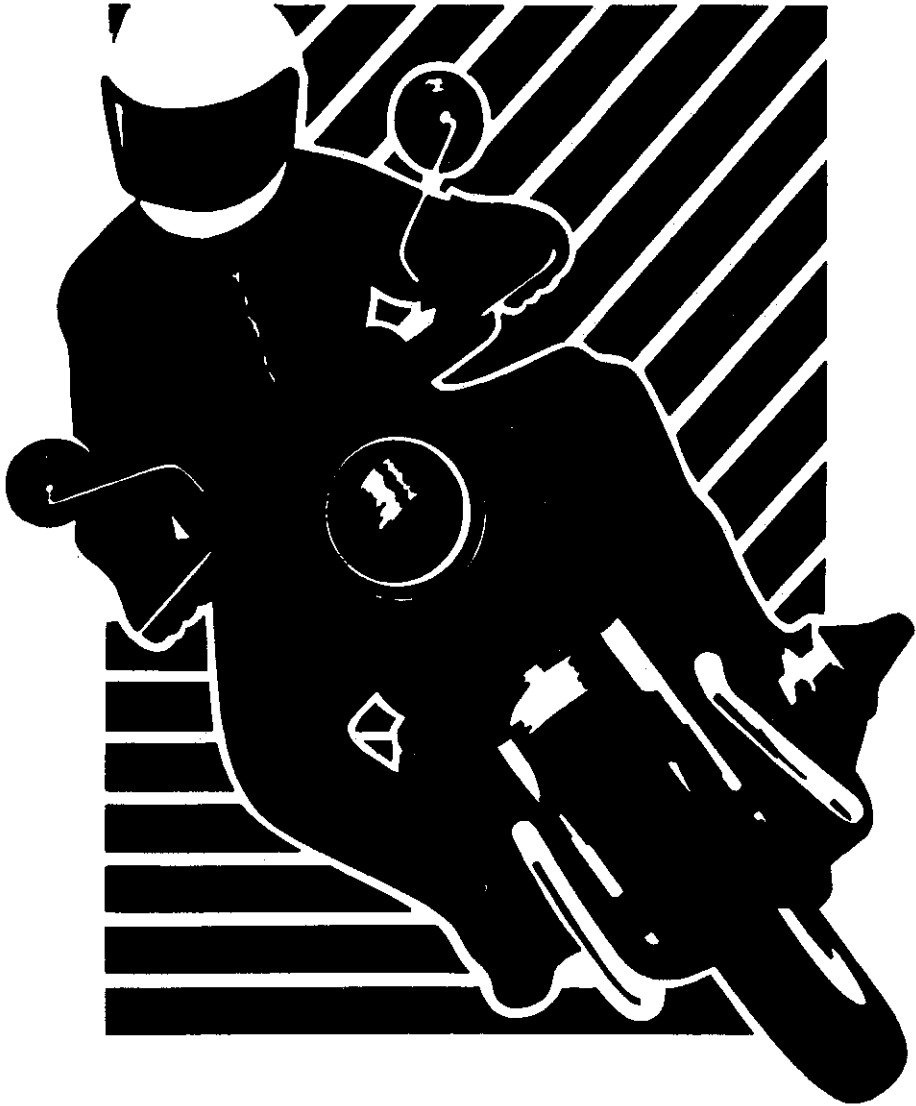


MAY 90

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA INC.

P.O. Box 453, Richmond 3121, Victoria

May 1999 Itinerary

May

Thurs. 6th Annual General Meeting
8.15 pm Club Hall, Election of Office Bearers

Sunday 9th Reefton and Black Spurs **Tim Walker leading**
9.30 am KBCP, 10.30 am Yarra Glen

Yarra Glen to Healesville to Warburton and up Mt Donna Buang should warm the tyres up and get you back into form. Watch out coming down – some of the corners tighten up and invariably it is foggy or the road is wet and mossy. Back to Warburton for a coffee break, then around to Reefton and across the Reefton Spur (always a great road), 4 km of smooth dirt road (Tim's running the grader over it a few days before) and down to Marysville and the bakery for lunch. This ride is marked *not suitable for inexperienced riders* and that's because there are lots and lots of corners. After lunch it's across the Black Spur to Marysville, up Chum Creek Road to Toolangi (grouse road), across to Kinglake, down the diabolically dangerous St Andrew's Road to break up at Kangaroo Ground. About 300 hard km.

Thurs. 13th Social Sip - Baden Powell Hotel, 61 Victoria Parade, Collingwood, 7 pm

Sunday 16th Woodend **Wayne Grant leading**
9.30 am KBCP, 10.30 am Whittlesea

This will be a leisurely ride and could be very cold. The route includes Wallan, Kilmore, Lancefield, Hanging Rock, Woodend (lunch), Mt Macedon (The Cross?), Trentham, Greendale, a bit of the Western Highway to Bacchus Marsh and then around through Toolern Vale to finish at the Organ Pipes on the Calder Highway. Lots of things to see and do. Could be a good pillion ride. About 260 km for the day.

Sunday 23rd Gembrook Pub Lunch, 1 pm **Ian Payne leading**
9.30 am KBCP, 10.15 am Hallam

We will leave Hallam and proceed to Monbulk for a short break and then ride some interesting roads through the Dandenongs to Gembrook and the 'Ranges Hotel'. We plan to have a counter meal here and perhaps visit the small 'Motorist Auto Museum' before heading home via Beaconsfield, Berwick and Narre Warren. A fairly short ride of about 160 km. if you are travelling by car we expect to reach the lunch destination at 1 pm. See Melways reference Map 189 H 10.

Sunday 30th Seymour **Geoff Jones leading**
9.30 am KBCP, 10.30 am Whittlesea

Details sketchy at the moment but expect to head north and west. The Flowerdale Road and Strath Creek look a possibility, Seymour maybe for morning tea. I expect we'll pass through Pyalong and circle northwards through Emu Flat and south to Bacchus Marsh via either Gisborne or the Blackwood Greendale Road ending in Melton. Val Jones normally turns on a splendiferous afternoon tea. Expect about 400 km of fast sweeping roads for the day. Should be a top day, rain or shine.

June

Thurs. 3rd General Meeting, 8.15 pm Club Hall, new itineraries, meet new committee.

April Who's News

The Club welcomes new member **Peter van Meurs** riding a Suzuki TL1000, **Scott Schrieke** on a CBR600 and **Enzo Cunico** on an RF900. They have all joined in the last month or so boosting our membership to 81. We wish them well and look forward to seeing them on many rides.

The **MTCV Home Page** has taken another 179 hits last month and 3408 since April 1996. This is our biggest monthly hit (142 last month) and is proving to be a powerful source of advertising for the Club.

Seen at the **April Social Sip**: Dianne Welsford, Jon Riddett and Zara, Darren Morecomb, Davorin Zivkovic, Robert and Mandy Matricciani, Nick and Tim Casemore, and Mick Hanlon.

Seen at Phillip Island at the **World Superbikes**: Dave Ward, Bronwyn Manifold, Jon Riddett and Zara, Mark Turner, Paul Tallents, Rhys Williams, Tim Walker, Dianne Welsford, Darryn Webster, Ben Warden and Julie McCall, Enzo Cunico, Dicky, Mick Hanlon, Tom Saville and Andi Sirninger, Tony Schrader, Vince Genova, Ian Payne, Geoff Barton and son, Warwick Piper and Kim, Darren Hosking, Wayne Grant, Jenny Burns, Mick Bosworth, and Nick and Tim Casemore.

Jack Youdan has a new Moto Guzzi 1100 Sport. He has been seen riding it on the last two club rides. He also has a CBX1000 (6 cylinder) hiding at home somewhere.

Nick Prapas has an RGV250 play bike to complement his Ducati 996. Ducati for *Café Cruise* rides and the RGV for the *Reefton/Eildon* style rides. That makes 3 RGVs in the Club.

Danny Vits is having a new cylinder barrel fitted to his R1100S in an effort to stop the oil leak. The bike has been into BMW 7 times including replacing every seal. This is the ultimate solution.

Congratulations to **Darren and Wendy Hosking** who are expecting a baby in July. Then we'll see how much time he has got for riding!

Ben Warden had a "minor" crash in the Grampians on Good Friday on the way to Adelaide that resulted in two broken ribs, a lacerated big toe, and miscellaneous bruising. Gravel on a corner.

While down at the World Superbikes **Dicky** (Darryl Otzen, former member) was propositioned! Yes, the owner of *Tiger Angel Leathers* asked him to seriously consider 125 racing as his size made him an ideal candidate. He was stoked.

Vince Genova is relocating his Honda/Ducati dealership to a new shop on Maroondah Highway. Check it out.

Thanks to **Phil Cottier** from *Grice & Grice Solicitors* who donated \$100 to the Club coffers for running of their ad in our magazine. He also contributed an article.

Theo Kalkandis is in hospital undergoing shoulder surgery that will keep him off his bike for about 3 months. The Club wishes him a speedy and full recovery and looks forward to him riding again.

Ben Warden, Editor (in collaboration with Ian Payne)

President's Report – May 1999

The past 12 months has seen much upheaval in the committee with the early resignation of Tony Pricor and Stewart Forster and their positions were left unfilled for the remainder of the year. This reduced the elected seven-person team down to just five. Not an ideal situation considering the Club used to function with nine committee members, but it is a credit to the remaining committee members that this reduction had no noticeable effect on the Club. So it's thanks to: -

Treasurer Darryn Webster whose newness and enthusiasm was most welcome. Also his attention to detail ensured the financial records were always up to date. Unfortunately Darryn has recently tendered his resignation and advised us he would not stand for re-election.

Secretary/Editor Ben Warden has coped admirably with these two demanding positions and although an old hand in committee participation, his eagerness to maintain the high standards of our Club still shine through which is most evident in the rides he leads and the newsletter.

Assistant Secretary/Public Officer Danny Vits has vast experience on committees, which has made some of the hard decisions easier to work through. Also his knowledge on the workings of the incorporations act have made changes so much less of a worry. In addition, his extensive bush walking expertise has added many new destinations to our rides.

Captain Wayne Grant still has a genuine enthusiasm about the Club and combined with his tolerant nature make him an ideal committee member who can quickly analyze problems and put forward simple solutions. Wayne also purchases the supper and door prizes for our monthly meetings.

Social Secretary This has been a combined effort over the past year but most of the credit needs to be attributed to Ben and Wayne. I thank them all for their support and look forward to their continued association with the club.

During the year changes to the Incorporation Act compelled us to implement a *Grievance Procedure* and display a *Registration of Incorporation Number* on all Club correspondence. Also the itinerary dates have been aligned to end with the Club year so that only the current committee members are shown on itineraries.

We all have other activities vying for our time; I personally have 3 adult daughters and 2 grand children all of whom I like to spend time with. I also belong to 2 car clubs, have a long-term relationship, and odd jobs to do around my home. These do not leave a lot of free time. But I still enjoy motorcycling and the way our Club fosters friendship and conducts rides makes it easy to indulge in this activity. An organised "ride every Sunday" is our strength and although much time is spent ensuring the ride and corner marking system proceed smoothly, it is worth it. In fact many clubs have now adopted "our" system because it works so well.

But our Club is more than a club. Friendships develop that endure long after association with the Club is gone. For example, I attended a wedding earlier in the year and all the people that I knew there, were, or still are, members of the MTCV. In fact the wedding would not have happened if not for the Club because the bride and groom met through the MTCV.

Compared to this time last year the number of members is pretty static but this hides the fact that about a quarter of our membership didn't renew their subscriptions. Though sounding drastic, it is only marginally higher than other years. Fortunately we have recovered our numbers with the influx of new members. The MTCV Web Site is performing strongly taking an overall average of 92 hits per month since its inception back in April 1996 and around 120 per month in recent times and can take considerable credit for this recovery. Its power to attract new members is significant and about 25% of the members have email addresses. Thanks to Ben Warden and Darren Hosking for their continued maintenance of the site.

To all members I thank you for your participation and friendship over the previous 12 months and look forward to another year in the MTCV

Ian Payne, President, 1998/99

TOTAL INCOME AND EXPENDITURE		1998/99	ASSET REGISTER	
INCOME				
Door	\$ 621.00		Assets	
Membership	\$ 1,636.50		Urn	\$ 20.00
Donation	\$ 302.00		Typewriter	\$ 20.00
Ride days	\$ 2,550.00		Total	\$ 40.00
Interest	\$ 3.77			
Accommodation	\$ 110.00			
Merchandise	\$ 16.20			
Other	\$ 222.00			
TOTAL	\$ 5,461.47	\$ 5,461.47		
EXPENDITURE				
Magazines	\$ 587.04		Asset	Amount Reason
Hall Hire	\$ 400.00		Metal Badges	\$ 18.00 Sold
Door Prizes	\$ 174.44		Adhesive Badges	\$ 66.50 Sold
Postage	\$ 827.75		Cloth Badges	\$ 129.50 Sold
Supper	\$ 181.07		Ear Plugs	\$ 48.90 To be raffled
Bank Fees	\$ 14.81		Racv Maps	\$ 4.00 Missing
Accommodation	\$ 100.00		Bungee Cord	\$ 5.00 To be raffled
VMC	\$ 50.00		Urn	\$ 40.00 Depreciation
Ride Days	\$ 245.85		Typewriter	\$ 280.00 Depreciation
Inc Fees	\$ 32.00		Tarpaulin	\$ 45.00 Missing
Itinerary	\$ 350.00		Stapler	\$ 198.45 Faulty
Australia Post	\$ 44.00			
Other	\$ 603.51			
TOTAL	\$ 3,610.47	\$ 3,610.47		
Sub Total		\$ 1,851.00		
Plus balance carried forward from 1997/98 financial year		\$ 1,194.02		
Final Total		\$ 3,045.02		

Alexandra Sunday 25th April, 1999

Participants: 21 people, 21 bikes

R1100 GS	Geoff Barton	GSXR750	Ray Walker
RF900	Enzo Cunico	748	Dave Ward
GSXR600	Nick Casemore	ZXR750	Ben Warden
XTZ660	Ian Handforth	GSXR750	Darryn Webster
YZF600	Mick Hanlon	CBR600	Dianne Welsford
YZF750	Dave Ward	ZX7R	Rhys Williams
YZF750	Craig Morley	1100 Sports	Jack Youdan
RF900	Ian Payne	CBR900R	Andrew Edmonds (1 st ride)
RGV250	Nick Prapas	ZZR250	Joanne Slater (1 st ride)
RGV250	Bronwyn Manifold	GSXR750EF	Noel Maggs (1 st ride)
TL1000	Peter van Meurs		

The bike trip meter registered 50 km on reserve so I figured I had better fill up immediately. I had to queue up to put air in the tyres and, as I had promised Dave I would lead them out of the city, time was of the essence. It was cold but dry with a forecast of a beautiful winters' day: bright sunshine and no wind. The forecast proved correct. The weather was sensational.

At the Kings Bridge Car Park there were Geoff from Loch, Ray from Pascoe Vale South and Andrew from Queensland on a CBR900R. Andrew had rung me the night before after getting my number from member Tony Fabris, care of Brighton Kawasaki. He was looking for someone to ride with, but was surprised at how few of us there were. I suggested that there would be another ten or so at Yarra Glen, the second pickup. There were another seventeen!

The Kew Boulevarde was relatively quiet when compared to the previous day's Café Cruise stopover; and not a policeman to be seen. We continued out the not-so-dreary Eastern Freeway to Springvale Road, picked up the Old Warrandyte Road to ... Warrandyte, around to Kangaroo Ground, getting tangled up with a few bikes, and on to Christmas Hills and Yarra Glen. More bikes.

Jack was riding a new toy: a black Motor Guzzi Sport 1100. It barely gathered a glance but as rear rider Jack seemed to be enjoying the accelerating ability every now and again, rearing up in my rear view mirrors after corner marking. President Ian Payne gathered us all around and Dave gave us the corner mark spiel and noted the day's route and first stop. Gentlemen (persons), start your engines, as they once said.

Direct route to Healesville and then across the Black Spur. Dave Moore and Dave Ward set off at an indelicate speed across the Spur, got the jump past some cars and were gone. I rode a lonely fast ride, the traffic light, the road dry and clean. Excellent. Craig was next and we corner marked the Marysville turnoff. I was a bit achey after the exertions and appreciated the rest. Ian Handforth, closely followed by Jack, arrived and we were soon heading for Marysville and Buxton. Ian Payne, Craig and I toured sedately up the highway to Taggerty keeping in close formation to Thornton, then taking the back road into Eildon, where people were gathered at the servo refueling. Note the red ute giving it heaps along this section. Morning tea at the shops. Time to catch-up with a few irregulars.

Dave Moore had magically appeared out of the woodwork. He has bought a dirt bike and has been spending time rebuilding and riding it. Andrew from Queensland was surviving; more corners than he was used to I suspect. Nick needed a few cable ties to stop his RGV fairing flapping, and a knife to cut them. He jokingly complained that the knife was too small so I produced a bigger one. That stumped him. New rider Joanne Slater (Tony Fabris' better half) and friend of Bronwyn's was riding the wheels off her ZZR. Tony has promised to buy her some leathers. Geoff's cows are still giving milk and there is nothing much in Ian Handforth's huge top box other than a few tools and a set of jumper leads purchased after a new rider had

battery problems on Paul's ride a few weeks ago. (He has the makings of a very good rear rider me thinks.) Enzo had a good day at Phillip Island, Craig's tyres were worn, and Ray's bike was running on three cylinders, weeping oil and dragging the chain. Hmm.

Onwards, and Dave has gone, back to the Torbreck River Road, some 37 km of twisty road before turning to dirt. We all managed to get there in one piece, although some were lucky to survive, looking in my mirrors and listening to tales. The surface is in fantastic condition with no bark, leaves or green lichen on the road. And I reckon there is only one bump in the whole road – I found it. Ouch. Ian did mention gravel on one corner. Some people don't like the white pebbly surface at the beginning of this section, but on the way back, after a sighting lap, there was even more ragged riding. All good fun, and the girls were flying.

Nick's bike was disintegrating the more he rode it, the fairing now showing signs of recent close encounters with the bitumen. He blamed Dave. I gave him some more cable ties and tape.

Back to Eildon and up the Fraser National Park road. I did a big lean on Dianne round a corner and later Nick leaned on me, giving me the wakeup call. I followed with Dave Moore just behind. Dave had been swapping the lead with Nick up the hill, using his power advantage, toying with him. Thank god Nick is not your average 250cc jockey in size or he would have left us for dead. Rhys was cruising and sight seeing having never been on the road before, despite coming to Eildon to race boats for the past 30 years. He got a rude awakening, reminding him that he has riding with the "touring" Club.

Alexandra for lunch and fuel for some. We parked outside the bakery and set up a few tables. I signed up Peter van Meurs on the TL1000 as a member, being his third ride. He happily handed over the \$25. Dave had a deadline to start work and was feeling the pressure. Time to go.

The Molesworth Road was as fast and flowing as ever, complete with the gravelly last corner. I caught and followed the smooth and fast Dianne along here. Then very legal to Yea where I corner marked. In no time at all Jack appeared. I didn't catch anyone along here except Nick going slowly. His oil level light had come on indicating a low level and he was taking it gently. His bike took a litre of oil at the next fill. I pulled into Kinglake West amongst a group of bikes, before realising they were not us. Then I noticed Craig was corner marking the turn to Kinglake and took off again.

Plenty of bikes were refueling at Kinglake as I started down the St Andrews Road. More people have crashed along here ... Just past the St Andrews Pub we cut down Elmo Road to pick up the Christmas Hills Road to Kangaroo Ground where we regrouped and disbanded. Our numbers had dwindled from 21 to 14, people diverging at Kinglake West and again at Kinglake.

It was very good ride put together in a way I had never done before. Thanks Dave. It worked really well. Rhys had no idea where he was and if we said Sydney, he would have believed it. He'd had a good day. Andrew will be back for more. He is an interesting sort of bloke, having won half the value of the bike playing Black Jack at the Casino! He was also bamboozled, not having a clue on how to get to Brighton. I trust he found his way.

Home by 4.30 pm after accumulating another 420 km for the day. The 500 Grand Prix was on at 3 pm but Mum had recorded it after getting a call on the mobile from Yea. Mick came second in pouring rain. Junior Roberts won it, now having two from two. It could be an interesting season.

The bike clocked over 10,000 km (indicated) and is starting to feel her age. Rhys informed me that a ZX7 motor will not fit in my frame – the air box and carburetors get in the way. As it is 10 kg lighter and has 10 more horse power it would have been the way to go. Plan B.

Ben Warden (ZXR750)

SATURDAY 24 APRIL 1999
CAFE CRUISE

Leader: Nick Prapas (Ducati 996)
1st Rear rider: Dave Ward (Ducati 748SPS)
2nd Rear rider: Ben Warden (Dominator)
3rd Rear rider: Theo & Maree (Yamaha YZF1000R1)

Bronwyn Manifold (Suzuki RGV250)
Tim Walker (Kawasaki ZX7)
Tony (Ducati 996)
Spiro Prapas (Ducati 996)
Ian & Kerrie (Suzuki RF900)

Dianne Welsford (Honda CBR600)
The Dazzas!:
Darren Morcombe (Suzuki TL1000)
Darryn Webster (Suzuki GSXR750)
Darren Hosking (Honda VTR1000)

Weather report: Couldn't be better

Route: Cafe Racer, St Kilda (the getcha goin cuppa)
Williamstown, La Porchetta (pizza/pasta/sunburn)
Kew Boulevard (gelati/cop watching! etc)
Kerferd Road, Matchless Deli (last cuppa for the day)

11.00am start at Cafe Racer, even this nocturnal little black duck can make that on a Saturday morning, turns out I was the only one who could though, at 11.00 I found myself only accompanied by a group of cyclists...now I know I haven't been out with the club for a while but I gathered the club hadn't changed quite this much. Darren Hosking turned up shortly thereafter, following by the others one by one. A yellow 996, a red 996, a yellow 748SPS, another red 996...yep....this is certainly the cafe cruise! Now I want to see all those Dukes on the next dirt ride!

After having my first hit of caffeine (or 2) and a chat, Nick lost his sanity for a moment and asked if I would like to ride his bike to Williamstown...does a bear shit in the woods!...He seemed quite content to let me ride...until...Dave & Bron said "geez you're game", a look of panic crossed his face, but I jumped on the bike before he could renege...but wait...the clip on the jacket belt will scratch the Duke...no prob, I can leave it undone & tuck them in each side pocket!...but wait, the key clip will scratch the Duke, no prob, we'll clip it on the front pocket, didn't realise you had to ride Dukes naked...finally got they key in the ignition and told Nick I'd go first to give me time to do the U-turn up the road, another look of panic! So I just said I'd be right and shut my visor and mouth and waited for him to finally leave his pride and joy in my care (and who wouldn't trust someone with as many speeding tickets as me, they say Dukes are better ridden fast don't they?) David ended up being rear rider from here just as he was the last one left to leave! (though personally I wonder if Nick paid him to sit at the back to keep an eye on me!)

FINALLY they leave, and get as far as the other side of Beach Road, where Nick pulls up and asks Bron where I am, (I was just awaiting a break in the traffic Nick, had a hunch you'd rather it back in one piece). I quickly made my way through the pack to the leader to try to ease his worry...which was fine until I cornermarked and he asked Bron again where I was!! Ah, such trust!

Onto the Westgate, where there was a lovely big oil slick right around the u-turn onto the bridge, knowing how blind we non-Ducati riders can be again Nick slowed down pointing like crazy at it and hoping I'd notice. Spiro pulled over here to let his bike's temperature rise a bit (needed a run-up to get the Duke up the bridge didn't you Spiro!) I slowed down to see what Spiro was doing, figure by this time Nick must be starting to trust me out of his sight, besides it may give me a chance to do some stand-up wheelies over the Bridge, may as well practice on a bike that's not mine! We all made it into Williamstown, around the roundabout, and around the roundabout again....and on to La Porchettas (will have to borrow your bike again Nick, a girl can get a fair bit of attention turning up on a 996!).

We sat out in the sun enjoying pasta, pizza, for we redheads a pink scalp, a pink nose etc, etc. Ian decided it was "one of those moments" and went off to find a chemist...to buy a disposable camera...he came back with a 27 exposure camera & took 1 photo, looks like we need another 26 cafes! David decided on the way past me to tickle me, which resulted in me piercing the ears of everyone in Williamstown...just for that I took possession of his bike for the next leg of the ride.

After a really enjoyable lunch Darryn Webster joined our ranks, I got on Dave's 747SPS, he got on my superb Honda! Ben became rear rider, and we all followed Nick back across the Westgate, past Southgate, across the Yarra and...one cornermarked straight and one cornermarked to turn right, taking a gamble Dave & Bron followed by the rest of us went straight..of course the others had gone right! So Dave led our little group to the Boulevard where we met up with the others again.

Hitting the Boulevard I was really looking forward to seeing how the Duke handled in corners (you didn't hear that Dave!) but I had to tootle through as every single bike was warning us of police. It turned out to be a bike cop at the very beginning of the Boulevard. We had a gelati here and amused ourselves watching a bike get waved down, ignore the cop and ride on, then came back riding past the cop again, then turned up again to park on the corner...smart guy! Chatted some more...Ian took another photo....we lost our not-so-serious cafe racers and the rest of us continued on to Kerferd Road via Albert Park Lake...this time I was on the best bike there...a CBR600 with fluro wheels (I just know you're all green with envy!).

Theo went rear rider to the Matchless Deli, we just went up the Eastern, through the GP Track...I mean Albert Park Lake!.....and down Kerferd Road...where Ian took another photo (did you go to 24 more cafes after leaving us Ian?, you could have just taken 24 photos of my bike to blow up and put on your wall!)

We left the Deli at approximately 4pm and had covered approx. 75 kms. Not your usual touring club ride but I, and I'm sure everyone else there, had a really fantastic day. It was great to be able to just kick back and enjoy the sun, the conversation and the company and do something different. Thanks heaps Nick for leading the day (and for the ride, for all the comments above I have to hand it to him, it would have taken heaps of trust to hand the key to that baby over! I LOVED riding it!), thanks Dave (thank you to for the ride on your Duke, again I loved it, will have to borrow it again though to test those corners in the Boulevard though! You'd better remember that next time you tickle me!) and Ben and Theo for going rear riders and I'm now going to try to work out how to save for a Ducati...judging by what it was said about legal secretary's wages on Saturday I should be able to buy one next week, with my left over change. Mind you I'd still need to keep the CBR for long rides as I must admit it's quite a lean for a duck like me and the shoulders feel it after a while, but I still wouldn't mind one!

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More Who's News

Club Participant of the Year has been finalised. The top 10 Club Participants include Ben Warden with a score of 95.5, Ian Payne 77.5, Tim Walker 46, Lyn Duncan 45, Wayne Grant 43, Darren Hosking 36, John Willis 35, Ron Johnston 33, Rob Matricciani 33, and Dianne Welsford 32. The points are accumulated by attending a function (ride, social sip, general meeting) (1 point), leading a ride (additional 1 point), acting as rear rider (additional 1 point), and contributing to the Club Magazine (1 point per article per magazine, maximum of 2 points per magazine).

For Sale: Dunlop D207 (Road), 160/70/17 new \$180.00 Phone Gerry 9458-5309.

Joke: One night, as a couple lay down for bed, the husband gently taps his wife on the shoulder and starts rubbing her arm. The wife turns over and says "I'm sorry honey, I have a gynaecologist appointment tomorrow and I want to stay fresh." The husband, rejected, turns over and tries to sleep. A few minutes later he rolls over and taps his wife again. This time he whispers in her ear: "Do you have a dentist appointment tomorrow too?"

Mirboo North

Sunday April 11th

Riders: (15 bikes, 15 people)

Ben Warden – ZXR750 (leader)

Tony ? – 996

Ian Payne – RF900

Craig Morley – YZF750

Tim Walker – ZX7R

Mick Bosworth – ZX9*

Patrick Davey – ZX6R

Enzo Cunico – RF900

* Non Members

Derek Atkinson – FZR1000 (r/rider)

Phil ? – VFR750*

Jeff Servaas – TRX850*

Paul Tallents – YZF600

Steve ? – VTR1000*

Scott Schrieke – CBR600

Theo Kalkandis – R1

Route:

Yarra Glen to Healesville, Yarra Junction, Powelltown & Warragul for a break. To Arawata, Mirboo North, Boolarra & back to Mirboo North for lunch. On to Dumbalk, Marden South, Ranceby, Poowong, Drouin and finish at Pakenham.

Ride:

I arrived at Yarra Glen to find a large group of bikes in attendance but on closer inspection I didn't recognise any of them! Turns out they were just a group of friends going for a ride down to Korumburra. While waiting for our group to arrive another large bunch of bikes passed through. 'The good weather had certainly dragged the bikes out today.'

First to arrive was Tim followed closely by Derek then Ben and the group arrived shortly after. Ben was holding up remarkably well considering the minor crash he'd had 10 days ago on Easter Friday had resulted in a couple of broken ribs, OUCH. Thank goodness for *Panadol Forte*. The spiel was given and Derek volunteered for rear rider duties but unfortunately the emergency kit was with new member Geoff Barton who was waiting at Hallam!

We headed to Healesville via the back roads then across to Yarra Junction and down the Noojee road. Along the way we caught sight of Darryn Webster, Gerry East and some other riders. They were apparently heading for the Reefton Spur.

Just past Powelltown we caught up to an early model Commodore towing a trailer who thought he could outpace us! But the only thing stopping us from passing him was the wildly swinging trailer that was either in the dirt spraying us with gravel or way over the white line in the other lane! We had just managed to pass him when as we rounded a right hand bend and were confronted with a CBR600 on its side! It was Scott. He appeared OK so Craig, Paul and I continued on to alert Ben. Scott had apparently run a bit wide, found himself on the loose stuff, and fallen over. He was unhurt and the bike had only some scratches on the fairing and a broken right hand front blinker.

We continued on and regrouped at a new service station on the outskirts of Warragul for fuel and allowed the others to catch up. In all the excitement Phil filled his VFR with diesel fuel. This necessitated pulling off the ducktail fairing to remove the tank and empty it! The extended stop gave us a chance to talk to Scott who explained that his bike had "just wanted to do a bit of gardening" and it was now the perfect excuse for that custom paint job!

Tony on the 996 left us here while the rest of us proceeded into Warragul proper for our morning tea. After a leisurely break we headed due south to Ranceby where along the way we came upon a yellow VTR in the bushes. It was one of ours! Steve had apparently run off the road and fell over in the soft stuff. Fortunately only very minor damage to both man and machine. We continued on through Arawata, Halston & Mirboo North then south to Limonite. At this stage I was following

Phil when his VFR decided to launch the single seat cover at me! This was the second time it had come off today and unfortunately it didn't survive the second encounter with the ground. On through Boolarra South and Boolarra, then back to Mirboo North for lunch at the new bakery.

There were quite a few bikes in town and a pristine early 70's Honda 4 looked familiar. Yep, it was Nick, a friend of member Paul Burns, out for a ride with a mate on a Ducati, which just happened to be Paul's old bike!

After lots of talking and something to eat, it was off again to traverse more of South Gippsland's twisty roads. Down to Dumbalk, Maude South, Leongatha, Arawata, Ranceby and Poowong. Unfortunately Theo missed the Poowong corner-markers and went straight on. Mick noticed the error and set off in hot pursuit, only to find Theo a little "difficult to catch". When they eventually stopped they were miles away but fortunately Theo knew the route Ben intended to take so they managed to rejoin us as we regrouped in Drouin. After a short break where much discussion centred on tyre wear; we refuelled then proceeded along the back roads through Bunyip and Tynong to Pakenham for break up.

All in all an excellent day even considering the 'dramas' that took place. The route was well thought out and as usual contained most of the "good" roads in South Gippsland. Also great weather and a good bunch of riders made for an outstanding day's ride.

Ian
Suzuki RF900

MIRBOO NORTH RIDE April 11th

Stage 1: 60km. Ben, Scott, Theo, Patrick, Mick

A beautiful morning saw 5 riders at the first pickup point in the City. We didn't think our leader, Ben, would show up due to a fall the previous week in Adelaide resulting in broken ribs etc! Sure enough, Ben rolls up unperturbed and ready to roll. We headed off the usual way through Kew Boulevard. No Mr Plod this time of the morning. Through to the Eastern Freeway, Warrandyte, then through Kangaroo Ground passing Mr Plod in the new Pajero with Patrick testing the braking efficiency of the 6 potters on his ZX6 with quite a high stoppie! On to Christmas Hills with slight moisture on the road to our next pickup at Yarra Glen for breakfast, morning tea, fuel.

Stage 2: 110km.

With Yarra Glen in our mirrors we headed off via the scenic route to Healesville, then Yarra Junction and Powelltown. The limits were starting to push on the twisties towards Noojee. A couple of groups of 3 to 4 riders were enjoying the excellent road conditions. One decreasing radius turn saw a few of us entering quite hard, Scott (CBR600) losing the front end, the CBR looking for the cliff edge, and Scott continuing on the line, less his bike. Throttle grip says keep going, he'll roll out of the way. Experience says he won't. Sure enough, Scott's rolling ended right on my line and I stopped close enough for him to rest his back on my front wheel and recover his breath. Scott was fine with the bike only suffering minor cosmetic damage and a bent rear brake lever. His rear suspension was somehow now full of gravel and quite stiff.

We continued on and had just caught up with the next group, about 5km further, when Steve (yellow VTR) mowed the grass on a right hander. (*Actually 5 km after lunch break. ..Ed.*) He'd nearly saved it, just diving into a 6 inch channel left by a 4WD and dropping into the grass. Broken indicator, fairing etc. Apparently mild mannered Tim went past Steve in the belief that he made room for him. Unbeknownst to him, Steve was in the process of spearing off the road and crashing.

On to Neerim South and Warragul with no further incidents on this fantastic section. Refuelled at top new servo - Phil filled up the VFR with diesel but had removed tank and emptied back into a ground tank, (no charge) before a few of us had even got there. Tony put a bit of weight on the back of Scott's CBR (by sitting on it) and seemed to have revalved the rear shock because according to Scott it now handled a bit better. This section provided some fantastic roads.

Stage 3: 125km

We left Warragul, along the Korumburra Road to Arawata. Then three km of nice dirt towards Leongatha, saw a few practicing their sliding skills, up to Hallston, through Mirboo Nth to Limonite, around to Boolara and back to Mirboo Nth. Tight twisties around Boolara and some more great roads also made this section one to be talked about for some time. We parked outside the new large bakery for late lunch.

Stage 4: 110km

Mirboo Nth - towards Leongatha via middle road before turning towards Dumbalk - 4 km tight, twisty, steep down hill. Through Dumbalk then back up 6 km of heavily gravelled tight twisties to original middle road. Back over Arawata dirt, around to Poowong and up to Drouin for toilets, petrol and regroup.

Stage 5: (60 km)

Drouin, back roads parallel to highway, long, long straights (Bunyip, Longwarry, etc) to breakup at Pakenham wherefrom people scattered all over the place. Paul (YZF600) finished with a perfectly worn rear tyre, no flat spots in the centre, just no tread left anywhere! Enzo (RF900) also pulling all stops and frying the edges on the 207ZR. Quite a long trip for some, especially the dynamic duo from Ballarat, who had a break at my place only to get home after midnight in the freezing temperatures.

Note: This was one of the best rides I and a few others have been on and I would like to commend Ben on his selection of fantastic roads, and a reminder that Ben was leading with 2 broken ribs and big toe nail removed as a result of Adelaide crash (and felt every bump!)

Theo Kalkandis (R1)

Joke: There was this couple that had been married for 50 years. They were sitting at the breakfast table one morning when the old gentleman said to his wife, "Just think, honey, we've been married for 50 years." "Yeah," she replied, "Just think, fifty years ago we were sitting at this breakfast table together." "I know" the old man said, "We were probably sitting here naked as jaybirds fifty years ago." "Well," Granny snickered, "What do you say ... should we get naked?" Where upon the two stripped to the buff and sat down at the table. "You know, honey," the little old lady breathlessly replied, "My nipples are as hot for you today as they were fifty years ago." "I wouldn't be surprised," replied Gramps. "One's in your coffee and the other is in your oatmeal!"

GRICE & GRICE

L e g a l P r a c t i t i o n e r s

William J. Grice, B. Juris, LL.B.

Associate:

Philip C. Cottier, BA., LL.B.

Accredited Personal Injury Law Specialist

Linda E. Marshall

Ass. Member Inst. Legal Executives

Our Ref:

PCC.AV 11,233

Your Ref:

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Wills Probate

Conveyancing

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Commercial Law

Criminal Law

Business Law

16th March 1999

Mr I. Payne
Motorcycle Touring Club of Victoria Inc.
P.O Box 453
RICHMOND VIC 3121

Dear Ian,

RE: ARTICLE FOR NEWSLETTER

I refer to recent discussions with you and enclose an article called "Lawyers Guns and Money" for inclusion in the next issue of your club magazine. I also enclose herewith a cheque in the sum of \$100.00 being a donation towards the club's finances. I thank you for your continued support of Grice & Grice over the last year and if any of your members require legal assistance in the future, please do not hesitate to contact me.

Yours faithfully,

GRICE & GRICE

Philip Cottier

Accredited Personal Injury Specialist

17.1

LAWYERS GUNS AND MONEY

Most of you, at some stage in your life, will have dealings with 'Lawyers', whether it is as a result of an accident, trading in the wife for a long and expensive relationship with the Child Support Agency, a Will, or simply flogging ones 'Castle'. My role in this column is to enlighten you about the myths surrounding 'Lawyers', what they actually do [when they are not sending you a bill] and most importantly to give my readers some valuable tips on how to deal with them.

Myth number 1: "All lawyers are rich and can be found at the top of the economic pyramid alongside media barons, brain surgeons and land developers, languishing over long lunches with expensive wines 'un petit Pinot Noire please!' whilst cheating on our wives and gambling millions a year [of other peoples money] on the futures market." The vast majority of working lawyers, including myself, are faced with the same hang ups as the rest of the population, these dilemmas include the desire to be liked or at least tolerated. Whilst a small majority in this profession inhabit easy street, fat city most of us are still studying the melway wondering whether "Fat City" exists. There is another minority, who tarnish the image of hard working lawyers by behaving in a scurrilous fashion and make it the more difficult for the rest of us in the 'minority group' who are genuine in our commitment to do the right thing by our client and the common good.

As an experienced lawyer about town, my practice, whilst specialising in Personal Injuries and TAC Claims still focuses on the broad concept of a general law practitioner.

Over the many years of the daily grind [I am still paying off the mortgage for the castle] I have acted for burglars, security guards, tatt's winners, serial oxygen thieves [ie.: losers], business men, bankrupts, people with heads on them like half decompressed mangoes, paraplegics, sprinters, annoying energetic types and people who would not or could not work in an iron lung.

I have acted for shiny happy people and maudlin manic depressives who would bore the tits of a bull. In short, just about every type of person and you get to know people, in broad terms, very well. Thus the skill of good lawyering is being able to sift the decent folk with decent claims from those punters who are leeches in the form of a human corpse.

Thanks "Ally McBeal" for making lawyering look so glamorous on the television. Let me tell you, in the real world there is no unisex bathroom facilities, there is a shit load of paperwork to wade through each day and your Dictaphone is your lethal weapon. Perhaps any budding surgeons reading this piece could instruct me on how to have my Dictaphone surgically removed from my lips.

Remember that old saying "Ah.. the bells, the bells.." well the daily grind involves continuous returning of phone calls, and if you dare to feel tired or not bothered [ie.: the dreaded pre-menstrual blues] then the client(s) think you are a shit that does not care,

then the paranoia sets in and they want to take their business somewhere else, then the boss gets the shits and the bulls do not get paid..... Sound familiar??

Of course, every lawyer must be conscious of making budget, and that requires keeping an eye on the almighty dollar. Given that money is the pivotal issue both for the punter and the lawyer it becomes a tug of war, I want it, you get it. Fortunately, it is symbolic relationship for the most part where neither side gets much choice. That is you may need a lawyer one day if you knock off the local TAB or you have broken your back after sliding on a banana skin at Moomba.

There are highs in the job. It is always exciting when you are running a big case that is not only challenging but means that you can take a moral stand for something that you believe in. Whilst the preparation is stressful, the outcome at the finality of the case is truly rewarding.

Invariably, from where I sit on mortgage hill, there seems to be a trend toward lawyers cynicism taking priority over and above the client's interests. The challenge is not to get too cynical and to retain some sense of human dimension in what you are doing. What motivated me to become a lawyer was the goal of helping people in a constructive way to deal with problems. That can be a real buzz when you see a positive result for your efforts.

In terms of dealing with us, you should always make sure that you hold us accountable. Some of us are expensive, in some cases you get what you pay for, so make sure that you shop around. Call the Law Institute of Victoria and ask for assistance. Make sure that your lawyer provides you with a quotation in writing in terms of costs. Make sure that you ask as many questions as you need to feel comfortable about the problem solving techniques employed by your representative to solve your particular needs.

Do not be baffled by the bullshit. There is as much frogshit in this profession as any other and it is important you get straight answers to direct questions about costs, length of time it will take to complete a matter and generally, what is involved. If you are uncomfortable about the answers you are getting, then go to a different firm or lawyer.

Philip Cottier

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Adelaide Hills, Friday 2nd to Monday 5th April

Participants: Ben Warden ZXR750 (leader) Paul Tallents YZF600
Geoff Barton R1100RS Patrick Davey ZX6R

Day 1: Met up with Ben, Paul and Geoff at the corner of the shell servo on Ballarat Road at 10.20am. Ben asked if I knew any good roads on the way. I replied that “all my riding is done on the other side of Ballarat” so we headed for the Glenelg Highway. As the others had already done close to 160km we stopped at Smythesdale so they could fuel up and have something to eat. While Ben was checking out the map, Paul was telling me about the ride up, which also involved a creek crossing!

We continued on to Dunkeld where we had lunch and rested our backsides. Having said that, Geoff was feeling quite good, even though he had done 100 km more than Ben and Paul, having started at Loch. Then off into the twisty stuff: we took the Victoria Valley Road, which then joined the Grampians Road that continued onto Halls Gap. On this particular piece of road I had a close shave. While following Ben I went to overtake a car but I did not know there was a dip in the road and thought all was clear. I pulled out to take overtake and a car appeared in front of me. “I shit my pants,” but at least I know I have good brakes.

We arrived at Halls Gap. Ben went off to grab a coffee as he said, “I’m falling asleep.” Ben told us that the road was about to get pretty good. Soon we were off but not for too long. Five kilometers onto the Zumstein’s Road Ben decides to try out his new jacket. While getting onto the gas on a particularly gentle corner, his front wheel tucked under and Ben went down quite heavily.

Paul and I had been following quite closely and had no idea why Ben had crashed. We both stopped to help, as Geoff arrived. Ben was quite winded, with suspect cracked ribs. *(Two broken ribs – I think the “brick” mobile phone I had as a loaner while my small one was being repaired did the damage. ...Ben.)* He also had a badly cut big toe, the nail gouged off after his boot was jammed between the bike and the road, boots wrecked. We then went and had a look at the road. The culprit was very fine loose gravel, as a result of recent patching on the other side of the road. *(Apparently (I don’t remember) I was following a car and may have been unsighted. I like to think I was dragging the front brake to at least rationalise why it locked up/washed out. As luck would have it, it was the only corner on the whole Zumstein’s Road with gravel on it!)*

The foot peg / rear brake mounting bracket was broken but after wiring and cable tying it back into place and we were on our way. At least he had somewhere to rest his foot, even if he had no back brake. Blood was oozing out of the boot – best not to look.

We finished the Zumstein’s Road then headed for Edenhope for a fuel up and clean of helmets. From there we rode through to Keith and onto Murray Bridge, where we stayed at “The Balcony”. *(And he did this huge stoppie just past the radar trap in Tailem Bend main street, at night! ...Ed.)*

The hotel rooms were great and our hosts most friendly and accommodating with secure off road bike parking an added bonus. We ended up in the pizza parlour for a good value meal. Then back to the common room to watch some of the footy live on TV. Sleep came fast that night.

Day 2: Fleurieu Peninsula

We left Murray Bridge early on Saturday morning, eager to ride the roads of South Australia. First stop was at Mt. Compass via Strathalbyn and Meadows. The roads taken varied from very tight to open sweepers, all sealed. From Mt Compass we headed to Cape Jervis. *(The roads were clogged with cars streaming south from Adelaide heading to this popular tourist spot. Patrick kept the mums and dads amused with his passing antics including big monos I heard. ...Ed.)* We crested a hill to see a fantastic view of the ocean:

blue sky, blue ocean. Magic. This is where the Sealion ferry runs to Kangaroo Island, full of cars. Both Paul and myself were amazed at how fast the Sealion was when it took off. Geoff was happy eating his ice cream and just enjoyed the views.

When returning to the bikes two Yamaha R1's and a Honda CBR900 had parked next to us. While I was rugging up for our trip to Victor Harbor, they said that the road was sensational with no stones and very fast with no sign of police along the way. They told me that I was going to enjoy it on my new bike. Ben led us off. Paul followed me and Geoff was bringing up the rear. No time for wheelies, time to stay with Ben. I have never had so much adrenaline flowing through my veins; I was shaking with excitement at the end of this run. Geoff was just behind us on his BMW.

Arriving at Victor Harbor there were cars everywhere. So we parked on the grass just outside the shops and bus stop. Off with our helmets, gloves and jackets, when a man strolled over and told us that if we stayed there we could get a \$60 fine. So we moved. The small gaps between parked cars would do.

We had lunch beside the horse drawn carriage, estimating how heavy it was full of people. We estimated 4 tonne, drawn by one Clydesdale Horse. Very impressive as it squatted down and dug in. I went and enquired about the parasailing, but when I found out how much it was I decided against it. We strolled around and admired the sights, chuckling amongst ourselves because of Ben's amusing walk. We left Victor Harbor and headed for home via Strathalbyn and Callington.

That evening we wandered the streets of Murray Bridge looking for somewhere to eat but being Saturday night everything was booked out. We eventually made a booking for 8 pm at one of the smaller pubs. But we ended up eating at the up-market seafood restaurant run by Damien, the son of our hosts. He was coming back to collect some of his Mum's home made pumpkin soup which he had run out of. It was a good kilometer walk so Damien picked Ben up in his 1-of-3-in-the-country Honda midget car with an 885 cc motor in it. It was a real open top sports car. We had really good service; the food was great, and not too pricey. Ben was delivered back to the front door and we finished off the night with a port (medicinal purposes only) in front of the TV and the other Adelaide team playing while planning the next day's route.

Day's ride just over 400 kms with no incidents.

Patrick Davey (Kawasaki ZX6R)

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{##### Adelaide Hills #####}

Day 3.

The weather looked similar to day 2 cloudy but, still warm. Pat said " Won't need a jumper we didn,t yesterday". So the jumper was given the flick and we headed south to Adelaide. We didnt even get to Nairne before it rained and got cold."I needed that jumper"

We turned right at Littlehamton and headed into the hills to Balhannah, Wet n winding roads from here on to Uraidla, Then in to Burnside, Magil then out again through Norton Summit, Ashton and Lobethel.

We then did a small loop around Mt Crawford Forest via Gumeracha where I saw that sign (The Big Rocking Horse) "Yeh Right" how big can a rocking horse get. No sooner did I think that then there it was."I've seen it all now". We rode by it standing high in the trees 45 to 50 ft of real rocking horse. Big trout Adaminaby, big yabby Wentworth, big Koala on the way to Adelaide, but a big rocking horse.

From Gumeracha through part of Chin of Ponds and Cudlee Crk then back to Lobethal for morning tea. Something to eat, a cup of coffee just what we needed, A quick look at some of the town and off we went Mt Torrens, Birdwood, Mt Pleasant then back into Adelaide through Inglewood, Houghton. All great roads pity they were wet, Lunch was at Hope Valley, I think.

After lunch, We headed out to the hills again on the Gourage Rd. Rain stoped, Roads drying, Body warming up and starting move again. It was time to play a bit.

Castambul, Cudlee Ck, Lorbethal, Gumaracha and that bloody rocking horse, Which we had a look at and climbed to the top. From there we went to Mt Pleasant, Tungkillo, Palmer and finally Murry Bridge.

Our hosts put on a nice BBQ tea on our last night .

After tea, we headed over the river to the Speedway, As the other guys had never been to a meeting they didn't know what to expect.

With plenty of close racing and heaps of biff and barge the guys seem to like it, To top of the night they had a Smash up Derby with about 30 to 40 cars. The cars came. out half to the righth & half to the left side of the track. Ben asked "Why"? I replied "It dosen't really matter where they start". "You mean their going to crash into each other"! My answer, "Yep", Within a few ninutes it was on, Now that's what you call biff & barge. Good riding, Good racing, Good food, And a good day.

Paul YZF 600

Officers

A. Davenport	Chairman	present
D. Lamp	Treasurer	present
C. Czajka	Secretary	overseas

Opening

The Chairman opened the meeting at 8.17 pm and welcomed representatives.
Chris Swalwell (Z Owners) was once again volunteered to take minute notes.

Apologies

No apologies

Minutes

Motion : That the minutes of the meetings of 11 February 99 be confirmed as correct.
Moved Ginger (HA-Nomads), Seconded Lainie (Triumph) Carried unanimously

Correspondence

In - Bank Statement. Out - Minutes

Treasurer

Cheque account balance is \$ 2103.27 on 5 March 99

Agenda Items**Wire Rope Barriers**

Detlef has had no replies to date from VicRoads, Colonel has taken some photographs and JimCutts has provided MAG's file for study. It was reported that a rider in Tasmania had hit a WRB, the rider was thrown over the top and the motorcycle was wrecked.

Road Hazards

Jim Cutts asked that clubs encourage members to use road hazard reporting cards, as developed by MAG – Vic, to report hazards and request remedial work.

MAG is responding to an Albert Park traffic management plan

Motion : That the VMC supports any legitimate efforts to remove existing, or oppose new, installations of road-side structures likely to be hazardous to motorcyclists.

Moved Detlef (BMW), Seconded Chris Lamblin (Z Owners), Carried unanimously

Coroner's Court is dealing with the results of the recent two bike haed-on fatality in Albert Park.

ARTA Hazard Perception Seminar

Report on the three day seminar was not available.

Rider Forum

Jim (MAG) had designed a flyer which, with a minor alteration, will be distributed.

The basic details are - **Reefton Hotel on Sunday 18 April at 2.00 pm** to discuss any motorcycling issues, starting with Wire Rope Barriers.

General Business**VMC Future Plans**

Creation of advertising material

Computer equipment

Web site for VMC

VMC presentation at Poker Run

VMC was asked to provide a guest speaker at the Poker Run. Chris S (Z Owners) agreed to attend.

Motion : That Chris Swalwell be delegated to represent the VMC at the Poker Run and be reimbursed expenses to a total of \$ 40.00.

Moved Colonel (Triumph), Seconded Hawkeye (God's Squad), Carried unanimously

VMC Future Plans

Please consider any ideas for VMC's future direction, activities (eg. Rider Forum as above), benefit to motorcycling etc.

This will be a discussion topic for the next several meetings

The meeting closed at 9.40 pm

Next Meeting

General Meeting No. 28

8 April 1999

The Baden Powell Hotel

Victoria St., Collingwood

Starting at

SHARP

MTCV Membership Phone Number List as at May 4th, 1999

Name	Home	Work	Mobile	Name	Home	Work	Mobile
Atkinson, Derek	9720-3754	9720-1755		Makin, Eric	5962-6326	5962-2309	
Baker, June	5962-3881			Matricciani, Rob	9729-4584		0412-462-054
Barnes, Michael		9429-6577	0419-570-111	McFarlane, Ian			
Barton, Geoff				Meiklejohn, Jane	9421-0147	9634-0676	
Bastock, Martin	9853-7628		0412-175-979	Miller, Harry	9761-4126	9879-4393	
Bear	9877-6914			Moore, Dave	9428-9967	9416-1344	0414-805-921
Blashki, Mark	9796-1416	9546-6588		Morcomb, Darren	9888-3131		
Brinsley, Trent	9848-1213		0413-067-971	Morley, Craig	9467-7334		
Brown, Ken	9578-3403			Payne, Ian	9558-4740	9550-6312	
Burgess, Cameron	0352-298-654	0396-238-441		Peck, David	9754-7670		
Burns, Jenny	9872-3167	9877-9262		Philferan, Peter	9813-3518		
Burns, Lynne	9533-1717	9596-2871	0411-793-792	Prapas, Nick			0412-135-243
Burns, Paul	9521-0317			Prictor, Tony	9799-2211		0419-352-895
Casemore, Nick	9890-7544	9926-1277	0413-101-705	Riddett, Jon	9808-0173	9869-2556	
Casemore, Tim	9890-7544			Robinson, Kathy	9720-3754	9274-1151	
Clowes, John	5962-6326	5962-2309		Sanders, Peter	9626-8411	9337-6612	
Cottier, Phil		9836-6922		Saville, Tom			
Cunico, Enzo	9401-3117		0412-683-240	Schrader, Tony	9459-3293		0417-332-412
Czarnecki, Damian	9776-2166	9242-6515		Schrieke, Scott	0353-358-569		0419-500-934
Davey, Patrick	0353-358-569	0353-327-368		Shearer, Len	9561-2857		
de Jong, Lance	9723-3503			Sirianni, Sam	9796-5460		
Duncan, Lyn	9306-0124		0419-372-678	Sirninger, Andi			
Dunn, Andrew	9578-8728			Smale, Andrew	9857-4945		
East, Geraldine		9344-9739	0417-587-850	Smart, Russell	9754-2990	9795-7744	
Fabris, Tony	9572-0984	9557-4383		Tallents, Paul	9455-1416	9882-7702	
Forster, Stuart				Thomas, Jacinta	9533-5141	9687-6831	014-692-781
Genova, Vince		9870-2222		Turner, Mark	9455-1416	9846-1063	
Grant, Wayne	9379-0010	9890-7136	0413-154-161	Van Meurs, Peter			
Handforth, Ian	9470-3096		015-828-957	Vits, Danny	9776-0236		0417-583-877
Hanlon, Mick				Walker, Ray	9383-6929	9354-4099	
Hosking, Darren	9874-8306	9698-6214	0417-106-162	Walker, Tim	9551-1638		
Howard, Peter	9778-8492	9874-8611	0411-727-746	Ward, Dave	9563-7705	9563-8758	0413-624-598
Johnston, Ron	9725-7303	98702144		Warden, Ben	9439-8015	9344-5733	040-900-1618
Jones, Geoff	9743-3164	9305-3255		Webster, Darryn			0412-402-588
Kalkandis, Theo	9543-3517	9540-0100		Welsford, Dianne	9723-0957		
King, Ross	9370-9479	9688-3400		Williams, Rhys	0359-712-502	9580-5800	
Kosinski, Danny				Willis, John			0419-538-100
Langer, Rob	9888-8977			Wurster, Hans	9398-5575		
Leahy, Les	9889-6505	9429-6577		Wurster, Ken	9749-5575	9286-5710	
Maiwald, Wolfgang	9587-4804			Youdan, Jack	9802-3564		014-69/ 50

A few words about the Club Participant of the Year

At most Club functions I try to gather a list of names to generate the table following. Other sources of data are the Club Magazine, the General Meeting Names Book, and people who do the write-ups. This table is only as accurate as the data supplied. I would appreciate members pointing out errors so that the table can be ammended.

The table is fairly self explanatory with months from May 98 to April 99 and the ride destinations along the top, a list of member names down the left and right sides, and the total number of people, bikes and cars per ride along the bottom axis. Personal points totals are tallied at the far right of the second page. I apologise for the size of print; if we didn't have so many activities we wouldn't be the MTCV.

Next month I will interpret the figures and compare with years gone by. Or, if there are any volunteers....

