

AUGUST RUNS

Sunday	1	Vice Captain's Ride. 9.00am KBCP
Friday	6	General Meeting Club Hall. Auction 8.15pm
Sunday	8	Paradise Falls (Whitfield) KBCP 9am.
Sunday	22	Cardinia Reservoir BBQ 9.30am KBCP
Sunday	15	Snake Valley 9.30am KBCP
Sunday	29	Koala Park 9.30am KBCP

SEPTEMBER

Friday	3	General Meeting. Club Hall. 8.15pm SHARP. Slide Night 15 slides per person.
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SERVICE DAY

A service day is being held at Steve Verdon's place, 23 Olive St, Reservoir, on the 7th August. 1pm

The club would like to welcome the following new members,

Peter Price
1 Charles Crt
Melton Sth. 3338
Ph. 743 4339
Yamaha 750

Alan McCamish
124 Reserve Rd
Beaumaris. 3193
Ph. 589 4903
Honda CB650

CHANGE OF ADDRESS

Bruce Faldon is now to be found at 147 Derby St, Kew. Ph. 861 6276

CLOSING DATE FOR ARTICLES FOR NEXT MAG IS THE 20TH SEPTEMBER 1982

WANTED

Attractive young female seeks spunky male companion for fun times.

All enquiries handled in complete confidence and with utmost discretion.

Ph. A.H. 379 8123

EDITORIAL August 1982

No doubt by now you have realised that the number of pages in this mag is somewhat lower than usual. You're wondering why? Well, we'll tell you. We just did not see the point of stapling three or four BLANK sheets of paper behind those that have been printed on! BLANK?!!!!?? We had nothing to bloody well print on them. We edit and print. You write. You no write, we no print!! Simple as that.

Cheers, Gaye & Geoff.

FOR SALE

ROAD EXPRESS REV COUNTERS: At last, a device that gives your machine the sports appearance to live up to its name. Reads from zero to two and a half thousand revs, in graduations of 50. Good reliable mechanical operation, not relying on untrustworthy electronics. Stick-on red-line optional extra.

£15rrp (cables available shortly)

C50 CLUTCH LEVERS: Ergonomically designed for maximum grip without discomfort. Specially moulded in long-life nylon. Makes gear changing easier and smoother, especially when used with your own self-lubricating clutch cables. £4.50rrp

RD250 BIG VALVE CONVERSION: Inspired by the old conversions for the Norton twins, this promises to do for your Yamaha what those kits did for the Commando. Utilising easily available over-the-counter parts, the kit may require strengthening of the bottom end. The valves themselves have ultra short stems (6mm) to allow them to fit into the standard RD head. £23rrp

MARC SULOT TOUR

‘Mickey Mouse’ as Mick Fagan was often heard to say, is not the way to describe Marc’s ride. But it does remind me of Mick. For it was when following Mick on a ride back in ’79 that I covered the same sections of ground that Marc had chosen. I use the word ground to describe the sections I am referring to as they do not qualify as roads.

The first section, situated a couple of kays the other side of Monegeetta, was reached by a lengthy roundabout way, consisting of a 1 in 6 clay incline, recently graded, which was surprising considering the ‘No Road’ sign we had passed. Being a downhill run, it was select first gear and dangle the feet. About a third of the way down the bike executed a 90 degree turn but having Brian Milesi as pillion the bike was prevented from laying over as two feet are better than one. At this point Brian decided to walk the rest of the way. Peter (Yam 750), not having a pillion, wasn’t as lucky as I and collected mud on his mirrors. I won’t even mention the antics of Marc and Craig, being somewhat uneventful.

The next challenge came in the form of off-road bush bashing down the side of Mt Macedon, to eventually come out onto a horse-riding track. Although short in length, it was enjoyable nevertheless. So enjoyable in fact that we forgot the rain and cold and mist and mud and rain and cold etc, etc.

All four of us successfully negotiated this section apart from myself, where again Brian was called upon to prevent my bike from falling over. 20 metres from the bitumen Marc’s front wheel found a log buried in the mud and he dropped it. Now being the gentleman that he is, Marc removed the log so that those travelling in his wake would have a slightly easier time.

With rumbling stomachs and a unanimous desire to be somewhere warmer and dryer, Marc led us to a roadhouse near Kyneton, where we were greeted by Brenda and Steve who had driven up from Melbourne in Brenda’s GSX Honda Civic and had thoughtfully booked us a table.

With a leisurely lunch over and the sun appearing for the first time we headed back to Melbourne via Woodend and onto my place for coffee. A fairly uneventful afternoon’s ride, but then, after the mornings ride, just about anything would pale into insignificance.

Keith. Kwaka 1300

YOU YANGS

Finally, when Bruce got somebody to lead, 'Red leathers', we ventured out via the Western Highway where the wind was quite strong. We stopped at Melton for refreshments but I had to go after Craig as he had missed the corner marker. Peter studied the map to make sure he knew where to go.

Passing the Melton Reservoir he took us over the back roads, then some gravel before reaching the entrance to the You Yangs. Heading to a BBQ, where a couple had just about finished, it wasn't long before we were able to cook our chops, etc.

The weather was quite dismal including a brief shower during lunch, after which we went for a short walk through the scrub. Then we hopped on our bikes for a complete tour of the You Yangs with Bernadette getting herself into a tricky spot when she stalled her machine halfway up the hill. We managed to help her with a bit of advice.

Back at the main car park some decided to try to walk to the top, but only got three quarters of the way before turning back. We then dispersed heading for the Geelong Road coming out at Norlane, stopping up the road for coffee, after which we continued on to town with the majority of riders departing by the time I got to Millers Road.

A pleasant run except for the weather which was pretty bleak and cold.

Peter P. 750/4, 750 Kawa

PARENTS DAY - Jumping Creek Reserve - Warrandyte

Just as the sun was breaking through a very overcast sky at about 11am, ten bikes left KBCP with Keith Finlay taking the lead and Phil Duffy, complete with outfit and family, rear rider.

Heading for Warrandyte via Hoddle St, Johnston St and onto the Kew Boulevard. Here was the first dirt section of the ride in the middle of suburbia. As we roared through this quiet back water, our presence must have ended any late Sunday morning sleeper 'inners'.

On through Templestowe to Warrandyte township where a stop was made for anyone who hadn't brought any tucker to pick up supplies. Then the final 2km to Jumping Creek Reserve where Craig and his family were waiting, having arrived by car earlier. The BBQ was burning, ready for the snags, steak and chops.

By this time there was not a cloud in the sky – perfect BBQ weather.

After everyone had eaten, out came the football which both the kids and adults kicked around the car park – I'm not sure who had the most fun. Then it was 'lets ride your bike' time as Peter P tried our Gary's girlfriend's Kwaka 175. Phil Duffy disappeared over the hill on Ted's little Honda with Keith following on Phil's Goldwing outfit.

About 2.30pm we broke up, with six bikes heading to Eltham via Hurstbridge, Keith leading and Peter P rear rider, while the remainder of the party went their separate ways.

At Eltham some refreshment to cap off a really enjoyable and relaxing day, the ride being only about 80km.

Ross Kawasaki Z650

THERE CAN BE NO DOUBT THAT MRA VICTORIA IS CURRENTLY FACING THE BIGGEST CRISIS OF ITS FIVE YEAR EXISTENCE: SO BIG, IN FACT, THAT BY THE TIME 1983 ROLLS AROUND, MRA VICTORIA MAY HAVE CEASED TO EXIST.

Why? Because whatever the MRA may be famous for, it has its strengths and weaknesses like any other organisation. As a voluntary body, the MRA can fight practically anything on your behalf – except the Big Buck.

Take a look around at other voluntary bodies operating under the same principles as the MRA: Amnesty International, the Red Cross, and the Salvos. They'll fight hard for their beliefs, but without the dollar, all the good will, enthusiasm and initiative in the world can only do so much. Although you can't buck the establishment, you can meet it – but only on their terms. And that needs money.

MRA Victoria was started and maintained for YOU. The fact that it's continued this long is a tribute to your support as much as it is due to the enthusiasm of its Committee.

In the comparatively short time I've been associated with the MRA, I've been impressed with the amount of dynamism that goes into the work the body does on your behalf. The small administrative group who work for you have consistently shown 100 percent commitment despite facing the most fearsome problems.

That same group – I don't need to name them, you know who you are – are now faced with the end of everything they've worked so hard for, and believe it, that look of frustration, knowing that now there isn't much hope isn't very pleasant to see. It could really be the end; the MRA faces some big financial troubles and without your help, it's just so much history.

DON'T LET IT DIE.

Bob Guntrip, Editor, Australian Motorcycle News.

(We wish to express our thanks to Bob for his permission to reprint the above article ... Ed.)

FOR SALE

CX500 CHAIN LUBE: Specially formulated for this new generation of ultra-high performance, super-handling Japanese Vees. Requires less frequent application than other rival makes, therefore paying for itself in the long run. Also suitable for BMWs and Moto Guzzis. £4-36rrp

TRIUMPH BONNEVILLE CAM-CHAIN TENSIONERS: This totally new device completely eliminates any of the old rattling cam chain problems. Fits in minutes with minimal engine dismantling. Mark II version at £3 extra fits all models of Trident. Some slight machining of timing gears on earlier models may be necessary. £12rrp

GT 185 HIGH PERFORMANCE CAMSHAFTS: Transforms the performance of your old Suzuki, raising it to undreamed of levels, especially when fitted with your own open Megga exhausts, specially matched to complement the camshaft. Send your cylinder heads to us for the necessary work. £33rrp