

December 1982

DECEMBER RUNS

Friday	3	General Meeting Club Hall 8.15pm
Sunday	5	Sports Day (Laverton) held on private property. See details in magazine KBCP 9.00am
Weekend & 12	11	Christmas Party 'Radio Springs Hotel' – Lyonville See mag for details
Sunday	19	Upper Yarra Dam. KBCP 9.00am
Week	26	Christmas Camp Buckland Valley
Dec – 2 Jan		See mag for details

JANUARY RUNS

(NOTE: THERE IS NO GENERAL MEETING THIS MONTH)

Sunday	9	Marysville KBCP 9.30am
Sunday	16	Arthurs Seat KBCP 9.30am
Sunday	23	Apollo Bay (Great Ocean Road) KBCP 9.00am
Weekend 29, 30, 31		Clubman Rally – Jingellic (on the bank of the Murray River) Meet at the Club flag.

FEBRUARY RUNS

Friday	4	General Meeting Club Hall 8.15pm
Sunday	6	Treasure Hunt (Barbeque at finish) (A pen, 'Melways' and pillion advantageous but not essential) KBCP 9.30am
Sunday	13	Gary Young's Ride KBCP 9.00am. Lilydale 10.15am (Main Street)
Sunday	20	Mount Eccks. Note early start KBCP 8.30am
Saturday Evening	26	Night ride KBCP 6.00pm
Sunday	27	Queenscliff (bring bathers, bikinis, bucket and spade) KBCP 9.30am

MARCH

Friday	4	General meeting Club hall 8.15pm.
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CLOSING DATE FOR NEXT MAGAZINE IS THE 21st JANUARY 1983

CHRISTMAS PARTY

DATE: Saturday 11th December
COST: \$23 per head

The Christmas Party is being held at the Radio Springs Hotel at Lyonville near Daylesford. For the occasion we have booked out the Hotel and the Pine-Cone Motel at Bullarto.

A sit down, three course meal will be served, and retire whenever, at either the Hotel or the Motel. The Motel is approximately 2km from the Hotel. Next morning we will gather at the Hotel for a Continental Breakfast.

If you do not wish to stay overnight but would like to attend the dinner, then the cost to you will be \$8.00.

Pre-dinner drinks at the pub, 5.30pm.

If you are want to go, please see our Social Secretary, Chris Young, as soon as possible.

CHRISTMAS RAFFLE

Don't forget the Christmas Hamper is being drawn tonight. See Chris Young or Steve Verdon for tickets. Tickets are 50c each.

EDITORIAL – DECEMBER 1982

As this is the last issue for the Magazine for 1982, we felt a few comments on the content are justified. We have seen a steady decline in the size of the magazine due mainly to quite a few writeups not being submitted while some that were have been rather short, though admittedly, concise. What we are asking for is a greater quantity of material to print. If you are asked to do a write up, please do – if you have something to say, write it down and send it to us e.g. comments on the club, a trip you have done, comments on the quality, performance or maintenance aspects of your bike etc. All will be appreciated.

Finally, we would like to wish all the very best for a happy and safe season.

Cheers,
Faye & Geoff

SPORTS DAY 5th DECEMBER

Sports day will be held on private property in Dennings Rd, Laverton. Club departs KBCP 9.00am.. Late comers may find their own way as follows: Geelong Road to Laverton then via Aviation Rd (Melways Map 53,B12) to Dennings Rd (Map 208, A4). Follow Dennings Rd to first house on right after the end of the bitumen.

SUNGLASSES

Gradient tint sunglasses which are made to industrial standards are available from CIG. McIntyre Road, Sunshine. These glasses are fitted with shatterproof plastic lenses that reputedly can withstand a 60kph impact with a ball bearing! Silver coloured metal frames fit comfortable in a full face helmet.

Price is \$7.

SONIC INTERCOMS

We have been contacted by the distributor who is considering advertising in our Magazine so if you have ideas of buying an intercom, we suggest you contact:

Mr Phil Phillips
31 Melby Ave
East St. Kilda

PRESIDENT'S RIDE

On a bleak and cold Sunday morning, I rolled up for only my second club ride. Under constant threat of rain, ten riders followed Keith Finlay and sidecar through the city to the Calder Highway to begin the 'President's Ride'.

Out along the highway to Bulla and onto Gisborne. To this point, a fairly ordinary ride, with only Keith's antics in the sidecar to keep us amused. From Gisborne to Bacchus Marsh, across the mountain ridge provided a little more excitement, but not as much as the sandy tracks in the National Park to the south-west of the township. Everyone made it safely to Meredith, the lunch stop.

Keith decided to make a diversion to the planned route. I suppose as it was his ride, so he was entitled, but he could at least consult his map. A group of picnickers watched us disappear into the distance only to see us fly past them again, after completing a circle around a hill. Still, it wasn't a bad bit of road.

Now only half lost, Keith missed the turn-off, and whilst U-turning with the rest of us, poor Tony was hit amidships by Chris on his 250 Suzi. Neither was hurt, but the 250 has bent forks, and Tony's 650 Honda has a very restrictive exhaust system. Back to the Marsh and hot coffee. Many thanks due to Mrs Daly for opening her house to quite a few strangers. She made us all feel quite welcome.

Then it was on to Melbourne via Toolern Vale, Diggers Rest and Keilor. On the whole, a very enjoyable day, due partly to Keith's experience in dodging most of the rain. We won't mention Map reading.

A future Club Member,

Gary Lloyd

FUEL ECONOMY TEST

This year's economy test was run following the same procedure as last year: a normal type of run in the morning followed by the business end of the outing. At about 9.30am thirteen machines followed Steve Verdon and Keith Finlay in the outfit towards Kinglake via the Boulevard. This resulted in a booking for one chap for no L plates, rego sticker or front number plate, real safety hazards!

All the competitors tanks were drained and the engines run until the fuel in the carbie bowls was spent. The official two litres was measured and administered and then the race was on; as it turned out, a very long and slow one. The route took us through Kinglake West where Brenda, the boys and myself stopped for ice creams to let the crazy slipstreaming fools get a little bit ahead.

On the stretch to Flowerdale we witnessed an idiot nearly kill an RD LC rider. He did a U-turn over double lines without looking behind, the bloke on the bike was very lucky to escape with only a damaged pair of jocks! Wayne and Christine were waiting at the turn off to Strath Creek and reported everyone had made the required turn off.

I remember thinking the weather was almost perfect, too warm to leave your jacket on when you stopped, but just cool enough when on the move. After Strath Creek we began to pick up the first of the thirstier bikes and log their distance and get them going again, to regroup in Broadford. As it was nearly 3pm (well over 2 ½ hours to cover 70k), we halted for lunch, then set off again to

Kilmore. More dead engines. Then down to Wallan for the last leg of the battle between Chris and Bernadette. Bernadette taking the decision with an astonishing 105km's on 2 litres of petrol.

After a minor hold up with a flat tyre on Robyn's bike we headed to Epping where we broke up and went our separate ways. I think everyone was amazed at their own performances. The GPZ 550 really impressed me as it is quite a sportster.

OFFICIAL RESULTS

1. Bernadette Nechwatal	Z200	52.5 KM/L	148.0
2. Chris Bullen	GSX250	49.4	139.3
3. Ben Warden	GPZ550	44.5	126.0
4. Bruce Faldon	JAWA350	41.5	117.0
5. Ted Marshall	CB250 RS	41.2	116.2
6. Danny Dallalana	Z500	37.8	106.6
7. Andrew Williams	650katana	36.0	101.5
8. Bob Stekelenburg	CX500	33.6	94.7
9. Robyn Duffy	Z650	31.3	88.3
10. Jack Youdan	CBX1000	28.5	80.4
11. Frank Bloxham	R80GS	27.7	78.1
12. Steve Verdon	Z1100A (& chair)	26.0	73.3

BIG DESERT RALLY

Faye and I and the kids left Sunbury early on Friday morning to head for the Big Desert via the Western Highway and Nhill. A steady run without any drama (except for running the outfit out of fuel just short of Ararat) saw us in Nhill for lunch. After stocking up on the necessities of life we headed out to Yanac with the intention of finally topping up with fuel there before heading into the Desert proper. We fuelled up okay but got somewhat held up by the Rally organisers who at that stage had not progressed beyond Yanac.

Eventually we got underway and covered the 60km to the rally site. A few sandy patches had the solo's worried, but I found them fun (well I did have my trainer wheel to keep me steady. I didn't have to put my feet down even once!). The site was also sandy and the tent pegs were having a little trouble holding the tents up. Mind you, a cold wind of 15 knots or so wasn't helping either.

Around lunch time Saturday we were starting to think that we would be the only Club representatives when Mick and Joy arrived. They were followed a couple of hours later by a group of ten or a dozen other members. I shan't try and name them as I'm bound to forget someone and then they'll go crook at me.

A very pleasant evening was spent around a fire. A few comments were heard regarding the sandy areas along the road with several people stating that they would not attend the Big Desert Rally again. Too hard!?! Mind you I can't recall any of our members making this comment.

Sunday morning we broke camp and headed north towards Murrayville on the Ouyen highway. This gave us about 20km less unsealed road to cover than the run back to Yanac. About 5km out of camp we were overtaken by an outfit that was travelling fast and mostly sideways. A further 3km along we came upon same outfit, on the side of the road and rather broken along with two riders, in the middle of the road also rather broken. They had apparently crested a dune on a nice smooth road only to find a nice big soft sand trap just over the crest. The outfit flipped and you can probably guess the rest.

We lost about an hour at the accident before proceeding on into Murrayville. Refueled and on to Ouyen for lunch. Then down the Calder highway to home.

We lost a bit more time when Mark's X7 seized at Wedderburn after running short of oil. We left Mark and Christine there and went into Bendigo to tell the rest of the group why they were so far behind. The Suzi eventually freed up and was successfully ridden to Melbourne. We finally arrived home just after dark following what he turned out to be a long day.

Geoff. CB750F & sidecar.

CATHEDRAL LANE

The day started like any other in Spring, near perfect and with a cloudless sky and the hint of heat that summer promises. Well, there were two abnormal things about the ride as far as I'm concerned, one was that there were about 15 or so new faces as a direct result of the bike show stand and the other more important thing, I was on a new bike, details of which I won't bore you with as I'm sure you will hear about them soon enough.

With Ross leading on his GS1000G Suzuki we set off for Lilydale for a running stop/pickup and continued on to be greeted by a dry and clean Black Spur. After a short while we came to Buxton where an early lunch was to be had. Fish and fresh chips or microwave pies were the order of the day.

Whilst we sat around the service station eating our lunch we were slowly invaded by desperates who belonged to various outlaw clubs. They of course were all riding Harley's with the poorer ones riding Triumphs.

Lunch over, we headed for Cathedral Lane where we proceeded to demolish the road in a cloud of dust that would be the envy of Tracey. At one stage it appeared we were lost as the track ended up a hill dissipating into the bush. With a bit of back-tracking in the dusty and near offensive heat (we do wear black Bellstuffs and Helmets ya know) we found the correct track and proceeded to link up with the Ridge Road which took us for a well-earned drink at Marysville where we gathered our strength to go home via Reefton Spur.

Apart from one of the new riders taking the Lake Mountain Road, the run back to Lilydale was almost incident free. I say almost because at one corner we came across a single vehicle crash, to wit, a motorcycle failed to make a bend and collected a telegraph pole, which killed the rider I learnt the following day as it was in the papers. He was only 21 years old. Food for thought?

Arriving at Lilydale we were met by all the peoples and noted with amusement the looks on the faces of the new people and listened to their comments and answered their questions and made mental notes as to who one thought was tough enough (or stupid enough) to make a go of it and join the Club etc, etc.

It was the end of the first day in the life of my bike. It started out sparking new and ended up dusty from the tracks, muddy from the mud holes and with nicely scrubbed byres and brakes from the windy roads. A pleasant way for a bike to start life if you ask me.

Mick
R100CS ex R80G/S

DON'T FORGET THERE IS NO CLUB MEETING IN JANUARY.

MERRY CHISTMAS
