

MAY RUNS

Sunday 3	Family Day. Sherbrook Forest. 10am KBCP
Saturday 9	Snooker night. Meet white horse statue in Box Hill. 7pm.
Sunday 10	Redesdale. 9.30am KBCP
Sunday 17	Mt Selma. Smidge dirt. 8.30am KBCP. Lilydale Pick up 9.45 KBCP
Saturday 24	Spectator Day. Mr Motocross Grand Final, Broadford. 9.30am KBCP.
Saturday 30	Service Day. Club Captain's place. After lunch.
Sunday 31	Port Albert. 8am KBCP.

JUNE

Friday 5	General Meeting Club Hall 8.15pm SHARP.
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FAMILY DAY MAY 3rd SHERBROOK FOREST

For those members whose parents wish to travel directly to Sherbrook Forest, the site chosen for this year's event is O'DONOHUE RESERVE, Sherbrook Forest Road, Sherbrook. Melway Map Reference 75 G3. BBQ facilities are on site, as are public toilets.

Remember: cars travelling with the Club must travel at the rear of all machines or in front of, if so desired.

ANNUAL SUBSCRIPTIONS:

All membership fees are due and payable on the night of the June General Meeting.

CLOSING DATE FOR NEXT MAG IS THE 22nd MAY.

Just when you think tomorrow will never come, it's yesterday. It takes less time to do something right than it takes to explain why you did it wrong.

APOLOGY

On the 12th of April 1981 during the Tarwin Lower Club run, returning along the South Gippsland Highway, I was involved in an incident with a car. I was following Keith Harris, the lead rider, when a car travelling in the same direction suddenly cut in between Keith and me. Considering that Keith and I were less than a car's length apart, there was no room for the car and it cut me off, only missing me by a couple of inches.

This kind of incident happens quite regularly to motorcyclists and we tend to become blasé about it. This time I decided that the car driver needed to be made aware of motorcycles.

My first apology is to Keith Harris whom I respect a great deal, both as a person and motorcyclist. I pulled out and passed Keith to chase the motorist to stop him and make him aware that motorcyclists have road rights too. I apologize to you, Keith, for passing when I should not have.

The second apology is to the Committee and the Club members, especially those on the ride. After passing Keith, I caught up to the car involved and tried to pull him over. For the next ten minutes I tried to stop the car in what I can only describe as an extremely dangerous manner. The fact that he completely ignored my motions to pull over only made me angrier. I not only endangered myself, but far worse, I placed Debby's (my pillion) life in danger too.

It was only Keith's extreme cool head that stopped me from continuing. He indicated for me to pull over, which I finally did. He then cooled me down.

We reached Cranbourne and Keith took me for a walk and straightened me out. Thanks Keith. All I can say is that I'm extremely sorry to you Keith, and the Club members involved. For those members present who may not have been on many rides, please do not judge my riding, or the Club's in general, by this incident. All I was trying to do was to stop the car driver from doing the same (or worse) to someone else, by making him aware of motorcyclists, but all I probably did was confirm his worst thoughts about us.

Chris Negus
BMW R100RS/HONDA XR200

EDITORIAL-MAY 1981

This month has gone by quickly and quietly. We have missed out on any scuttlebutt or rumours that may have been circulating so this Editorial is going to be short and sweet. We are deliberately going to refrain from any politically oriented comments due to the proximity of the AGM. That way we can't be accused of bias.

Further on in this magazine you will find a write up on the Rocket Lake run. Nice one, Peter. You will also find an examination paper. Maybe we should install it into our Constitution and insist on a 95% pass for prospective members before they can be admitted into the Club? Yes? No? Oh well, just a thought.

Cheers
Faye & Geoff.

VALE Dave Currie

It has come to our notice that Dave Currie of DCP Motorcycle Improvements (Pressley Panniers etc) based at Pennington S.A. was fatally injured during the return trip from Bathurst at Easter. I am sure that all members will support me in expressing our sincere sympathy to Dave's family.

Chris R100RS

BALANCE SHEET & STATEMENT OF ACCOUNT FOR 1st AUG '80 TO 30th APR '81

	<u>RECEIPTS</u>	<u>EXPENDITURE</u>
OPENING BANK BALANCE	819.00	
OIL STOCK ON HAND	92.00	
MEMBERSHIP SUBS	96.00	
SUPPER	145.50	199.00
RAFFLES	108.10	107.00

STICKERS & BADGES	47.70	
CASTROL ACCOUNT	564.50	571.98
MAGAZINE		20.00
HALL HIRE		50.00
ITINERARIES		12.20
ADMINISTRATIVE EXPENSES		33.00
SUNDRIES	270.68	306.12
CLOSING BANK BALANCE		763.99
OIL STOCK ON HAND		81.00
	<u>2144.29</u>	<u>2144.29</u>

As you can see from the above account, the Club's finances have been reasonably stable over the past nine months. It's a little disappointing to see that the supper has run at a loss. The improved spread is obviously more popular, but not everyone is contributing to the cost of it, and at 50c a head, it's hard to beat. It's not as though we haven't had the numbers at General Meetings; we have.

We just broke even with the two raffles held this year. The stickers and badges were accounted for last year expense-wise. The sundries entries consist of Christmas party bookings taken in, then paid out to Darmody's Hotel: \$210.00; the profit from the Auction Night: \$46.80; caravan park deposits paid out then reimbursed: \$10.00; engraving of the sports day trophies so kindly donated by Keith Finlay's dad: \$52.60; and, the cost of door prizes.

This is my first experience of being on the Committee. It has been demanding yet good fun, and interesting to see meetings from the other side of the table. I hope I've been sufficiently satisfactory to warrant re-election for the coming year.

Phil Duffy
Treasurer.

ASSISTANT SECRETARY'S REPORT

When the previous General Elections were held, I had only been a financial Club member for three months. I accepted the nomination as Assistant Secretary because I considered it a good opportunity to get to know the members, and in general, the Club itself. I was apprehensive at first as to whether I'd be able to get down all the minutes of the meetings. I found that once the discussion is broken down not all that much is really said. Once the main points are jotted down I can expand on them when I'm typing them out.

I was surprised, and still am, that we have so few nominations for Committee positions. I've heard quite a few complaints about the Committee and the Club in general since last October, but very few of those people are willing to take on a position or do anything positive about their complaints. Even though some members can't or don't want to take on Committee positions doesn't necessarily mean that they should alienate themselves from the Club. A good example of this is the Motorcycle Show sub-committee.

All in all, I've enjoyed participating in the Club during the past year. Being a novice, I've learnt a great deal about riding and bikes. I'd prefer to learn through other members' experiences, rather than from some profiteering sales people.

The Club has provided me with the opportunity to explore parts of Victoria that I never knew existed. Motorcycling is the best way I've found of 'seeing' and 'being in' the country.

Marc Sulot, Suzuki X7 250.

SOCIAL SECRETARY'S REPORT

I have only been Social Secretary for a brief time so my report will also be brief. The supper at Club meetings has been satisfactory according to the reports I have. My thanks to those Club members who helped prepare the supper and did the washing up. It would be nice to see a few more members assisting.

Hopefully the newly elected Social Secretary will have more time to organize social events within the Club.

Gary Young, BMW R100S

SECRETARY'S REPORT

Last year's Secretary's report started out saying how much I enjoyed my term as Secretary. Unfortunately, I cannot start in the same manner this year. There has been too much petty bickering between both Committee and Club members. It must stop if the Club is to progress. People should either voice their opinions at Club meetings or keep quiet.

On a lighter note, there seems to be a steady interest in the Club, especially from riders in the 250cc category and this much be encouraged. The average rider stays in the Club only 2 or 3 years and therefore we need new faces all the time. I think runs in the future will tend to be shorter as petrol prices rise, but you do not need to go far from Melbourne for good roads or scenery.

I wish the new Secretary and Committee all the best for the coming year; they will need it!

Ian Taylor
Secretary.

NIGHT RIDE 7th FEBRUARY

Andrea and I left home via the Maroondah Highway. We stopped in Croydon to get BBQ supplies to eat at Kevin Robertson's parents' place. We continued up the Maroondah Highway until the Kinglake turnoff. Once there we barbecued our food and talked to about 15 other members who were also enjoying their food.

After finishing eating it was time for the ride. It was a pleasant night ride to Mt Dandenong via mostly good roads, though some people thought otherwise.

Once we arrived at Mt Dandenong we stood around and raved like usual. The ride dispersed here with a few people heading home, the rest off to a pizza place for pizza and coffee.

We enjoyed the ride and think there should be more night rides.

Gary Young, BMW R100S

Guess who got woken by an April 1st fools joker early in the morning?

Frank is frightened of mice since having a close encounter with one in bed.

SPECIAL NOTICE

Dave Sheath is leaving Victoria and going to live in South Australia. He will inform friends of his new address once he is established. Good luck, Dave.

OFFICIAL QUALIFICATION EXAMINATION

CONFIDENTIAL

- READ ALL QUESTIONS
- READING TIME IS 10 MINUTES
- TIME LIMIT FOUR HOURS
- BEGIN IMMEDIATELY AFTER READING
- ANSWER ALL QUESTIONS COMPLETELY AND CONCISELY.

HISTORY

Describe the history of the Papacy from its origins to the present day, concentrating especially but not exclusively on its social, political, economic, religious, and philosophical impact in Europe, Asia, American, and Africa. Be brief, concise and specific.

MEDICINE

You have been provided with a razor blade, a piece of gauze, and a bottle of scotch. Remove your appendix. Do not suture until your work has been inspected. You have fifteen minutes.

PUBLIC SPEAKING

2500 riot-crazed aborigines are storming the class room. Calm them. You may use any ancient language except Latin or Greek.

EPISTEMOLOGY

Take a position for or against truth. Prove the validity of your position.

PHYSICS

Explain the nature of matter. Include in your answer an evaluation of the impact of the development of mathematics and science.

PSYCHOLOGY

Based on your knowledge of their works, evaluate the emotional stability, degree of adjustment, and repressed frustrations of each of the following: Alexander of Aphrodisias, Ramses 11, Gregory of Nicea, Hammurabi. Support your evaluation with quotations from each man's work, making appropriate references. It is not necessary to translate.

BIOLOGY

Create life. Estimate the differences in subsequent human culture if this form of life had developed 500 million years earlier, with special attention to its effect on the Victorian Government System. Prove your thesis.

MUSIC

Write a piano concerto. Orchestrate and perform it with flute and drum. You will find a piano under your seat.

SOCIOLOGY

Estimate the sociological problems which might accompany the end of the world. Construct an experiment to test your theory.

MANAGEMENT SCIENCE

Define management. Define science. How do they relate? Why? Create a generalised algorithm to optimise all managerial decisions. Assuming a multi-national corporation with the network supporting 50 terminals, each terminal to activate your algorithm, design the communications interface and all necessary control programs.

ENGINEERING

The disassembled parts of high powered rifle have been placed in a box at your desk. You will also find an assembly manual, printed in Swahili. In ten minutes a hungry Bengal tiger will be admitted to the room. Take whatever action you feel appropriate. Be prepared to justify your decision.

POLITICAL SCIENCE

There is a red telephone on the desk beside you. Start world War III. Report at length on its socio-political effects, if any.

GENERAL KNOWLEDGE

Describe in detail. Be objective and specific.

With compliments of Trevor Michie, Boroko, Papua New Guinea.

MOUNT AVOCA March 22nd

Dear Diary

- 0630 It's Sunday, toasty warm beneath the covers and lethargy lies deep within, but many hours servicing the bike on Saturday, and the promise of a sunny day beckons. So quick shower, breakfast and mad ten-minute search for the key. Well I suppose the best place to start looking would have been the ignition switch.
- 0820 Arrived at KBCP to find only two other riders and one pillion. However by the appointed half hour there are nine bikes all-up.
- 0830 Start is prompt with Craig Dawson leading and Big D bringing up the rear. Suzuki's nearly outnumbered all other makes added together, with two 550's, one 1000 and my 850.
- 1000 First stop is Ballarat. After some shuffling up and down the street, a cafe is found, open for business. The ride up the Western Highway was cool and pleasant with no crosswind and little traffic.
- 1130 After a brisk ride along the Pyrenees Highway through slow sweeping curves and long straight stretches, we arrived at Avoca and purchased food from Willows Cafe. Lunch was spent watching the local lads roar up and down the main drag in their tin cans, and conversations with sweet young country girls about football, netball and bruises on necks.

The day was getting warmer as we broke from lunch and Vince undertook to lead. Since Mt Avoca could only be reached by foot, we rode instead to the lookout, to look at miles and miles (no apologies) of brown grass and dark green trees. Being still fairly early in the afternoon we continued along the Pyrenees Highway through Maryborough to Castlemaine.

1500 At Castlemaine we stopped for afternoon refreshment and then moved on to the Calder Highway to return home. Many thanks (nine times) to the amphetamine policeman who wasn't booking motorcycles today. Remember those grey tapes are very hard to see.

1630 Dispersal was at Keilor and was brief as some riders had turned off for Sunbury earlier, and one rider just rode by with a casual wave.

1735 Home after a pleasant and unhurried day with friends. 400km.

Ian Suzi 850c

SHEPPARTON MARCH 29

Well there we were, six of us ready to head to Shepparton (north I think) when, like a red and gold fireball over the bridge, Darren Room came leading about 250 dedicated bike riders, on a card game or poker run or something, down the Great Ocean Road to Lorne (west I think).

It was hard to imagine what it would be like going down the GOR in a convoy like that, being just an average rider, with so many other riders to impress.

Anyway, the day was getting on and we weren't, so we did! Keith gave me the map and said "Piss off" meaning "farewell".

With the help of Michael who led for a while, we left for sunny Shepparton. Somewhere near Seymour Michael stopped, his bike having spark trouble which was quickly fixed but while stopped, noticed his back tyre was flat. We put our heads together (taking off our helmets first) and decided it was lack of air.

Like all good Trident owners, we just happened to have a pump amongst other things too numerous to mention, but no hole in the tyre or tube fixer. So off to the next garage for a bottle of instant tyre block and it did just that.

On arriving at Shepparton, we met up with Big Daddy (Peter Philferan) and were unanimous in agreeing it was time to have some munchies. Laying under a tree not far from the Shepparton Lake we ate chicken, caviar, champagne and pavlova.

Wishing to take back roads home, I left the group at the Romsey – Gisborne turn off and headed west (I think) off into the sunset.

Tony H 650

ROCKET LAKE 1/4/81

Twenty seven expectant travellers waited in the balmy air at 3am at KBCP for the "once in a lifetime" trip to Rocket Lake. Among the machines were three Harley 1000's, six Russian Voskhods and seven Honda Expresses. Our leader explained the various surprises planned for the trip; however, we found it a bit hard to concentrate, noticing how hairy he was and his odd habit of

uncontrollably and suddenly howling in the direction of the full moon. Also, that gentleman occasionally allowed his scarf to fall aside, displaying a bolt in his neck.

Ignoring these eccentricities, we left for the first surprise – a free crayfish and champagne supper organised by the Club on the banks of the Maribyrnong River at Footscray near the gelatine works. Proceeding in a somewhat dazed condition we maintained a good average speed of 145kmh to Bendigo. Here, some kind gentlemen in a patrol car gave us each an apple and a pat on the head/helmet and complimented us on our riding, which they had observed for some considerable time.

Breakfast was arranged in Ouyen by the local CWA, who served a delectable fricassee of Mallee fowl. Travelling further north to Red Cliffs, we noted some of the early morning wild life – three armadillos, one spotted two-toed sloth, an armadillo and a few blue tits. It had become pretty cold, too.

At Karawinna, we turned south towards Rocket Lake, nonchalantly flying over the dunes, with the expresses handling a delight to see, pausing only to check the inflatable dinghies with outboards for the race over the lake. The prize was a gold pass to Larundel. This was won by Alfred Nueman, who was able to speed across the lake as though up in the air. Oh yes, nearly forgot – our leader was taken by a crocodile and one child vanished after being seen calling to a dingo. However the morning passed quickly, with much good humour, and it was soon time to start off for the uneventful return to Melbourne.

Everyone voted the trip a huge success, but next year we suggest something with a bit of a challenge – maybe the Canning Stock Route?

Peter Dwyer Suzuki GS1000G

SECRETARY'S TOUR APRIL 5th

With clear blue skies we gathered at the usual King's Bridge car park. Big D was the rear rider with Ian Taylor leading the ride. We had music while we waited as one Goldwing 1000 rider had a stereo radio and cassette on his bike.

Once everyone had gathered, we started off on the ride to the unknown destination.

During the ride I was progressing at a leisurely pace when a monstrous range rover decided to cut me off. I was minding my own business in the left lane when this range rover came up the right side of me and tried to push me off the road. Being terribly upset at this treatment I fell away to the back and proceeded to burn his eyeballs out with my high beam. This caused frantic activity on the part of the driver in rearranging his rear view mirror. He gladly turned off a little further on.

On one of the corners Bruce and I slowed down to indicate the direction of the ride. Bruce stopped on a slight slope and found the weight of his Z500 too much to handle due to his wrist being in plaster, and slowly laid it down. I thought it was a joke until I realised he was in trouble and then went to help him. He said the fall was caused by his weak wrist in that it had insufficient strength to hold the bike up. We continued riding.

On cresting a hill, I spotted Craig dismounted from his BMW with a hammer in one hand. Hello, I thought, another frustrated BMW owner, but no, he was just trying to eradicate a vibration mysteriously manifesting itself somewhere in the bike. He said he was right, so we continued.

We stopped at Heathcote to buy lunch. Lunch purchased, just as we were pulling away from the shops to go to a park reserve, two big Harleys ridden by equally large, dirty Harley riders with voluminous beards, came flying past. Their road presence was extreme, along with the noise.

After arriving at the State Forest picnic area, we got stuck into lunch. It was followed by a game of cricket with most of the crowd joining in. The less energetic people sat around talking and watching.

During the cricket game Ian nearly had his fatherly prospects set back by a savage strike of the rubber ball by Keith. A couple of inches lower and he would have been history! Amazingly, a very lethargic Keith found instant energy as soon as he had the bat in his hand. He then proceeded to slash at anything that was round. It was a wonder we didn't lose the ball many a time from the many sixes hit into the bush. Someone had good eyesight!

It was time to leave. On the way back Tom got a flat tyre way back to blazes. The rest of us stopped and waited for him. It was soon fixed and we were able to continue. We headed back via Whittlesea where we split up and made our own way home.

Paul XJ 650

P.S. Congratulations to Ian on leading a really good tour.
