

EDITORIAL SEPTEMBER 1980

Well, it's that time of the month again, and I don't know if I am Arthur or Martha. Jude has gone on holidays again and I will be doing the mag by myself for the next two months. As some of you know I have also taken over the job of Social Secretary for one month. Get your money out people as we are having a raffle. The prize is an electric vest. Tickets 50c each or 5 for \$2. Drawn this meeting.

I am pleased to say that the bowling night with the BMW Club was a success with us winning. We hope to have a rematch soon. It was a wet night but quite a few turned up. (15) Could it be that last battle to get points?

As you know the Elections are on tonight. Make them a success and do a bit for the club and your fellow members by standing for a position. Why is it that the same people stand each year? Usually it is because everyone would rather sit back and let someone else do the dirty work. It's not hard; at times it can be rather fun.

This month trophies will be awarded for the Sports Day and Club Member of the Year Award. Also, a Special Award will be given to someone who has done a great deal for the Club.

SMITHY

REMEMBER, ONCE YOU HAVE FINISHED READING THIS MAG., DON'T THROW IT AWAY, GIVE IT AWAY.

SEPTEMBER

Sunday 7	Logan for a run.	8.30am KBCP.
Sunday 14	Queenscliff to Fort.	9am KBCP.
Sunday 21	Thompson River Dam	9am KBCP.
Sunday 28	Mt Franklin	9.30am KBCP.

OCTOBER

Friday 3	General Meeting Club Hall	8.15pm SHARP
Sunday 5	Paradise via Great Ocean Road	9am KBCP

*****CONGRATULATIONS*****

The club members would like to congratulate Greg and Noelene Moore on the arrival of a healthy baby son at the Royal Women's Hospital on Sunday 17/8/80.

The president's write up for the end of the year will not be in this magazine this month, owing to the late arrival of said article. I did not have enough time to decipher, type and print same as it is about five pages long. Sorry Mick.

CLUB MEMBER OF THE YEAR AWARD.**FIRST 20 PLACES**

1. Mick Fagan	97
2. Craig Dawson	87 1/2
3. Keith Harris	76
4. Ian Taylor	75 1/2
5. David Sheath	67
6. Kevin Robertson	62 1/2
7. Tom Saville	61
8. Les Leahy	58 1/2
9. Lynne Taylor	57
10. Jude Wallis	55
11. Big 'D'	54 1/2
12. Ted Marshall	52
13. Keith Finlay	51
14. Chris Negus	47
15. Smithy	46
16. Christine Dawson	45 1/2
17. Phil Duffy	40
18. Brendon Gleeson	39 1/2
19. Peter Dwyer	38
20. Marcus	38
21. Sally Gleeson	37

BOWLING NIGHT

The bowling was great fun for those that attended. We split up into four lanes with five bowlers in each.

The bowlers in the MTCV were:

Smithy, Ian T., Kevin R., Marg & Bob. Team one.

Fagan, Joe, Keith F., Charlie, Ian B. Team two.

Team one. Total 2125 defeated BMW 1498

Team two. Total 1868 defeated BMW ???? seems they didn't want to give us this score.

We had a really fun night and I hope we can have another one again really soon. Meanwhile start practicing.

UPPER YARRA DAM 27/7/80

With Craig leading and Mick as rear rider we left the car park at 10.15am and headed for Warburton. The first bike to die for the day was Brendon's 500 single. After numerous kicks and a lot of sweat, Ron Hayward decided to have a go. With two kicks and no sweat the bike was resurrected.

A little further down the road Ron on another 500 single lost his gear change lever. Luckily David Sheath found it and returned it to its proper owner.

Rain started around 11am and remained with us for most of the day. The first stop was Warburton. We stood under a tiny veranda out of the rain whilst some people bought food.

On arrival at the dam, snags and jaffles were promptly cooked and digested to be followed by a game of cricket. We found a proper cricket pitch but, “we can’t play on that, it’s too big”, was the cry, so we found a patch of mud, planted the stumps and played happily ever after.

The return trip was via the Reefton Spur which was also wet. On reaching the unsealed section (mud) on the Reefton Spur, we observed patches of snow strewn along the side of the road and bush. Although this section was slow riding, I personally found it most enjoyable. It was an experience in itself. To those of you who are afraid to ride in mud or in cold conditions all I can say is you should try and overcome your phobias. The chances are that once you’re out there you’ll have a good time.

At Marysville, we were informed that Mick’s BM had broken rear wheel bearings and he had returned home very slowly through Warburton using chain lube to keep the bike rolling. (*Hondas don’t seem to have as much trouble as BM’s do... Ed*).

Our dispersal point was at Lilydale after a good day’s riding, socialising and fun.

Marc Suzuki 250 X7

A PSALM FOR THE MOTORCYCLIST.

The law is my limit,
I shall not brake.
He maketh me drive slowly,
Along deserted straight ways;
He leadeth me safely across crowded intersections:
He maketh me restoreth my third party.
He leadeth me in the paths of the M.M.T.B.
Yea, though I sneaketh between the rows of the five thirty traffic,
I shall feareth no fine.
For his sympathy it is with me;
His skid-lid and BMW,
They encourageth me.
He maketh an opening for me in the presence of mine opponents;
He beckoneth my machine with confidence,
Then his foot I runeth over!
Surely Motorcycle cops and squad cars shall followeth me around all the days of my life.
And I will tune my Honda 750 behind bars.
Forever!

DAY TRIP TO LAKE ST GEORGE. CRESWICK

With the sun shining and a strong north-westerly blowing, we headed up the Western Highway toward the Myrniong turnoff.

With fighting spirit and much eagerness (as this was only my second ride with the club) I approached the open road only to be struck by gale force winds. The speedo was going anti clockwise as I changed down, down, down...

I was hanging on for grim death, waiting for the moment both 250cc and I were to be blown completely off the road. Might I add that while my personal drama was being staged, all the other guys had long passed me, with little effort, it seemed, in all that wind.

After turning off the freeway we approached Wombat National Park. The road was gravel, undulating and windy and the scenery was certainly a pleasant change from the ugly, plainer, boring windy freeway. The exit from the park bought us out on a sealed road at the Mineral Springs Pub. It was then only a short stint to Daylesford. On to Creswick where we had lunch and were met by a few guys from the Ballarat Touring Club.

With lunch over we rode to Lake St George which would have been a lovely place for a BBQ. After a short stop here, we traversed the roughest road of the day, through a pine forest which was being felled. John on his trail bike was really in his element here. This trail bought us to the outskirts of Ballarat where we filled up before heading home.

Thanks go to everyone for showing such patience and true club spirit whilst having to wait for those two 250cc's. Special thanks to Dave who was the back marker.

Jan.

VICE PRESIDENT'S REPORT

This past year has been a challenging year for me as a committee member and I thank everyone for their support. It has been very pleasing to see the marked increase in new members over the past twelve months. I hope they will enjoy the good riding companionship and fun that I have had over the past few years.

Apart from being able to ride with fellow enthusiasts on weekends and camping trips, being able to explore new places of interest around Victoria has been great to share with others.

I hope more women will take a greater interest in the club, the running of its activities, and overcome the light-hearted chauvinistic attitude that exists in the club.

It is important for the members to support the club and its committee. The more you give, the greater the reward.

Sally Gleeson
Vice President

SECRETARY'S REPORT

I have enjoyed my term as Secretary as it has allowed me to see behind the scenes on how the club functions. The amount of inter-club correspondence was encouraging, and the combined Sports Day next year should be good. New member enquiries by mail were down on previous years, but I suspect this is attributable to the AMCN advertisement. Prospective members have seen the ad and made enquiries by phone rather than by letter.

The result is still the same: club attendances have been improving both for runs and monthly meetings which is very good.

Other correspondence included organising camping weekends and it was interesting to note that no camping grounds refused us permission to stay, so we must have a good reputation which must be kept in the future. Speaking of the future, it looks good with membership and enthusiasm improving with the only cloud on the horizon being petrol prices and restrictive government legislation. But there will always be a place for bikes that allow you to experience the feeling of freedom and speed.

I wish the new Secretary and Committee all the best for the next year.

Ian Taylor
Secretary

SOCIAL SECRETARY'S REPORT

The only encouraging news from the social side of the club this year was the fact that we made a very small profit from supper at each General Meeting. The Progressive Dinner went well, but it should be pointed out that if everyone that provided a course had been paid, the club would have been out of pocket.

The general feeling of the Committee this year was the members were not interested in Social events. I think it's time all the members decided whether this is indeed fact or fiction. By the numbers we had at the Progressive Dinner it seems that opinion is fiction, but on the other hand, the Pancake Parlour night low numbers would prove their opinion to be fact. It's extremely difficult to arrange any type of function when you have no idea what the majority of members want.

The duties of the Social Secretary in this bike club are entirely different to any other bike club or sporting club. Perhaps it's time to give the new Social Secretary a few guidelines, to enable him or her to provide exactly what the members want, not necessarily what the committee wants.

I would like to thank the few people that helped me through the year with the cleaning up at General Meetings.

Chris

VICE CAPTAINS REPORT

Due to the high standard of riding by the members in the club there is very little if anything to comment on. Over the past year there has been an increase in the number of 'L-Plate' riders which is a very good thing and I sincerely hope the trend continues.

Good winging (I mean riding) and stay upright.

Kevin GL 1000.

FOR SALE

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TORRUMBARRY WEEKEND

Upwey at 5.30am was damp and wet, suggesting that north was the direction to go. Hence well before eight Lindsay, Sally and I were waiting at the Ford factory. Soon we were joined by Jo, Ian and Lyn, and Johno and Christine. Johno led the run north while Lindsay brought up the rear, having 'volunteered' to be rear rider. Light showers soon cleared to a fine mild day and with the country looking very green, it was a most pleasant incident-free trip. We travelled via Kilmore, Heathcote and Echuca where we stopped for lunch and supplies before heading out to the weir.

Mark was already there having just missed us at the Ford factory, and, during the afternoon Peter P. and Dave Sheath arrived, both having experienced tyre problems.

An old barge on the river presented a pleasant spot for lying in the sun, but after tiring of this strenuous activity we rode and walked through the forest adjacent to the caravan park. Bike swapping took place during these excursions and the 250's proved the most popular mounts.

Our evening accommodation had a touch of class, on site vans being used by all except Lindsay, Mark and Dave. I think all slept well as Saturday evening passed quickly being spent around a roaring log fire, consuming a small quantity of alcoholic beverage approved by the committee.

Sunday morning saw people heading in different directions. Johno, Christine and Peter P. headed home via Bendigo whilst Lindsay disappeared. The rest of us spent our morning walking by the Murray.

After lunch Dave and Mark began a cooks tour home while Ian, Lynne, Jo and Sally and myself headed towards Seymour. Again the weather was not pleasant. From Seymour Ian led towards Yea along a really growly road.

Heading south through Flowerdale we stopped to watch hang-gliders in action. At Kinglake we went our separate ways having had a most enjoyable weekend, the only task left being the fight past the tin boxes heading back to suburbia.

Brendon XT500
