

**EDITORIAL**

SUNDAY 1.

VAUGHAN SPRINGS. K.B.C.P. 10.00am

FRIDAY 6.

GENERAL MEETING CLUB HALL 8.15pm ELECTIONS

SUNDAY 8.

MINI WORLD STAWELL. K.B.C.P. 9.00am

SUNDAY 15.

MT ALEXANDER KOALA PARK. K.B.C.P. 10.00am

WEEKEND 21 & 22.

WARRNAMBOOL. LAVERTON 9.00am (Shell Garage)

SUNDAY 29

WALHALLA. Hallam 10.15am

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Later in the Magazine you will find a price list for DCP Motorcycle Improvements (Pressley Panniers) from a copy of a letter sent to the BMW club. I am at present in contact with DCP in regard to a Club Discount for the MSCAV.

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The Club has just spent \$200.00 on repairs to the printing press so I hope that members will increase their literary contributions to get full value for your money that we have spent.

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I have been in contact with the MRA and asked them to address one of our meetings. The proposed date is the General Meeting Friday 3<sup>rd</sup> of November. If there are no objections to this, I will write to confirm the date. I hope members will avail themselves of this opportunity to become informed about M.R.A. aims, policies and methods. It promises to be an informative evening.

ROB

EDITOR

**CARDINIA CREEK DAM**

**Sunday 3<sup>rd</sup> September**

Hmmm...might wear the leather boots today. Takes a look out the window to see endless grey sky. No, better stick to the wellingtons for a few months yet.

Arrives early at KBCP to be greeted by two Honda shaft things, and one 750 chain thing. Soon after we were joined by three more shaft-things of varying brands and sizes to make up a select group which was to join up with the milling throng at Upper Ferntree Gully railway station.

Small select group pulls into Upper Ferntree Gully Station to meet milling throng of club captain Gleeson complete with Ducati.

Heading into the Dandenong's we find that Club Captain, although a nice lad, knows as much about Dandenong's navigation as humble writer... namely, bugger all. Well known horn blower and Mount Waverly mortgagee, Formaldehyde, then takes our tiller to lead us to our first stop, Bob's Park.

Well known rubber boot wearer and new to the game tour guide then leads all and sundry on a wild goose trek along tracks and down roads to nowhere and back again.

The next stop was at Cardinia Creek Dam wall, which goes to prove the old adage...when you've seen one dam wall you've seen 'em all. This also applies to Tassie and Snowy Mountains power stations.

We then rode in circles for a short while to a barbeque area to see other rubber necks in four-wheel things. Pies, pasties, sausage rolls are the order of the day at Emerald for our lengthy lunch stop.

At this stage it occurred to most that there was bugger-all to be done in the Dandenong's on a Sunday.

Upon the announcement that the Gleesons had just taken delivery of a new and previously untried jaffle iron, Club run now proceeds to Upway via Beaconsfield (not easy, I assure you). Quick stop is thrown in at local shopping centre to pool financial resources to buy bread, milk, cheese, meat, and other essentials. Quick stop turns into a lengthy stop as discussion of the ins and outs of the latest whiz-bang Honda 500.

Arrive early at Club Captain's home to surprise Mrs Club Captain who soon had some terrific scones in the oven. An outdoor furnace was soon started which threatened to reduce new iron into alloy blob.

Those awaiting the epicurean delights of Vice Captain Room gave lengthy discourse on the structural indifference of Club Captain's illegal garage extension.

So, Club Run very big on eating scones and jaffles and very small on riding.

**Les Leahy**, Yamaha (with funny white tank)

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## **BUY, SWAP OR SELL**

This is new and any member having some item to buy, swap or sell can advertise it here for free. (Any donation to help the club along would be welcome.)

You can advertise anything from a used guzzunder to a slightly *in need of repair* brand new Harley Davidson.

## WYPERFELD NATIONAL PARK

I woke up early Saturday morning and I was the first to arrive at Melton at about 8.30am. Soon after Ken Markham came past. If I hadn't been there he was going to continue along by himself. Soon after Les Leahy, Rod Fisk and a short time later along came Marcus. We waited around for a while and at 9.30am decided that we were the entire contingent and it was time to go.

We decided on the shortest route and with Les in the lead, we set off via Ballarat, and Stawell, stopping in Dimboola for petrol. On to Horsham where we had a very welcome stop and a very tasty counter lunch to take the centre out of the day.

It was cold and we had a few spots of rain but this soon cleared and it got warmer for all the rest of the journey. At night the temperature never dropped below 8 and Sunday was also very warm, but getting colder as we neared Melbourne, naturally. I say if you have enough time you don't need a map or compass to get to Melbourne: as the weather gets cold and cloudy you are aimed at Melbourne; if it gets warmer, you're going somewhere else.

Doris (Lance) and Big D met us on our way into the park and guided us to the camp site chosen for us by Doris who arrived at 3.00am and rode through fog that you couldn't see 20 feet in front of you. He picked a good spot near shelter in case Pam was attacked by 'drop bears' or 'carnivorous wombats'. The fact that we were between two toilet blocks seven miles apart did not matter except that when you went for the walk you wondered if you were going to make it. Naturally, it was unnecessary to tell Pam about drop bears and carnivorous wombats as she was quite scared of the dark and the sound of me getting into my nylon and acrylic sleeping bag terrified her.

About dusk, just after Big D had left for Hopetoun where he was staying, Noel and Pam arrived. Noel said he saw a shaft drive Yammi leaving as he came in. This had us discussing what he was thinking about to mistake Peter's Honda 4 for a Yam shafty.

With Rod, Lance, Noelene, Pam present, and our own conversation, we were not stuck for a few words. Some of the nearby campers must have been slightly confused looking for two females after hearing 'Doris do this and Pam do that'.

After tea, talk turned to the normal campfire conversation of bikes, sex, sex and sex and sometimes it switched to how many gallons to the mile Ken's Suzi was getting and how he was going to do a bit of 120 kmph riding to see if he could get to the Worlds End Rally without stopping for gas every 50 miles. They were trying to get Ken to write up the trip for the mag and it would have been about 10 pages long if he wrote what happened every time someone said 'that would be good for the mag, Ken'. You could have filled two pages with Ken's statements of why write these trips up because those who didn't come weren't interested and those who were there knew what happened. Rod said, that it was to tell people what a good time could be had and create interest so more people would come next time. Ken replied that the turn out showed that other members weren't interested and anyway, he was roasting on one side and freezing on the other, and it would be just the opposite if he turned around. (Discussion was at an end).

There was plenty of firewood about but not easy to carry on the back of the bikes as it was too far to walk (stacked half way between the camp site and toilets. Rod). Les and I went to bed early, but nobody was up very late.

Morning and Noel discovers that he has a flat tyre on the rear of the Bee Em. So for breaky, Noel and Pam had steaks which, if had with vegies in the USA, would have cost up to \$20. I thought, "What are the poor Yanks having for breakfast?" Noel and Pam then went off to photograph some emus after Noel and Rod wasted a few feet of film watching Lance, helped out of bed by Rod, by collapsing the tent with a bungy strap and the tents stays. Doris was awake almost immediately.

The park ranger came around at about 9.30 to collect 70 cents each which was a night's camping fee. A short while later I left for Hopetown where Big D said he would be till about 12.00 noon.

Most others went their various ways home. Les came through Hopetown but didn't stay and saw Big D at Warracknabeal. As I approached, there was Les up ahead, then me, and following was Big D. Les eventually disappeared over the horizon as 100kmph is faster on a Yammi than on a Honda. The Yammi's speedo is accurate.

Then Ken appeared from nowhere at or near St Arnaud so we rode together, stopping at Avoca for a drink and food. I had to stop at Ballan for fuel so that was the last I saw of Ken, but Peter and I rode along together till Ballarat Road where we split up.

For a weekend run it was a success with the numbers and weather being okay. It was a first for Markus and his CX500 Honda who was trying out all his new camping gear. I enjoyed the weekend because it was good to get out of the house, not that I have been around much lately. Even though the park was a council tip compared to parks in the USA and the Canadian Rocky Mountains parks that I have been in recently, our parks have a beauty of their own way.

I guess I could write more but as I hate writing and my writing is pretty bad, I guess Rod will be pleased if I didn't write anymore as it takes a while to work out what I have written. If what appears in the mag is not quite what I have written I won't hold it against Rod as I know my writing is bad.

## **Lloyd**

FI Honda 750 (Gas burner)

### **HOW THEY DO IT IN HONG KONG**

This anonymous offering comes from a director of a well known Hong Kong media owner, who swears it is taken from a memo recently distributed to all staff.

### **SPECIAL ANNOUNCEMENT**

As a result of automation as well as a declining work load, the management has decided to take steps to reduce the current workforce.

A "Reduction of employees" program, which seems the most equitable under the circumstances, has therefore been devised. Under this plan older employees will be placed in early retirement, thus permitting the retention of employees who represent the future of the company.

A program to phase out older people (over thirty) by the end of the current financial year will be put into effect immediately. This program will be known as 'RAPE' (Retire aged personnel early).

Employees who are Raped will be given the opportunity to seek other jobs in the company provided that when they are Raped they request a review of their employment status before actual retirement takes place. This phase of the program will be known as 'SCREW' (Survey of capabilities of retired early workers).

All those employees who have been both RAPED and SCREWED may apply for a final review.

This phase will be known as Stuffed (Study of termination of use for further education and development). Program policy dictates that employees may be 'Raped' once, "Screwed" twice but can be "Stuffed" as many times as the management sees fit.

Reprinted from Newsweek Media.  
Submitted by John Mc

### CARDINIA CREEK DAM

Having hibernated from Club activities other than General Meetings, I thought it was time I fronted a run, particularly as the destination was not far and a place I had not inspected at close quarters for a long time.

I arrived at the car park at 9.55am to find myself being the lone ranger until about 10.10am when Darren arrived with his new blue CX500 complete with namesake number plates. Then there was another driven in by a bloke called Markus which showed signs of a spill. Soon a few more of the troops arrived and by about 10.30am there were about a dozen riders and machines present.

With yours truly leading and Les Leahy at the rear, we set off for Upper Ferntree Gully via the Burwood Highway. Here Brendan took over leadership and promptly lead himself up a garden path.

After a small chase into Emerald township (Brendan must have been trying to drag off Puffing Billy cos he missed the turn off) yours truly again took up leadership and led the convoy down to Bob's Park Picnic Reserve, a very attractive spot on Aura Lakes, the overthrow system for the dam.

There we had smoko and a walk down amongst the wildflowers before proceeding on an inspection of the Dam wall and Duffy's lookout. The road system in the reserve reminds me of the twisty roads through the northern coastal plains of Tasmania. I don't think anyone observed the 40kph speed limit signs.

Whilst the sign didn't say we couldn't, we considered it too much of a stir to ride across the top of the dam wall, which is fenced off to cars but accessible to pedestrians and two wheeled vehicles. So, we concentrated our interest on the scenic drive to Duffy's Lookout. Fisky was so enthralled by the scenery, he missed the turn off and was well on his way to plastering himself and his machine against a closed cyclone gate. Woops, ANCHORS.

After seeing all there was to see we travelled to Emerald via the Menzies Creek Ridge Road for lunch where the local store did a thriving trade – particularly in cheese-cake.

After lunch, Brendan invited all to come back to his home in Upwey for afternoon tea and a short tour was hastily whipped up to kill an hour or so of the afternoon. Darren was full of praise about the Pater Noster Road so yours truly decided this would be a good start.

A high speed (legal) fang ensued to Beaconsfield, where we joined the Princess Highway to Narre Warren and from there a rather pleasant route was taken through the Narre Warren district, Lysterfield and Belgrave Heights to Belgrave. A stop was made to pick up provisions for afternoon tea and then Brendan led us skywards toward heaven (well almost anyway) and then down the mountain side to Upwey for afternoon tea.

A very pleasant run over varying road conditions and through contrasting scenery; a good start to springtime touring. Our thanks to Sally and Brendan for afternoon tea.

Formaldehyde.  
750 Honda.

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While in the USA it was summer vacation time and I saw some fantastic rigs in the touring scene. A lot of trailers both one and two wheeled. The accessories are most varied, and I guess that if we had the same numbers of bikes here that they have, we would have a greater variety too.

Lloyd FI 750 Honda

### **DCP MOTORCYCLE IMPROVEMENTS**

32 Princess St, Pennington. S.A. 5013

We have recently purchased a Pressley Panniers and the same range of products plus some new editions will continue to be manufactured.

They will now be made and distributed from South Australia by DCP Motorcycle Improvements. Freight can be arranged to your door or to your nearest railway station, charges collect. Our range and price list is set out below.

PANNIERS: to suit –

BMW/5/6/7	\$245.00
BMW R, RS	\$230.00
Honda GL 1000	\$245.00
Honda CB, F1	\$245.00
Suzuki GT750, GS750	\$245.00
Yamaha XS1100	\$245.00 (end Oct)
Yamaha XS750	\$245.00 (end Nov)
Topcase	\$95.00

(eight weeks delivery from date of order)

Other models to suit the Yamaha and Kawasaki range of machines will be available in the near future.

FAIRINGS

BMW Replica Bikini	\$93.00
General Bikini (NO DASH)	\$52.00
Dash to suit General type	\$24.00
Full Touring GL 1000	\$285.00
Full Touring XS 1100	\$297.00 (end Oct)

Other full touring fairings to suit different machines based on the Concord (GL 1000) will be available shortly.

A BMW replica RS full touring fairing is under development and availability will be notified shortly.

MISC:

BMW Mudguards	\$26.00
Spare windscreens	\$20.00

Spare parts will be available for all of the products that we manufacture. Please state, model, colour and number required.

PHONE: 477004

Area code (08) AH.