

PROFILE - DAVE GIBSON - CLUB TREASURER

Dave's first encounter with motorbikes, which he never forgot, came when as an eight-year-old he knocked over a bike, heavy British iron, in a garage which belonged to an employee of his Father. His next encounter came when in his teens, he went to work in Athboy, Co Meath. Needing transport he purchased a second hand 80cc Yamaha in 1972, followed 6 months later by a Yamaha 200cc and 3 years later by a Yamaha 500cc. He was doing a lot of commuting and was enjoying it so much, he started to go further afield at weekends.

In 1974 the touring bug had bitten and a trip to France on the MV St Patrick was under taken. In those days taking a two-stroke to France was not without its problems. In '78 he was at the Bol D'Or in Le Mans, France where the Laverda V6 had its only outing and the green, French Kool Kawasakis ruled the track. While out walking his dog one evening in 1977 he passed the old table tennis club in Dundrum where the DMTC had its weekly meetings. Chris Hill, a friend from school invited him in to join the club. This would be the beginning of a new way of life for him.

http://www.breganzane.com/vm/history/v6/racebike_800.jpg

However, he was not long in the club when he was elected to the committee. Over the years he has held positions of Chairman, Treasurer and Secretary. Having worked all his life in the bank, he had a natural flair for the roll of treasurer and has been the longest serving treasurer in the history of the club. Over the years he has relinquished his position for short periods, but because of his trustworthiness and member satisfaction with his performance, after 15 years he is still there.

Dave has traveled extensively through Europe, from Lisbon, Portugal; Malaga in southern Spain; to beyond Narvik to the top of Norway; and easterly through Hungary and Yugoslavia to Thessalonica in Greece in 1980; to Helsinki and watching the Joey Dunlop and the circus of Irish riders at the Finnish TT; to St Petersburg & Tallinn, Estonia in 2005 where he visited at Joey's fatal crash site; to Moscow and Konigsberg/Kaliningrad in 2008; and a second trip in 2008 to Pylos in Greece. His regret is not having traveled through the state of East Germany. He has put in many a 12-hour + plus day in the saddle to maximize his travels during his 2-week summer holidays and meet ferry schedules.

In 2000 he married Linda and they honeymooned in Lake Garda, Italy (a motorcycling hot-spot!!). They used Fly-Drive and a Ford Ka for this trip. Four weeks later they were back in Monthey, Switzerland on the BMW R100GS PD for the FIM Rally and the launch of the 2001 FIM Rally in Killarney. That was Linda's last ride on the GS PD. She put her foot down and in 2002 accompanied Dave to Aalborg, Denmark for the Danish FIM Rally on a BMW 1100RT, 2003 to Banalmadena for the Spanish FIM; 2004 to Arnhem for the Dutch; 2005 to St Petersburg & Tartu for the Estonian; 2006 to Berlin for the German; 2007 to Cesenatico for the Italian; 2008 to Pylos for the Greek and then in November 2008 Dave broke his left tibia in a domestic accident and was stopped riding bikes for two years.

Since getting involved with motorbikes he has owned a variety of machines including the three Yamahas, two Kawasaki 650-4's (one was stolen), a Kawasaki 125 KMX; GPz1100 B2; 650 KLR; a BMW R100 GS (crashed); the BMW R100 G/S.PD and ending up with the R1100RT.

Dave was part of the DMTC contingent that attended the club's first FIM Rally in Maastricht, Holland in 1979 and has attended more than twenty-five rallies since then. It was at one of these events that he got the idea that the club could host an FIM Rally, but it took years of lobbying. In 1992 he helped set up the FIM Moto Camp in Killarney, and in 1996 he helped organize the FIM Moto Raid which started in Glendalough and finished in Westport, Co Mayo. After these successful events, a date was provisionally agreed with FIM Geneva and after four years of discussions with the MCUI, local authorities, other touring clubs and DMTC members; it was brought to fruition in 2001, when 1750 participants from 30 countries around the world converged on Killarney for the 56th FIM Rally. About 20 Russian riders attended and this awakened a curiosity about motorcycling in the biggest country on Earth.

More than any other club member, Dave has been responsible for keeping the club together over the years. In the 80s membership was down to a handful and during this period he still managed to keep the Way West and Riders Rally going. He never gave up and it is to his credit that the club exists today. He set up the club website and does a lot of work quietly behind the scene. Dave has only recently returned to biking after a domestic accident which left him with a broken leg, and unable to ride his bike for over two years. On leaving a safe banking job, he considered becoming a motorcycle instructor and trained to RoSPA Silver level but did not complete the course as a Gold RoSPA was the minimum required, and he found teaching riding skills stressful. Making web pages was more satisfying. His ambition would be to see the club survive and prosper and see more UK and European riders attend the annual Way West and Riders Rallies. When not involved in motorcycling he enjoys reading history and travel articles. Dave is an unassuming person who enjoys the craic and gets great pleasure from his roll within the club. "A true long distance touring motorcyclist".