

**GOOD VIBRATIONS**

**APRIL, 1975**

**EDITORIAL**

\* \* \* With winter right on our doorstep and the ending of Daylight Savings, the next few months look bleak, however, the new itinerary has some very interesting runs listed on it, and we hope that most of you will keep your keen interest in the club in the ensuing months as you have during the summer.

\* \* \* Speaking of the itinerary, the Sports Day to be held on 20<sup>th</sup> April will be at Fogarty's Fields airfield, near Melton. Go through Melton, turn right at Coburn's Road and follow through to the airfield. P.S: the Sports Day was held there two years ago.

\* \* \* For tickets to the Live Theatre Night on Friday April 11<sup>th</sup>, contact either Linda or David before Wednesday 9<sup>th</sup> April

\* \* \* News from Europe – Cheryl Hatharell has finally become engaged to Stewart Hoffman.

\* \* \* We believe Les Leahy came close to dropping his pride and joy at Porepunkah recently, and has now changed his tyres to Metzlers.

\* \* \* Understand Big Daddy was dragged out of his tent at Kerang at 2am by the caretaker of the caravan park to have a cup of coffee with him.

\* \* \* Sorry to hear that Bob Evans was rushed to hospital recently for an emergency operation on a strangulated hernia. Best wishes of all members are extended to Bob for a speedy recovery.

\* \* \* We also understand that Chris Thorn has had a really bad month. However, the number of events that have befallen him are too numerous to mention, so we suggest you ask him yourselves. You'll be interested to know that he got through a whole week without dropping his bike once!

\* \* \* Big news: Margaret has got a new 750 BMW (AT LAST! – typist) Mick has updated and purchased Dick Bloxham's 600 BMW – and Dick has not stopped shaking his head since. And also, Dick has purchased Ian Taylor's 600 BMW.

\* \* \* Please forward us some write – ups, as only one was received this month, and the rest had to be written on the night the mag was printed. Consequently, we are in for a very late night this month – so how about some help?

**Margaret & David**

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**WADE'S LOOKOUT**

After rubbing the sleep from my eyes, I awoke to a dismal sort of day with dark clouds in the sky. Armed with my keys I attacked my bike and, riding out of the driveway, I made my way to Darren Room's place, only to find that he was still in bed. After waking him up and making him get out of bed to open the door, I found out that he was also going on the day's run.

After dripping water all over his flat, we made our way down to our vehicles. We proceeded by different routes to KBCP, where I was amazed at the turn out on such a bad day – weather wise. I had parked my bike. I tried to start it again, but no matter how I tried, it would not start. Finally, it gave way. Vroom! Vroom! I told Darren that I would go home to fix the ignition and go direct from there to Wade's Lookout. Having been told where the lookout was by Howard Higham, I jumped on my bike and away.

I didn't get far. My bike packed up even before I got out of the car park! After getting it going again, it packed up right in the middle of the intersection of William St and Flinders St, much to the consternation of the motorists behind me, who started to blow their horns; after much fiddling around, it started again. I had learnt my lesson – keep the engine revs up. It conked out again on the South Eastern Freeway: another bout of juggling the key brought results and it started again. Once off the freeway, I headed for a service station, but, due to it being a holiday, they were all closed or about to close. Then I remembered a 24 hour station, and lo and behold, it was open.

Not only was he open, but he had a comprehensive tool kit I could use. Unable to find a certain tool I much needed, I returned home, and soon saw the fault. A loose connection at the rear of the ignition. The connection was made good, the headlight re installed, and I was mobile again. Now to catch up with the club.

While going up a hill about two miles west of Lilydale on the Maroondah highway, the bike packed up for good. I was in luck, though, having just passed a service station that was open, so I rolled the bike back down the hill.

At the service station I found that I had no electrics what so ever. Ah ha! I know what it is – a fuse. The side cover was taken off and the fuse cover opened. Sure enough the fuse had blown. I inserted a new fuse – instant blow-up!

The headlight unit and cover came off, revealing the rear of the ignition again. After looking at the maze of wires inside the headlight shell I realised what the problem was at last. Inside there is a connecting clip connecting four wires from wherever they go to the ignition. Only three were still soldered to the ignition. One wire had completely blown-up.

While in the process of taking the ignition completely apart, a small extremely important ball bearing fell onto the driveway. QUESTION: What is the definition of Instant Frustration? ANSWER: Looking for a small, extremely important ball bearing on a wet service-station driveway.

Scratch one ignition system.. introduce one ON/OFF switch. Now the only thing left of the old ignition system is four wires: one red, one grey, one orange and one brown.

As I didn't have my handbook with me, it was the proven method of try, try, and try again to see what the wires were for. After burning out about six fuses, I finally got the combination right, so after attaching the switch to the handle bars, I inserted another fuse. Then switch on, press the start button and Vroom! Vroom! Hurray, hurray! Mobile again.

I reached Healesville at about 1.30pm. With there being no sign of the club, I took the road to Mt Donna Buang and went up it until it turned to dirt. No sign of the lookout and no sign of the club, so I rode back to Healesville, and again no sign of the club. Ride up the Black Spur – no sign of the lookout and no sign of the club, so back to Healesville again – still no sign of the club. Then I went to Yarra Glen, and again no sign of the lookout or of the club.

After that I gave up finding either the club or the lookout, as the time was by then about 4.30pm, so I proceeded back to town via Christmas Hills and Heidelberg.

As I was travelling south along Burke Road, I saw John Dawes on his 200 Honda. I intercepted him and he said that the club had also “lost” Wade’s Lookout, but had had a good time in the process and had stopped at Lilydale for coffee.

So I went home and resurrected my ruined ignition switch and fixed it by soldering four new wires, longer than before, onto it and attached it to the bike, after dismantling the headlight and cover. This was becoming a habit.

Although I didn’t find the club, the weather as forecast cleared to a fine day, and I enjoyed myself learning about my bike.

## **R. McMennemin**

\* \* \* \* \*

The mother of a teenage boy was summoned to the principal’s office. “It’s quite a serious matter,” explained the principal. “Today your son came to school wearing a frilly dress and panty hose”.

“Don’t blame it on me!” snapped the boy’s mother. “I’ve told him a thousand times not to wear his father’s clothes!”

\* \* \* \* \*

## **INTEGRATED ADJECTIVE**

I was down on Riverina, knockin’ round the towns a bit,  
An’ occasionally restin’, with a schooner in me mitt;  
An’ on one o’ these occasions, when the bar was pretty full  
An’ the blokes were arguin’ assorted kinds o’ bull,  
I heard a conversation, most peculiar in its way,  
Because only in Australia would you hear a joker say,  
“Where yer bloody been, yer drongo? ‘Aven’t seen yer fer a week;  
An’ yer mate was lookin’ for yer when ‘e come in from the creek’  
‘E was lookin’ up at Ryan’s, an’ round at bloody Joe’s,  
An’ even at the Royal where ‘e bloody never goes.”  
An’ the other bloke said, “Seen ‘im. Owed ‘im ‘alf a bloody quid.  
Forgot to give ut back to ‘im; but now I bloody did.  
Coulda used the thing me-bloody-self; been orf the bloody booze,  
Up at Tumba-bloody-rumba shootin’ kanga-bloody-roos.”

Now their voices a little loud, an’ everybody heard  
The peculiar integration of this adjectival word.  
But no one there was laughin’, an’ me I wasn’t game,  
So I stood round an’ let ‘em think I spoke the bloody same.  
An’ one of ‘em was interested to ask ‘im what he’d got –  
How many kanga-bloody-roos he bloody went an’ shot –  
An’ the shooting’ bloke said, “Things are crook; the drought’s too bloody tough;  
I got forty-bloody-seven, an’ that’s good e-bloody-nough.”  
An’ this polite rejoinder seemed to satisfy the mob,  
An’ everyone stopped listenin’ an’ got on with the job,  
Which was drinkin’ beer an’ arguin’ an’ talkin’ of the heat,  
An’ boggin’ in the bitumen in the middle of the street;  
But as for me, I’m here to say the interestin’ news  
Was “Tumba-bloody-rumba shootin’ kanga-bloody-roos.”

\* \* \* \* \*

After the recent guidelines for the running of the club were issued by the committee, many members expressed their dissatisfaction at the wording of Clause 3, and of their inability to be able to bring a guest to General Meetings.

Recently, a committee meeting was held with interested club members to debate this point, and the following new clause was agreed upon by the committee to replace the existing clause 3.

All members should now disregard clause three issued on 7<sup>th</sup> February 1975, and replace it with the following:-

1. "Commencing with the General Meeting in May 1975, only Full and Associate members of the M.S.C.A.V, together with people who, on that night are to be nominated for membership, and guests of members, will be permitted to attend such meetings. Notification of nomination for membership must be forwarded to a committee member prior to the night of the General Meeting.

Members may only bring one visitor to each General Meeting, and upon arrival at the club hall, the member must enter the name and address of his/her guest in the Visitors' Book.

Any member who brings a guest to a General Meeting is solely and fully responsible for that person's conduct while in attendance at the meeting.

No guest may remain in attendance at a General Meeting after the member who is responsible for his/her conduct has left the premises."

**The Committee**  
M.S.C.A.V.

4<sup>th</sup> April, 1975.

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### **EILDON – FOR A SWIM**

17<sup>th</sup> March, 1975

Things didn't look too good for the trip to Eildon early in the day, as it was wet, and when I arrived at the car park, there was only one person and bike there, a new chap on a Yami 350.

Stretching the waiting time a little more than usual, we eventually left the city with seven bikes. Went out along Victoria Street and passed by Keith Anderson's place along the way in Mont Albert. Then out onto the highway heading for Lilydale.

To our surprise there were about 15 bikes and people waiting for us there, very patiently. After sorting things out, we continued on to Healesville, through the Black Spur and on to Alexandra, the lunch stop. Here we had home-made pies and sausage rolls for lunch, and lots of hot coffee.

Then followed an inspection of Margaret's new BMW 750, only two days old, which was found to be a bit faulty as there was a small rust spot on the grab rail.

On leaving we headed for the weir at Eildon, supposedly for a swim, but as the weather was not quite suitable for swimming, the majority hired pontoon barges, with about 5 or 6 people in each of the three boats. All went well for the first half hour, then gradually the battle atmosphere built up and up until it was on for young 'n' old.

I even got wet just steering the thing, and talking about steering, Chris couldn't help but steer into and ram a few trees. Things got wetter and wetter until the final victory – Gary O and Mick Fagan broke the whole engine completely in half, just managing to stop it falling into the water at the last moment. The battle was over, and the tired boat had to be towed back to the moorings.

Back on dry land, we cleaned up and then toured across the weir wall, then homeward bound down through Yea, where we filled up the tanks. Then on to Yarra Glen, branching off at Christmas Hills to Eltham, with some dispersing near Templestowe.

After such a dismal start, it turned out a rather adventurous trip.

P.S I recently received a letter from Rusty, who said he had just about given up excessive drinking. He would be pleased to hear from any of the members while he is up in Darwin. His address is:-

Keith Johnson,  
Aircraft Maintenance Section,  
Radio Section,  
R.A.A.F Base,  
DARWIN. N.T

## **Big Daddy**

\* \* \* \* \*

## **CLUB REGATTA – DAYLESFORD**

Sunday 23<sup>rd</sup> March

The day got off to a good start with Bob Monaghan leading us off with his BMW, thus enabling yours truly to ride back in the convoy for a change – it gets a bit lonely up the front at times.

We took the direct route out along Ballarat Road, without stopping at Ballan (surprise! surprise!) where we picked up Anthony and Julie on the Suzuki and the Yamaha riding brother.

Arrived at Daylesford about 11.45am, having passed Les Leahy & Monica, Gary O, Joe, Mick & Katrina outside the Necessarium – must've been the cool weather.

The group spread out to various places for lunch, the sensible ones using the chish & fips shop, the gourmets sitting down to a meal in the local cafe, where they had the pleasure of hung-over, frizzle-chested, broken-wristed, scratched-tanked, scratched-perspexed Chris Thorn making charming comments about the colour and contents of their green-pea soup!

From there we bade Jolyon farewell to map out our coming Castlemaine trip, while the rest of us zapped around to Jubilee Lake for a bit-a-da-rowing-an'-a-splashing-an'-a-messing-around-an'-a-generally upsetting the natives. Do I need go into further details regarding the ensuing antics? Perhaps I should mention that Mick and Gary O were a running taxi service, safely clad in full wet weather regalia, and actually succeeded in grabbing a couple of gullible passengers with: "Come on with us. You won't get wet with us. We can row faster than the others. Snicker, snicker, smirk, smirk. Wot fun, wot fun."

Ever-thinking Leahy donned shorts and T-shirt, and with a haircut like that didn't even have to worry about wearing his rain hat.

Prior to this run a few people had asked me what an MSCAV regatta involved. Now you know! Nothing short of a Naval Battle!! Warfare over, bodies dried out, ice-creams consumed, we waited

for the drizzle to start so we could see if Dick was going to get another puncture, but as history didn't repeat itself, Mick lead off via Trentham to Woodend where we stopped for coffee to fill in a bit of time.

A few of us dispersed at this point and headed back to Melbourne, quite satisfied despite the uncomfortable damp feeling that always results, that the Club regattas are worth the effort. Thanks to Bob and Mick for leading (we hope to see more runs in the future lead by non-committee members) and also thanks to the riders for a good standard of riding – it's really great not to have a "watch-dog" patrol all the time.

## **Hairee**

\* \* \* \* \*

### **BM's and Bikes at Bathurst**

There I was strolling back from the Esses to my tent for lunch, when I spotted a magnificently rejuvenated old BM. As I was gazing in envy I was confronted by the owner (making sure that no-one touched his machine) and thus started a most interesting conversation. He had had the well known problem of burnt out mufflers and mentioned what he believed was the solution which I print below.

Drill two one-eighth holes, on the underneath part of each muffler, situated on either side of the seams. Drill a further hole at the rear between inner and outer walls. Those holes are principally to allow the escape of condensation. Next, soak the interior THOROUGHLY, with an alkali such as soda wash to get rid of welding acids. After drying thoroughly, slosh heat resistant paint such as Thermax around the inside from both ends and after draining dry thoroughly. Repeat the paint process once or twice more to build up a thick coating, and then fit them back onto the bike.

Oh – the racing at Bathurst? Snakey Blakey crashed in practice, but still won the production race on the big Duke, despite badly bruised ribs and a broken finger. Willing won the Unlimited, lowered his own fastest lap record with an average lap-speed of 96mph, so if he returns from the U.S for next year's meeting, he may even do a 100mph lap. Willing was clocked at over 180 down the main straight, and a 1948 Vincent in the Classic race did 146mph!

Despite many other racing highlights, the distinct lack of camping facilities, plus poor behaviour by a few peoples marred the weekend a little. The mud made things a little hairy on Saturday so most people walked about the campsite. The ring (an area set aside those who want to throw doughnuts) drew a fair sized crowd, but the mud stopped most from doing their thing. Ron Liebe had a go on Tiny's outfit, and then they tied rope around the wheels in an effort to get traction. The outfit required much washing the next day to get it back to its usual Honda looks again.

The trip up and back was trouble free: what else could it be with Guzzies and BM's being the majority? Mick did an all-night stint, helping to get Katrina's R75/5 back together, then got to Wallan five minutes before our 5.30am meeting time. Did your eyes feel like pogo sticks at the end of the day Mick? The route we travelled is one I will go again by -39 through Shepparton and Narrandera, then on through Cowra to Bathurst – though monotonous, being flat, it is pretty free of traffic. Only one lot of blue men were sighted on the way up. They had the boot up, spare wheel out, and were crouched behind the bonnet twiddling dials as peoples tootled into Shep.

Our trip back met with a fair bit of rain, and near Narrandera a willy-willy in the only ploughed paddock for miles, filled the whole horizon with red dust. Frank and Dick were missed at Narrandera, where we stopped for lunch. Others travelled back the night before to Wagga, and completed the return journey on the Monday.

## **Jolyon Dunn**

\* \* \* \* \*

The following statements were made recently at a House of Representatives standing Committee on Road Safety by a Professor of Psychology at Monash University, Professor R.W. Cumming, and may be of interest to Club members.

“I would like to enlarge on the subject of motorcycles, and in particular point out the problem that arises because of their incompatibility with cars within a common traffic stream. The main problem, or one of the main problems, concerns visibility of the motorcyclists by car drivers, and there are ways of improving this by requiring that white panels or white mudguards be fitted to the machines or perhaps by requiring that headlights be wired into the system. Both of these are possible areas which do not fall within the terms of reference of ACSVD, such as the desirability of requiring the motorcyclist’s helmet to be white rather than black, brown or red, and incidentally, this would lead to a cooler head which might be a good thing for several reasons.

The other problem I see with the helmets is the growing use of dark tint visors which are acceptable in the daytime, but are absolutely lethal at night. I mention this because here we have a problem of control. The fragmentation of authority means that whereas some items fall within the ACSVD’s terms of reference, others do not, and I believe it is important that this Committee has this sort of problem brought to its attention. The Committee has been told about the high relative accident rate of motorcycles relative to cars. Some of this could no doubt have been attributed in the past to non-standard controls but the draft regulations should cover this and that problem should be overcome.

“However, there are other items which worry me: The braking of motorcycles, particularly heavy ones, and perhaps means for avoiding skidding, or locking could be an advantage there. I will come in a moment to some of the reasons why some of these points have not already been covered by Australian Design Rules. I cannot see any reason at all for having a motorcycle of weight and power greater than, say, 250cc because the big motor bikes, of course, are getting just about as expensive both in cost and resources as a small car and yet have a very much greater accident risk.

The other point about motorcycles is that by their very nature rider protection is difficult to achieve, and so this leads to a question which I believe the Committee might consider, and that is: is the social cost of motor cycles too high even though, of course, they are economical to run and economical to resources? I raise the possibility that perhaps this Committee might consider ways of minimising the imposts by way of taxation and insurance costs etc on very small cars, perhaps by a slight tax, to persuade people against increased motorcycle use and to cars instead. I quite understand that today is hardly the time to suggest this particular tax differential but I believe that given adequate lead time this could be a very real saver of lives and injuries.

**Prof. R.W. Cumming**

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### CLUB MEMBERSHIP LIST

#### COMMITTEE

PRESIDENT	Peter Philferan 19 Aird St, Camberwell 3124	825420	Honda 750
VICE PRES	David Cumming 41 Belford Road, E. Kew 3101	852109	Honda 750
SECRETARY	Jolyon Dunn, 14 Elm St, Hawthorn 3122	865573	BMW 600
TREASURER	Neville Borgelt 105 Cramer St, Preston 3072	4782773	BMW 600
ASST. SEC	Margaret Peart, 7 Peel St, Kew 3101	867666	BMW 750
SOCIAL SEC	Linda Bowers, 1/20 Toward St, Murrumbeena 3168		
CLUB CAPT.	Howard Higham, 1/12 Leila Rd, Ormond	B/H 510921 Ext 282	Honda 750

VICE CAPT.	Les Leahy, 53 Wilfred Rd, E. Ivanhoe 3079		Guzzi 850
MAG EDITOR	David Cumming 41 Belford Road, E. Kew 3101	852109	Honda 750
MAG EDITOR	Margaret Peart, 7 Peel St, Kew 3101	867666	BMW 750

### MEMBERS

Denis Ackland	Watchem, 3483		Honda 750
Brian Ahern	1/1222 Dandenong Rd, Murrumbeena 3163	5699328	Honda 500
Keith Anderson	401 Mont Albert Rd, Mont Albert 3127	897399	Honda 750
Brian Avery	3/480 Lygon St, Carlton 3053		BMW 750
Mick Bames	39 Medbury Ave, Watsonia 3087	4352863	BMW 900
Les & Pauline Bennett	7 Loomai Close, Greensborough 3088	W3501222 Ex 370	Leyland 4
Peter Binnion	20 Butler St, Preston 3072	442445	Honda TL125
Frank Bloxham	41 Albert St, Mt. Waverley 3149	2775212	Honda 750
Richard Bloxham	41 Albert St, Mt Waverley 3149	2775212	BMW 600
Chris Bowers	7 Peel St, Kew 3101	867666	BMW 600
Father J. Browne	17 Hardy St, West Preston 3072	472586	Honda 750
Vicki Buchanan	10/267 Albion St, Brunswick W. 3055		Suzi 250
Frank Buttigieg	295 Camp Rd, Broadmeadows 3047		Suzi 250
Peter Bye	54A Morris St, Williamstown 3016	3791359k	Kwaka
Denis Cahill	38 The Broadway, Nth Altona 3025	867473	Yamaha 360
Graeme Carter	8 Marshall Ave, Doncaster 3108	8486068	Suzi 500
Rev. W. Casey	45 Railway Place, Northcote 3070	484062	Honda 500
John Cecil	153 Lightwood St, Noble Park 3174		BMW 750
Gary Clapham	13/173 Murrumbeena Rd, Murrumbeena 3163		Honda 750
Peter Clayton	6/76 Campbell St, Collingwood 3066	4193030/ W666026 ex6578	Honda 350
Mark Coghlan	39 Duffy St, Ainslie A.C.T 2602		Kwaka 900
Jim Coleman	102 Finch St, East Malvern 3145	505461	Kwaka 900
Charles Cord	40 Stanley St, Glenroy 3046	3061030	Honda 500
John Cord	4/117 Evans St, MacKay 4740		Yamaha 500
Andrew Davenport	44 Forster St. West Heidelberg 3081	451707	Norton 750
Mike Davis	12 Rolland Crt, Montmorency 3094	4397531	Honda 500
John Dawes	Box 195 P.O. Greensborough 3088	4354599	Honda 200
David Dick	17 Doysal Ave, Ferntree Gully 3156		Honda 350
Wayne Dimech	36 Lonsdale St, Bulleen 3105	8504038	
Matthew Donald	8 Cambridge St, Armadale 3143	W620411 Ex.323	Honda 450
Ross Earl	86 Mine Rd, Korumburra 3950	056-551853	Kwaka 900
William Elliott	5/242 Woodland St, Strathmore 3041	3797243	Suzi 550
Bob Evans	102 Willow Bend, Bulleen 3105	8505361	Honda 750
Mick Fagan	6 Bangerang Ave, Nth Sunshine 3020	3111822	BMW 500
Margaret Fenech	11 Redwood St, Heidelberg West 3081	457533	Honda 350
John Fitzpatrick	14 Myrtle St, Heidelberg West 3081	4591396	Yamaha 360
Michael Formaini	425 Clarke St, Northcote, 3070	W61001 Ex.1147	Honda 750
Malcolm Frew	8/786 Warrigal Rd, Oakleigh 3166		Kwaka 350
Joy Friswell	703 High St, Golden Square Bendigo 3550	477174	Honda 500
Cheryl Gallacher	4/14 Olive St, Caulfield 3162		BMW 500
Brendan Gleeson	51 Olympiad Cres, Box Hill Nth 3129	899861	Ducati 750



Peter Goodwill	30 Jacka St, Nth, Balwyn 3104	8579966	Chrysler V8
Audrey Gurr	105 Cramer St, Preston	4782773	
Bruce Hamilton	8/245 Warrigal Rd, Sth Oakleigh 3167		Kwaka 500
Beth Hancock	1/12 Leila Rd, Ormond		
Peter & Lois Hansford	4 Shadow Play Rd, Mooroolbark 3138	7268805	Yamaha 360
Geoff Harrison	17 Edinburgh Rd, Blackburn Sth 3130	882184	Ducati 450 BMW 600 Yamaha 125
Laurence Hartwick	14 The Boulevard Heathmont 3135	7294636	Suzi 550
Ron Hayward	105 Cramer St, Preston 3072	4782773	Suzi 125
Bruce Hellings	3 Bailey Crt, Springvale 3171	5465302	Honda 350
Ken Hewitt	40 Ludbrock Ave, Caulfield Sth 3162	963104	Honda 350/4 Honda 750
Robert Hodge			
Ken & Judy Holmes	32 Lima St, St. Albans 3021	3960805	Suzi 550
Roger Holt	13 Ellis St, Dandenong 3175		Yamaha 650
Stephen Hoskins	62 Blessington St, St. Kilda 3181	945670	Honda 750
Geoffrey Hunt	12 Miller St, Bendigo 3550		Yamaha 250
Pat Hussey	17/556 Moreland Rd, W. Brunswick 3055	3791756	Honda 500
Peter Jack	9 Jack St, Kedron 4031	072381811	Honda 750
Sam James	26 James St, Box Hill 3128	894096	BMW R69S
Ronald Jarman	91 Scoresby Rd, Baywater 3153	7292286	Honda 500
Rolf Jinks	11 Downes St, Strathmore 3041	3796679	BMW 900
Keith Johnson			Suzi 750
Heather Jones	F35624 1 Div, Mil. P.O, Enoggera 4052		Honda 500
Ross King	7 Hesleden St, Essendon 3040	3793610	Honda 350
Joe Klopfer	42 Albion Rd, Box Hill 3128	885182	Suzy 250
Dianne Korlowski	5/12 Aenone Ave, Noble Park 3174	5474369	Honda 550
Frederick Large	1/223 Station St, Fairfield 3078	485350	Honda 360
Gary Laurens	853 Plenty Rd, Reservoir 3073	4781140	Honda 350
Vincent Lee	38 Woolley St, Essendon 3040	3378482	Honda 550
Ron Liebe	(Box99) 98 Warrigal Rd Oakleigh 3166	567184	Suzi 750
Les Luke	3/5 Clovelly Ave, Glenroy, 3046	3060505	Yamaha 500
John Matcott	16 Dunlop Ave, Ascot Vale 3032	333257	BSA 650
Graeme&Kay McFeeters	2 Alexandra Rd, Lilydale 3140	7350474	BMW600
Geoff McGuigan	2 Coolibah Cres, Bayswater 3153	7299512	Norton 750
John McKenna	65 Hotham Rd, Niddrie 3042	3797217	Suzi 550
Paul McKenna	65 Hotham Rd, Niddrie 3042	3797217	Yamaha 650
Dennis McKenzie	341 Union Rd, Balwyn 3103	837422	Honda 500
Russ. McMennemin	8 Albion Rd, Glen Iris 3146	257420	Suzi 750
Trevor Michie	27 Birdwood St, Nth Essendon 3041	3795816	Yamaha 500
Howard Moffat	CPE RAAF Base, Laverton 3027 Block 100	3991311	BMW 750
Robert Monaghan	6/6 Smith St, Moonee Ponds 3039		BMW 600
Kathy Monaghan	6/6 Smith St, Moonee Ponds 3039		
Greg Moore	69 Price St, Essendon 3040	3377570	Suzi 550
Tim Moresby	2/28 Lyndhurst Cres, Hawthorn 3122		Suzi 500 Guzzi 750
Brian Murphy	1/535 Tooronga Rd, East Hawthorn 3123		Suzi 350

Jan Murphy	1/535 Tooronga Rd, East Hawthorn 3123		Suzi 185
Phil Nash	499 Springvale Rd, Glen Waverley 3150	5603308	Yamaha 360
Wayne Nourish	16 Oak Ave, Boronia, 3155	7622483	Suzuki 500
Cornelis Onvlee	6 Anthony Court Kingsbury 3083		Laverda 750
Decily Osborn	3/5 Clovelly Ave, Glenroy 3046	3060505	Yamaha 500
Gary Osborn	11 Aberdeen Rd, Blackburn Sth 3130	8773231	BMW 750
Gary Penhall	5/23 Wilson St, Wodonga 3690	241426	Guzzi 750
Don Perry	2 Baker st, Horsham		Suzi 500
Paul Price	169 Dalton Rd, Lalor 3075		Honda 750
Anthony Rae	11/611 Park St, Brunswick 3056	W3382811 EX.422	Suzi GT380
Colin Ralph	19 Hewetts Rd, Murrumbeena 3163	5680616	Suzi 750
Paul Reaby	68 Cassels Rd, Brunswick, 3056	364771	Honda 350
Rosemary Rider	6 Heaton Ave, Glen Iris 3146		Honda 350
Darren Room	10/3 Hanover St, Fitzroy 3065	W636031	Honda 750
Andrew Rowe	30 Salisbury Ave, Blackburn 3130	8771960	Ducati 750
Paul Ryan	16 Blair Ave, Frankston 3199	7812025	Honda 750
Trevor Ryan	15 Failie Ave, Macleod 3085	4358057	Suzi 185
Jill Ryan	16 Blair Ave, Frankston 3199	7812025	
Robert Savage	85 Draper St, Ocean Grove 3226		Honda 500
Donald Sexton	44 Mohoney St, Templestowe, 3106	8461151	Honda 750
Jim Shilton	35 Melon St, Braybrook 3019	3115128	Honda 250
Betty Shilton	35 Melon St, Braybrook 3019	3115128	Honda 175
Michael Sirianni	33 Tarwarri Crt, Greensborough 3088	3458630	Triumph 750
Greg Smith	50 Wallace Ave, Murrumbeena 3163	571722	Honda 750
Laurie Smith	6 Janet St, Blackburn 3130	899799	
Fred Showler	38 Parker St, Werribee 3030	7413010	Honda 750
John Stanway	18 Boyd St, Blackburn 3130	8783511	Suzi GT 380
Les Stevenson	"Belmont" Main Rd, Mt. Dandenong	7622665	Yamaha 250
Suzanne Strommer	4 White Ave, Bayswater 3153	7299592	
John Strommer	4 White Ave, Bayswater 3153	7299592	Honda 750
Katrina Sundstrom	6 Bangerang Ave, Nth Sunshine 3020	3111822	BMW 750
David Swallow	11 Darcy Ave, Sandringham 3191	984892	BMW 900/S
Peter Tapp	3/136 Bolingbroke St, Pascoe Vale 3044		Suzi 750
Frank Tapp	265 Elizabeth St, Coburg 3058		Suzi 250
Marilyn Taylor	8 Osburn Ave, Nth Balwyn 3104	853601	
Ian Taylor	8 Osburn Ave, Nth Balwyn 3104	852601	
Chris Thorn	7 Ryan St, Reservoir 3073		Honda 750
Frank van Grieken	21 Queens Ave, Oakleigh 3166	562749	Yamaha 360
Eddie Veith	730 Sydney Rd, Brunswick 3056	360261	Ducati 750
Ross van Baer	5 Munro St, Macleod 3085	455766	Guzzi 750
John Wade	153 Mitchell St, E. Brunswick 3057		Suzi 550
Lewis Warner	"Kuwinda" Beckett Rd, Donvale 3111	8743018	Yamaha 750
George Wehnert	12/32 Westbury St, East St. Kilda 3182		Honda 750
Graham & Helen Weston	Lot 59, Gladstone Rd, Dandenong 3175	7953152	Honda 750
Peter & Marg Westra	3/1 View Rd, Springvale 3171		Cortina

Bruce Whalley	3 Dwyer St, Blackburn 3130	8772706	Ducati 750
Graham Willmott	50 Queens Pde, Fawkner 3060	3592168	Honda 750
Lloyd Wissman	62 Blessington St, St. Kilda 3182	945670	Honda 350
Susan Woods	6/156 Station St Fairfield 3078	W4897633	Honda 750
John Woolcock	3/3 Rennison St, Mordialloc 3195	W613181	Honda 550
		Ex.96	

**LIFE MEMBERS**

Malcolm Bevan	44 Devon St, Cheltenham 3192	938874	Toyota
Ken Brown	29 Hall St, McKinnon 3204	583403	Honda 175
Fred Carron	38 Valentine St, Ivanhoe, 3079	492776	Holden
Tom Garrett	55 Lasiandra St, Forrest Hill 3131		V.W
Bruce Higgs	70 Hilton St, Mt. Waverley 3149	2325828	BMW 750
Ken Kilgour			
Alex McLean			
Peter Philferan	19 Aird St, Camberwell 3124	825420	Honda 750
Len Shearer	29 Fromhold Drive, Doncaster 3108	8485072	Cortina

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