Nick Casemore	YZF750	Craig Morley
TL1000	Tim Casemore	VTR1000	Tony Pricor
RGV250	John Clowes	CD250K	Kathy Robinson
GSXR750T	Lyn Duncan	Tenere 750	Tom Saville
VTR1000	Stuart Forster	YZF600	Tony Schrader
ZX900	Wayne Grant	DR650	Andi Sirninger (rear)
YZF600	Mick Hanlon	YZF600	Paul Tallents
ZX7	Tim Walker	ZX900	Ray Toulson
GSR600	Dave Ward	VFR800	Mark Turner
ZZR250	Darryn Webster	GSXR750	Clint Vertigan
CBR600	Diane Welsford	TRX850	Danny Vits
Daytona 900	Jack Youdan	R1	Eric Makin
CBR900R	Mick Rushton	ZXR750	Ben Warden
RGV250	Trent Halligan 1st ride	CBR600	Bruce 1st ride
TRX850	John Willis (leader)	FZR400	Dwayne (1st ride)

32 bikes, 32 people

Clearly from the above list there was a great turnout for the day's ride with the vast majority (all but three people) being members. The weather wasn't particularly good: cool and overcast, so there must have been other factors at play, if only we could work out what they were! Destination? Leader? Previous rides? Upcoming rides? Ride after AGM? Ride after 90 km dirt? Random? Who knows. The quality and variety of the machinery was superb: singles, V twins, parallel twins, triples, in-line fours, V fours, 2 stroke and 4 stroke. My ZX7, a 1993 model, was the oldest bike there! Conversely Eric's highly desirable (150 ps, 177 kg) and rare YZF1000R1 was barely 2 weeks old. I dream.

John Willis, leader for the day, ran through the corner making system and outlined the day's activities. We then set out from Yarra Glen soon after the prescribed 10.30 am start. Andi was the designated rear rider on Tom's new bike. Andi was running it in.

We travelled across to Healesville via the alternate route, noting Danny's crash corner, and up Myers Creek Road to Toolangi, across the top and then down Chum Creek Road. With the benefit of 20/20 hindsight it may have been better to do these in reverse order as the down hill side of the Chum Creek Road had been carefully graded, throwing the excess debris onto the road. It wasn't so bad - you just spent a fair amount of time on the wrong side of the road (when it was safe to do so of course.) We wobbled around the back streets of Healesville, finally regrouping near the top of Don Road, the designated starting point of the roll race.

John informed us that the object of the roll race was to roll the furthest, as distinct from getting to the bottom the fastest ie not a race. Certainly a good way of improving the safety of the contest. Imagine 32 bikes rolling in to the first corner! People left in dribs and drabs from the top. It was a good opportunity for me to gather everyone's details for this article. Consequently I was close to last leaving.

Obviously the trick is not to use the brakes unless absolutely necessary. The hair-pin was the only corner I braked for as per quite a few others. Near the bottom was a slight rise which I only just crested before rolling to a complete halt part way up the next rise. I nearly dropped the bike trying to get those last few centimetres. Tim (ZX7) finished some 10 metres ahead, coming first, (that MEZ2 he sports is so hard it has bugger-all rolling resistance!), Ray Toulson (ZX9) 2nd, a few metres behind, myself, and then Stew (VTR) a few metres behind again. It pays to have a heavy bike sometimes. It was good fun.

We adjourned to the *Badger Weir Park* for the prize giving. Tim was awarded a packet of bird seed for his efforts which he duly fed to the abundant and relatively tame crimson rosellas. I took a few photos of the bird feeders and of all the bikes - it was an impressive group, the bikes stacked up, dominating the carpark. I had never been to this park before, not even realising its existence. Soon we were on our bikes again. The Black Spur beckoned.



Looking ahead I saw Dave and Dave and Eric and Tony and Clint. I thought "This will be fun". It was. Thank God Eric was only running the R1 in - he toyed with me between corners before letting me by. I squished Clint at one stage, and had the peg scraping around the outside of Dave M. on the last set of esses. Well, it was the *Reefton and Black Spurs* ride, so you are allowed to do things like that :-)

We regrouped at the first Narbethong service station on the right hand side of the road. News soon filtered through that Bruce riding a CBR600 had fallen off. It was his first ride and lived in Healesville. Tom and I went back to assist. There was only minor cosmetic damage to the bike as it had slid in the mud, snapping the brake lever. Bruce was okay. He rode home gingerly. Apparently he had locked up the rear brake just after passing a bus, failing to negotiate the next bend. Hopefully we will see him again.

Narbethong became our lunch break. Then it was on to Marysville and up to Lake Mountain. There was quite a lot of snow about. Dave Ward and Tom gave me the hurry up, up the mountain. The road was wet at the top with the occasional gravel strip to add to the excitement. I stuffed up a couple of corners completely (*stuffed: multi purpose adjective meaning in this case wrong gear, wrong line*) but they were content to sit behind me. It was cold and wet at the top, and with the tyres cooling rapidly, we beat a hasty retreat.

The dirt across to the top of the Reefton is probably the worst I have seen (*and that is saying something because I'm pretty old you know!*) It was wet and muddy, and quite deeply corrugated in places. I had the front end slapping around at one stage. Not nice.

A big gaggle of bikes had gathered at the top intersection including some strangers. We gave out a few itineraries. Not waiting for the congestion, and knowing there were 6 km of recently surfaced bitumen, and consequently gravel strips to contend with, I set off in front of the racer brigade. I made steady progress, in the process finishing off another set of tyres. I find going down the Reefton scary. It is the hundred or so blind left-handers that has something to do with it. Good fun all the same.

Another regroup then on to Warburton and up Mt Donna Buang. By this time I needed fuel pretty desperately and topped up before heading up Mt Donna Buang. The road was wet at the top. I climbed the tower but I could not entice anyone else to. As I reached the top, the spectacular view was suddenly thwarted by a massive cloud bank rolling in. Now it was cold and misty. Back to our bikes and down the mountain to Warburton for lunch number two. Here we caught up with Craig who had bypassed the mountain jaunt. He was complaining how it took half an hour to get a piece of fish from the shop. They served us pretty efficiently.

Over lunch we learned that Nick and Darryn had been stopped by the constabulary for a licence check. A little earlier someone had been checking out the upper rev range of their machine on the straights, awaking Mr Plod from his slumber. No harm done.

The ride broke up and people made their way home. Craig and I ended up at John's house for a cuppa, and eventually watched some very exciting motorcycle racing on Foxtel cable TV. It had been a pretty exhilarating and full day. Thanks John for leading, Lyn for being the generous and efficient host, Andi for rear riding all day, and the rest of the riders for providing good company and good riding.

Ben Warden (ZXR750)

## VMC meeting 14th. May

VMC produced letter of support to NSW.MCouncil in efforts to combat wire rope barriers.

Started to formulate VMC response to the Parliament of Vic. Inquiry into the Review of Motorcyle Safety in Vic. 1998. has been reduced to a summary of 28 points would obviously need need separate meeting to be dealt with, scheduled for Mon. 18th. 7pm. This response is in effect your response to be tabled at VMAC (Victorian Motorcycle Advisory Council ) on which VMC sit along with 14 other M/cycle representative groups, selected by Minister for Roads and Ports Hon.Mr. Geof Craig. This request being the result of the first meeting on 14th. April. Our ( VMC ) representative is Detlef Lamp. If you havent't read the Inquiry into the review of M/c Safety in Vic. 1998, and are interested to continue to ride as we do, I'd suggest you may like to obtain a copy there is a few floating about with club members. It has a gross anti M/c undertone.

Seems to be a new twist on footpath parking with Melb, Central claiming to have entered into an agreement with Melb City Council. This has been put on our agenda, I should have answers next VMC report.

Chapel St. and Toorak Rd. are reportedly now furnishing booby traps down the centre of roadway in the form of metre wide slippery paint strip. We will be requesting explanation and justification of it's existence.

Guz form MAG had some worrying info from abroad. TRRL UK (government funded ) have taken a DR. Chinn onto their payroll, apparently a well known Anti M/c activist, to undertake research on M/c airbag and leg protectors, which Guz points out , one dosen't seem to be mentioned without the other. Also TRRL to go private.

Another name to be alerted about is Klaes Tingvall ( Sweed ) his life devoted to rid the roads of M/c. Surely his discriminatory attitude is unwanted in Aus.

Also MAG is rafelling VTR1000 only 5000 tickets @\$10 each drawn 29th. Nov. contact Kingsly 0357710886.

Lyn GSXR



**MOTORCYCLE PARKING PROHIBITED**

You are parked on private property. New state legislation allows private property owners to ask the City of Melbourne to issue infringement notices to all vehicles illegally parked on private property. Those vehicles causing obstruction can be then removed from private property and/or all illegally parked vehicles can be fined \$100.

Melbourne Central is entering into one of these agreements with the council.

The management of Melbourne Central is therefore seeking your support in moving your motorcycle to a legal and safe parking place.

One option would be to use our SmartPark facilities which provides a cheap, undercover parking alternative for motorcycles. Entrances to SmartPark are off Lonsdale St. (Nth side) and both sides of Latrobe St.  
Parking rates: All day \$4.00 or Per Hour \$1.50

Next page list the results of the VMC special meeting held on the 18th May. The findings are to be submitted to the Victorian Motorcycle Advisory Council for discussion at the June meeting.

## VICTORIAN MOTORCYCLE COUNCIL

### Comments on the Recommendations from the Inquiry into the Review of Motorcycle Safety in Victoria - 1998

1. That the implementation of the new Driver Licensing System be concluded and that VicRoads inform appropriate road user groups of the project.

**Agree, if subject to proper consultation with rider groups regarding implementation.**

2. That the results of commissioned research projects be integrated into road safety policy.

**Agree, if subject to proper consultation with rider groups regarding,**

**a) analysis of the results, and,**

**b) implementation of measures based on those results.**

3. That motorcycle owners be advised of the changes to motorcycle roadworthy requirements for daytime running lights.

**Agree, already commenced via VicRoads publication, media, VMC etc.**

4. That VicRoads and the Transport Accident Commission, in consultation with the motorcycling community, immediately provide an ongoing public education programme that encourages motorcycle riders to wear conspicuous clothing.

**Disagree, conspicuity requirements,**

**a) apply an onus to be seen to the victim,**

**b) may create a perception that drivers do not have to look, and,**

**c) can create a false sense of security in inexperienced motorcyclists.**

5. That VicRoads conclude and release as a matter of urgency, a recommended protective clothing and conspicuity standard.

**Disagree, two separate issues,**

**a) recommendations for protective clothing standards should be developed only after extensive consultation with rider groups, and,**

**b) conspicuity standards should encompass all road users and not be applied to a small group only.**

6. That due to the size of the Australian motorcycle market and limited capacity to influence the design of motorcycles, no further action be taken on the recommendation to increase the motorcycle outline.

**Agree**

7. That the 1993 recommendations of the Social Development Committee requiring the provision of targeted education and enforcement programmes to male novice riders under 26 years of age be given priority by Government.

**Agree, to targetting identified at-risk groups for education / advertising campaigns only, however avoid setting these groups up as scape goats in the public's mind.**

**Disagree, no discriminatory enforcement programs, however enforcement programs to deal with 'un-riders' and 'un-drivers' are valid.**

8. That the effectiveness of all publicity programmes be monitored and evaluated on an ongoing basis.

**Agree, if in consultation with, and results are available to, relevant rider groups.**

9. That the Transport Accident Commission increase the involvement of the motorcycling community in the development of car driver awareness campaigns.

**Agree, multi discipline basis for all road user awareness campaigns**

10. That VicRoads immediately examine the use of convex and compound curvature internal and side mirrors on cars to determine if these mirrors can eliminate 'blind spots' and the results be submitted to Federal Office of Road Safety.

**Agree, if subject to proper consultation with rider groups regarding,**

**a) planning,**

**b) research,**

**c) analysis,**

**d) implementation,**

**e) monitoring, and,**

**f) review.**

11. That VicRoads and the Department of Education urgently review and act on the findings arising from the research conducted by Monash University Accident Research Centre in 1997 to ensure that all school age children receive adequate road safety education.

**Agree, multi discipline basis for all school road education**

12. That VicRoads determine through a trial study, if rider training skills can be acquired prior to introducing a single licence test so that the Minister for Roads and Ports may report to Parliament with its findings.

**Agree, minimise exposure of unskilled novice to road environment**

13. That an independent evaluation of the rider training curriculum be conducted to determine the balance between attitudinal and skill based components.  
**Agree, if subject to proper consultation with rider groups regarding,**  
a) analysis of the results, and,  
b) implementation of measures based on those results.
14. That a research programme be initiated to monitor and measure the effectiveness of the rider training curriculum against rider crash histories so that it reflects current on-road situations.  
**Agree, if subject to proper consultation with rider groups regarding,**  
a) analysis of the results, and,  
b) implementation of measures based on those results.
15. That action be taken immediately to ensure that all motorcycles can trigger the right-turn phase lights at signalised intersections, and motorcycle owners be advised of any alteration required to enable motorcycles to trigger the magnetic detection loops.  
**Agree, take steps to ensure that motorcycles trigger all traffic lights.**  
**Disagree, no special efforts should be required to trigger traffic lights.**
16. That right-turn phased lights be installed at new or redesigned signalised intersections to avoid potential blackspot sites of the future.  
**Agree, benefit to all road users**
17. That the anomaly identified by Government in 1993, where novice motorcycle riders with a full car licence can avoid zero BAC restrictions for the first 12 months of riding, be immediately corrected.  
**Disagree, there is no anomaly, zero BAC applies to first 12 months of use of license, in the probationary period.**
18. That Transport Accident Commission vehicle insurance premiums under the 'no-fault' scheme be based on claims experience and all existing cross subsidies between vehicle categories be removed.  
**Disagree, it is not known if there are any actual 'cross subsidies' and what the actual costs are, given the large number of anomalies.**
19. That the Victoria Police consider alternative strategies to the current enforcement programmes to detect 'unriders' - persons who ride unlicensed, unregistered or unroadworthy motorcycles or are in breach of legislative requirements.  
**Agree, gather figures to remove the burden of 'un-riders' from legitimate motorcycle statistics, provide advice of current and alternative enforcement strategies**
20. That the Transport Accident Commission insurance premium for mopeds be set at a level which reflects claims history.  
**Agree, if levels are set subject to proper consultation with rider groups regarding,**  
a) definition of 'moped',  
b) criteria for suggesting levels, and,  
c) setting of levels based on those suggestions.
21. That moped riders be required to wear a motorcycle helmet.  
**Agree, if requirement is subject to proper consultation with rider groups regarding,**  
a) definition of 'moped', and,  
b) examination of requirement.
22. That motorcycle rider and club representation on the Motorcycle Safety Forum be increased to 20 to 25 percent of all positions to reflect the diversity of clubs and riders.  
**Agree**
23. That the Motorcycle Safety Forum be a member of the Road Safety Reference Group.  
**Agree**
24. That the Minister for Roads and Ports not proceed with the proposed Victorian Motorcycle Advisory Council until the issues affecting the structure and role of the Motorcycle Safety Forum have been addressed.  
**Disagree, redundant**
25. That the Minister for Roads and Ports report to Parliament on whether a Learner Approved Motorcycle scheme should replace the existing 260cc learner and first year rider restrictions.  
**Agree, positive benefits achievable**

## **AROUND THE BAY - SORRENTO-MELBOURNE (SUNDAY 17TH MAY)**

**From Lunch Time.** We all arrived at Sorrento without any incidents. I had to go to the service Station to fix my clutch cable, the cable was corroded. Just about sprained my fingers couldn't use clutch to change gears by the time we got to Sorrento. Took about 10 mins. to fix it.

Stopped at a bakery just down the road to buy a pie and drink, we rushed off for the ferry. The only ones to have lunch at Sorrento were the ones not going over on the ferry.

Got to the ferry terminal only to find 2 bikes and a Range Rover in front of me. The others were already queued up in line to go on the ferry. The guy in the Range Rover got out and walked to the hole in the wall and spoke to the lady, he walked back saying, no more room on the ferry. We backed up, rode to the window and asked the lady if I could have a ticket (the others by this time had already boarded the ferry). I told her I was with the group that was on the ferry and I needed to be on it. She told me she would refund the ticket if I didn't get on. I got my ticket and had to go to lane 9 and wait. Getting anxious, while the rest of the vehicles being loaded. Finally, the two bikes in front of me went on, there was a bit of a wait then they signalled for me to go on (was sweating on that).

They had a smaller ferry on, the Sea Princess, would only hold 30 vehicles, because the other one was in dry dock. We all stood by our bikes. The trip was smooth going across the bay. I talked to a few of the new guys on the boat and they liked what they saw.

Wayne and the others hadn't had lunch so I suggested we stop at a bakery or a shop of some sort to get something to eat. The ferry docked and we waited our turn to disembark. Wayne and some of the others disappeared and myself and half of the others ended up a couple of kms. down the main road. We stopped and regrouped and went back into town and we found the others at the service station which was closed.

There was Wayne trying to flatten his battery with the starter button. One of the guys on a ZX9 told him to turn the key and hit the button and don't turn the throttle or it will flood. I suggested we get something to eat and that will give the bike time to dry out. The couple on the GL 1500 Goldwing and another person on a ZX9 left us. The rest of us wandered off to the shops for food. After an hour we wandered back to the bikes.

Wayne asked did anyone know the way back. I said I did from the last trip I did around the bay. So I got to lead for a while. We headed out of Queenscliff and turned right at Lakers Siding and onto Portarlinton. We all stopped for fuel. I led out of Portarlinton then Wayne took over. We passed a cop on the opposite side of the road beside his BMW with a radar gun. Through Geelong, the traffic was heavy on the Princes Freeway. We split up at Laverton. Weather was overcast and cool, no rain, no accidents, got home at 6 P.M.

**RON & KELLY JOHNSTON**

**Eildon**

**Sunday May 24th, 1998**

I met Wayne delivering the first aid kit at KBCP at 9.30 am in his mum's car. He was enthused about how good a day he had riding around Winton but had an exam the next day so had to stay home and study. Those were the days. Soon enough Geoff Jones (RZ350) arrived and we discussed his latest rebuild - twice since the last ride. The bike owes him about \$20,000 he quipped, though that might be a slight exaggeration.

Eventually Geoff and I trundled off to Yarra Glen via the Eastern Freeway, Warrandyte, and Christmas Hills. We both refuelled at the now only open service station as you enter from the north. I was riding Tony Prictor's VTR1000 for the day as my ZXR's leaking fork seals (worn through the chrome on the fork legs) were not repaired, and hence disappointingly, I was unable to attend Winton. Thanks Tony for your generosity.

I think the rain started a few seconds down the freeway and would not let up all day.

At Yarra Glen we were greeted by John Willis (TRX850) and Lyn Duncan (GSXR750T). Lyn donned her full black rubber wet weather gear (ask her to tell you the story about the inflatable doll strapped to the tree they found out trail riding a couple of weeks ago) and we were away. Geoff maintained the rear riding position and we were soon on the road again.

The VTR is very easy to ride and is deceptively fast, though not as fast as the speedo would have you believe: Tony has changed the front sprocket to alter the gearing; the speedo drive is taken off the front sprocket. Ha! Never-the-less the steering had gone light once already as I took off from the lights, the front lifting slightly off the ground under acceleration. Ooeee! And having a new set of Dunlop 207s certainly made for confidence inspiring road holding in the wet conditions.

Through Christmas Hills and up the St Andrews twisties to Kinglake. The VTR is a treat around these tight corners, its bottom end torque and light steering great fun to play with. Throttle response is much better than I am used to. It is great.

Onto Kinglake West after passing an SES truck powering up the hill, siren blaring. A car had skidded into a pole at the T intersection, head on. A couple of ambulances were leaving the site, a couple of tow trucks were on their way, the police and fire brigade were in attendance, and the light pole was smoking high up where the electricity was *leaking* to earth. I have seen enough crashes lately. On Tuesday night riding the Tengai in the pouring rain, an out of control spinning Daewoo had cut across my bows on the West Gate Freeway, causing me to take evasive action, then plunged down an embankment, through a cyclone fence, flipping on its roof and coming to stop in a junk yard. No-one stopped except me. The driver was okay with only a few cuts and bruises. He was crawling out a window when I got to him. I digress.

On to Flowerdale and Yea. Just outside of Yea there were roadworks of the slippery clay kind, for at least a kilometre. I got through travelling at about 30 km/h, a car behind me not willing to overtake. I waited in Yea. Eventually Geoff explaining that John had run out of petrol and Lyn was going back to get some for him. We had lunch, discussed life, the universe, and women whilst enjoying the warmth of the Yea milkbar, seated on bar stools, watching the world go by. John and Lyn never came.

As suspected, Lyn took one look at the dirt (very slippery clayey mud) and beat a hasty retreat. I figured as much and knew I would catch up with her later. So Geoff and I decided to give it a miss. It was still raining. We headed across to Parrot Creek, down to Strath Creek, back to Flowerdale and Whitlesea, avoiding the dirt.

I returned the VTR to Tony at Narre Warren and then rode the Tengai to Healesville in miserable wet and dark conditions taking 65 minutes to travel 76 km, most of it in unrestricted speed zones. We watched a bit of the world supers before I headed home. It rained all the way. C'est la vie. Even so it was a pretty interesting and full day.

Ben Warden (riding Tony's VTR1000)

## A pessimistic Overview of Parliamentary Inquiry into Review of Motorcycle Safety in Victoria 1998

1. Suggesting certain mirrors may eliminate blind spots..
2. Bright clothing will stop us getting injured.
3. We have to make ourselves seen by car drivers, instead of them being responsible for seeing us (for thier actions)
4. Introduce protective clothing standards.
5. Our responsibility to make alterations to our M/c to activate right turn arrows.
6. Unlicenced riders proping up statistics to make M/c. look bad.
7. Discrimination against 26year old male riders.

These are just a few points to show you how this report is written , I should say interpreted.

*P. Lynn GSXR*

### MTCV 1997/1998 Financial Statement (with minor ammendments)

96/97	Income	97/98	Merchandise	No.	Cost	Value
\$400.45	Door Money	\$452.21	Metal Badges	3	\$6.00	\$18.00
\$61.10	Merchandise	\$21.50	Adhesive Badges	19	\$3.50	\$66.50
\$37.68	Interest	\$15.98	Cloth Badges	37	\$3.50	\$129.50
\$0.00	Go kart deposit refund	\$50.00	Ear Plugs	163	\$0.30	\$48.90
\$250.00	Hall rent Nova Honda	\$200.00	RACV Maps	2	\$2.00	\$4.00
\$0.00	Auction	\$31.30	Bungee Cord	5	\$1.00	\$5.00
\$945.00	Accomodation	\$150.00				
\$7,180.00	Rlde Day(s)	\$195.00	Total			\$271.90
\$200.00	XMAS camp	\$160.00				
\$12.50	donation	\$3.75	Assets	No.	Cost	Value
\$1,740.00	subscriptions	\$1,862.25	Um	1	\$60.00	\$60.00
\$0.00	Prog Dinner refund	\$4.60	Tarpaulin	1	\$45.00	\$45.00
\$45.05	Misc	\$0.00	Electric Typewriter	1	\$300.00	\$300.00
			Electric Stapler	1	\$198.45	\$198.45
\$10,871.78	Total	\$3,146.59	Total			\$603.45
96/97	Expenditure	97/98				
\$360.00	Hall Rental	\$360.00				
\$0.00	Magazine covers	\$300.00				
\$508.10	Supper	\$271.17				
\$26.95	Hineraries	\$475.00				
\$188.65	Door Prizes	\$203.25				
\$0.00	Go Kart Dep	\$50.00				
\$153.31	Telephone	\$13.57				
\$660.00	Accomodation	\$701.00				
\$45.40	Trophys	\$45.95				
\$0.00	Poker run prize	\$25.00				
\$0.00	Survey prize	\$25.00				
\$32.00	incorporation fee	\$32.00				
\$0.00	Prog dinner	\$400.00				
\$400.00	St. John Ambulance	\$0.00				
\$4,250.00	Track hire	\$2,000.00				
\$0.00	VMC subscription	\$50.00				
\$0.00	A Kenedey Xmas	\$16.00				
\$32.23	Bank Fees	\$21.07				
\$44.00	P.O. box rental	\$0.00				
\$10.00	RACV maps	\$26.60				
\$132.70	Magazine	\$1,072.03				
\$200.00	Xmas Camp	see Accom				
\$45.00	Stationary/Stamps	see Postage				
\$129.10	Stickers	\$0.00				
\$488.00	Postage	\$605.12				
\$179.60	BBOs	\$178.10				
\$253.99	Misc	\$148.45				
\$8,140.03	Total	\$7,019.31				
96/97	Cash Book Balance	97/98				
\$2,334.99	Balance forward	\$5,068.74				
\$10,871.78	plus receipts	\$3,146.59				
\$8,140.03	less expenses	\$7,019.31				
\$5,066.74	Total	\$1,194.02				

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## Why did the chicken cross the road?

**KINDERGARTEN TEACHER:** To get to the other side.

**PLATO:** For the greater good.

**ARISTOTLE:** It is the nature of chickens to cross roads.

**KARL MARX:** It was a historical inevitability.

**TIMOTHY LEARY:** Because that's the only trip the establishment would let it take

**SADDAM HUSSEIN:** This was an unprovoked act of rebellion and we were justified in dropping 50 tons of nerve gas on it.

**JACK NICHOLSON:** 'cause it f\_\_\_ing wanted to. That's the f\_\_\_ing reason.

**RONALD REAGAN:** I forget.

**CAPTAIN JAMES T. KIRK:** To boldly go where no chicken has gone before.

**HIPPOCRATES:** Because of an excess of phlegm in its pancreas.

**LOUIS FARRAKHAN:** The road, you see, represents the black man. The chicken 'crossed' the black man in order to trample him and keep him down.

**MARTIN LUTHER KING, JR.:** I envision a world where all chickens will be free to cross roads without having their motives being called into question.

**MOSES:** And God came down from the Heavens, and He said unto the chicken, "Thou shalt cross the road." And the chicken crossed the road, and there was much rejoicing.

**FOX MULDER (From X Files):** You saw it cross the road with your own eyes. How many more chickens have to cross the road before you believe it?

**RICHARD M. NIXON:** The chicken did not cross the road. I repeat, the chicken did NOT cross the road.

**MACHIAVELLI:** The point is that the chicken crossed the road. Who cares why? The end of crossing the road justifies whatever motive there was.

**JERRY SEINFELD:** Why does anyone cross a road? I mean, why doesn't anyone ever think to ask, What the heck was this chicken doing walking around all over the place, anyway?"

**FREUD:** The fact that you are at all concerned that the chicken crossed the road reveals your underlying sexual insecurity.

**BILL GATES:** I have just released the new Chicken Office 2000, which will not only cross roads, but will lay eggs, file your important documents, and balance your checkbook.

**OLIVER STONE:** The question is not, "Why did the chicken cross the road?" Rather, it is, "Who was crossing the road the same time, whom we overlooked in our haste to observe the chicken crossing?"

**DARWIN:** Chickens, over great periods of time, have been naturally selected in such a way that they are now genetically disposed to cross roads.

**EINSTEIN:** Whether the chicken crossed the road or the road moved beneath the chicken depends upon your frame of reference.

**BUDDHA:** Asking this question denies your own chicken nature.

**RALPH WALDO EMERSON:** The chicken did not cross the road .. it transcended it.

**ERNEST HEMINGWAY:** To die. In the rain.



**COLONEL SANDERS:** I missed one?

**ARTHUR ANDERSEN CONSULTANT:** Deregulation of the chicken's side of the road was threatening its dominant market position. The chicken was faced with significant challenges to create and develop the competencies required for the newly competitive market. Andersen Consulting, in a partnering relationship with the client, helped the chicken by rethinking its physical distribution strategy and implementation processes. Using the Poultry Integration Model (PIM), Andersen helped the chicken use its skills, methodologies, knowledge, capital and experiences to align the chicken's people, processes and technology in support of its overall strategy within a program Management framework. Andersen Consulting convened a diverse cross-spectrum of road analysts and best chickens along with Anderson consultants with deep skills in the transportation industry to engage in a two-day itinerary of meetings in order to leverage their personal knowledge capital, both tacit and explicit, and to enable them to synergize with each other in order to achieve the implicit goals of delivering and successfully architecting and implementing an enterprise-wide value framework across the continuum of poultry cross-median processes. The meeting was held in a park-like setting, enabling and creating an impactful environment which was strategically based, industry-focused, and built upon a consistent, clear, and unified market message and aligned with the chicken's mission, vision, and core values. This was conducive towards the creation of a total business integration solution. Andersen Consulting helped the chicken change to become more successful.

### HANGING ROCK - 30/5/1998

RF900	Ian Payne (leader)	XR600	Peter Sanders
VTR1000	Darren Hosking	Triumph 900	Jack Youdan
VTR1000	Ben Warden and Kathy Pollard	TRX850	Danny Vits
VTR1000	Stew Forster	YZF750	Craig Morley
ZZR600	Lyn Burns	Seca 600	Stav Richardson
VFR750	Paul Williams	ZX7R	Tim Walker
VFR750	Rob & Mandy Matricciani (rear)	Zephyr 750	Mark 1st ride

A tale of some adventurous riders.

`Twas cloudy in Melbourne,  
and word had got around,  
There was a club ride today,  
for Hanging Rock bound.

Fourteen bikes assembled,  
twins, triples, and fours,  
Whittlesea was left behind,  
smells of rubber, fumes and roars.

Scything through the countryside,  
Flowerdale, Glenroua, Tallarook,  
stopping here in Pyalong,  
where morning tea was took.

Five miles from Lancefield,  
Fate dealt a quirksome turn,  
The VTR spluttered and coughed,  
No fuel! Will I ever learn?

Finally to the rock we came,  
Some climbed, lunched and sat,  
Ian waited for half an hour,  
Where can that pie be at!

Over Mount Macedon we rode,  
Down through Riddell's Creek,  
Danny and Craig tried Superbiking,  
Three abreast on public street!

Finally we arrived at Bulla,  
But where can that Zephyr be?  
A wrong turn some ways back,  
Oh look! There he is, see?

Thank you Ian for a fine ride,  
It's good to have you back,  
Leading rides and now the Club,  
Determination, you do not lack!

Stew (VTR1000)

# MOTORCYCLE TOURING CLUB OF VICTORIA

## MINUTES OF MAY 1998 GENERAL MEETING

**Held at:** Camberwell Theatre  
**Date:** Thursday 7 May 1998  
**Opened:** 8.30pm  
**Present:** 33 members, 6 visitors  
**Apologies:** Luke Richardson (Secretary)  
Danny Holetic (in TAC after bike accident)  
**Visitors:** Ian (KTZ660)  
Mike (Yamaha YZ600)  
Harry (YZF750)  
Carla (no bike at moment)  
**New Members:** Darren

**Mike Davis** passed away in early April - Les Leahy has put a tribute in the club mag, Jon Riddett gave a bit of a tribute in the meeting. Club observed 1 minute silence in respect.

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

**Secretary's Report:** - Invitation to Alpine Motorcycle Rally on June long weekend  
Any queries ring Luke Richardson

**Treasurer's Report:** Balance read-low at moment we paid Winton but awaiting payment of people attending.  
Reminder that membership fees are due next meeting.  
Door prize this week is night for 2 at Port Campbell.

### GENERAL BUSINESS

#### 1. KBCP pick-up point

Jon looked into options, but 3 have since closed.  
This can be a challenge for the next committee to resolve as  
Jon hasn't been able to follow-up, but is happy to hand over his efforts.

#### 2. Phillip Island Roadside Service

Carla has a pamphlet on a service by Phillip Island Roadside Service (\$10 for service)  
and a pamphlet on TAC from Maurice Blackburn, solicitors. See Ian Payne if interested.

Carla will also put Winton ride day in MAG Action newsletter.

#### 3. 97/98 Committee

Jon pointed out we have a lot of new members which shows this committee has been a success and thanked the committee.

Also thanked Geraldine for being contactable, her details are with the club name listed in Just Bikes, Australian Motorcycle News and the MRA newsletter.

#### 4. Parking Ticket

Early in the year a committee member (injured at the time) incurred a parking fine while working on the club magazine (approx. \$60). Jon took a vote on reimbursing this member - 26 voted in favour, 1 voted against.

#### 5. Awards

Jon gave some little awards (smarties, freddos etc):

Best New Member: Wayne Grant  
Worst Maintenance: Jennifer Burns  
Best Maintenance: Derek Atkinson  
For taking care of hall key: Pat Tayeh  
Best ride leader at shortest notice: Les Leahy (Grand Ridge Road ride)  
Longest stay in hospital: Ian Payne  
Most broken bones in separate accidents: Rob Langer  
Best musician at club event: Davorin Zivkovic (Xmas camp)  
Best road dirt ride: Andi Sirminger (King Crystal Mines)  
Best road ride: Steve Leyland (Melville Caves)  
Best non ride event: Dianne Welsford (for progressive dinner)  
Best let off by Police: Lynne D.  
Best yobbo impersonation: Craig Morley  
Best economy ride: Jack Youdan

Most enthusiastic member: Ron Johnson  
Best monno: Danny Koskinski  
Most supportive business: Nova Honda (paid door prizes, hall rental and has helped members recover bikes etc)  
Best night ride: Jon Riddett  
Led most rides: Ben Warden  
Worst kept secret and most unsuccessful getaway: Gerry East  
Best getaway: Ben Warden  
Worst hair: Stewart Forster (for when it was purple)  
Best kept secret: ? (as person not at meeting)  
Best pillion: Sue Wells (nominated by Grant)  
Best practical joke: Clint Vertigan (nominated by Dianne)  
Most duck tape on bike: Danny K (nominated John Willis)  
Luckiest escape: John Willis (nominated by Gerry East)  
Catering: Kathy Robinson (nominated by Stewart)  
For crashing in a straight line: Jennifer (nominated by Kathy)  
VMC delegate: Rob Matriciani  
For excellent catering at Progressive Dinner: Rob & Mandy

6. Jon Riddett thanked the committee for its effort this year.

7. Door Prize:

**\*1st prize** - Tony Schrader (night in Port Campbell!) (You have to get us all in that room Tony!)

**\*2nd prize** - Tom Saville (chocolate) (energy for your weekend dirt trips Tom?!) )

**\*3rd prize** - John Willis (6 pack of beer) (rigged this one didn't you John!)

**\*4th prize** - Clint Vertigan (Polyglaze) (not again!, you'll be banned from winning soon)

**\*5th prize** - Davorin (Pliers) (for lightening your guitar strings Dav?!)

**Meeting then closed for coffee break before nominations of new committee.**

President: Ian Payne nominated

Vice president: Ben Warden nominated

Captain: Wayne Grant nominated

Vice Captain: Tony Pricor nominated

Secretary: Gerry East nominated

Editor: Gerry will continue - no other nominations

Treasurer: Darren Webster

Social Secretary: No nominations

All positions given to nominated people - no votes needed.

Club person of the year:

Nominated: Jon Riddett, Ben Warden, Tim Walker, Gerry East

Won by: Draw between Jon Riddett & Ben Warden

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## MTCV Membership Renewal Form

Please complete the tear-off below and return it with your membership fee. Full membership fee is \$25 and associate membership is \$12.50 The money is used to help run the Club and pays for the printing of the magazine, itineraries, stationery, postage, supper, etc. The Club is a non-profit organisation. Membership fees are now due.

**Name:**

**Address:**

**Telephone numbers:**

**Home:**

**Work:**

**Mobile:**

If there is information here that you wish to remain confidential, please indicate.