

SEPTEMBER 1981 RIDES

- Sunday 6 Maryborough Wattle Festival. (we think) 9am KBCP
- Sunday 13 Navigation & Reliability Trial
(set by Marc & Tom), 9am KBCP
- Sunday 20 Paul Smith's Special Tour, 9am KBCP
- Sunday 27 Fuel Economy Ride, 10.15am SHARP, Lilydale only
Bring empty petrol container. More details on Page 3.

OCTOBER

- Friday 2 General Meeting. Club Hall 8.15pm SHARP.

CLOSING DATE FOR ARTICLES FOR NEXT MAG IS 18.9.81.

FILM NIGHT

Saturday 19th September. 7.30pm. At Social Secretary's place.

Unit 17/28-36 James St, Box Hill. Phone 88 6362

\$1.50 per head. Supper included.

EDITORIAL – SEPTEMBER 1981

As usual when we sit down to scrawl out an Editorial, we must decide whether or not it will be positive or negative! Which will be first? Negative – let's razz the members.

Over the last month, each day we have eagerly awaited the arrival of the postie to see what literary masterpiece we would have to print in this mag. Prior to the closing date, what did we get? SFA!

We have no doubt that most of you walk in the door and expect to pick up a mag that will, at least, give you 10-15 minutes interesting reading. Right? Right, who do you think writes this mag? YOU BLOODY DO! So, if the current trend continues don't be surprised if one night you walk in the door and can only find a single sheet of paper that says, "This is the mag but there isn't anything to read!" We edit, not write, that's up to you. If you are asked to write up a run, please do it, and forward it to us as soon as possible. Mail it, bring it, you are always welcome here.

On the positive side, two members, upon hearing that we were lacking material for this mag, sat down and produced articles virtually on the spot! Many thanks to Mick and Tony. We also received a further write-up by mail some four days after the closing date. This would normally be held over to the next mag but due to lack of material we included it in this mag. Now we've got even less for next month!

Regarding mags, a couple of months ago we sent a copy of our mag along with a letter, suggesting a regular interchange of mags, to a Touring Club of each State. So far, only two clubs have responded, one with a letter agreeing to the interchange plus, of course with a copy of their current

mag, the other just with a mag. [To the SA Tourers and MTCQ, our thanks.] Now you, like us, can see what riders with similar interests in other States are doing. These interstate mags will be available to read at the monthly meetings.

Whilst on the positive side, we feel a few comments on the demise of a British registered Honda GL1100 during the O'Briens Crossing run worthy of comment. Sure, the damage to the machine is not positive but we feel the actions of the members afterwards was very positive.

The pillion rider was promptly ferried to Tony's place (a couple of kays away), given coffee and generally settled down, hopefully reducing the effects of shock. The rider was given more than enough assistance to retrieve the remains, the major proportion of which was in the creek, and eventually the machine was ridden, albeit rather slowly, to Tony's place by another rider. The damaged machine was left at Tony's, the owner and passenger being ferried home by others. One can only compliment all present for their efforts.

Finally, if you think that this Editorial seems to go on and on, well, we did have to fill the mag up with something!

Faye & Geoff Morgan

INFORMATION FOR THE FUEL ECONOMY RIDE ON SEPT 27th.

For this year; something completely different. An economy test starting with completely dry tanks. After being given a measured amount of fuel, the bike stopping furthest up the road is the winner.

Here's how it goes, step by step.

- 1) Front up at Lilydale with an empty fuel tin, funnel, plastic hose or whatever to get juice out of your bike.
- 2) Chuck the said tins in the back of my ute, and then treat the first half of the day like a normal run.
- 3) We leave at 10.15am (exactly) and ride to Mansfield for the lunch stop.
- 4) This is approximately 165 kilometres. Try to arrive at Mansfield with about 5 litres or so of petrol left in the tank.
- 5) Hopefully my ute will arrive, whereupon you grab your fuel tin and start draining while lunch is on.
- 6) This includes running the motor till all carbies are dry.
- 7) 3 litres of your fuel will then be officially measured and poured back into your tank.
- 8) The remainder in the tin goes back into the ute, and you're on your way.
- 9) From Mansfield, take the road to Jamieson. Just before Jamieson turn right over the bridge at the top of Lake Eildon. Follow this twisty road in the direction of the Eildon-Thornton Road.
- 10) This is where the motors start to die in a big way; whereupon I appear like an angel of mercy out of the blue, take down your distance travelled, whack the extra juice back in your bike and you're on your way to refuel at the first petrol station down on the Eildon-Thornton Road.

GOOD LUCK!

By the way, the polished timber shield which Darren Room kindly donated to the Club, will be set up as a perpetual trophy for the annual fuel economy ride. The winner's name and bike will be engraved on small plaques and attached each year as a permanent record.

There will be no capacity divisions. If you ride it on ordinary Club runs, then that's the machine you should bring on the day.

Les Leahy, Honda XR 200

QUESTIONNAIRE

We would like to thank everyone who filled in and returned the questionnaire handed to them at the July meeting. Watch for the next itinerary, as the questionnaires have been utilized.

MTCV Committee

SOME ADVICE

Another winter is just about finished, and spring is almost upon us. It's that time of the year when riding is at its most dangerous. Quite often you can be travelling along in brilliant sunshine and unbeknownst to you, a shower has already passed through the area. One minute you are lopping along beautifully and then halfway around a corner wet road appears. Going from dry to wet and then back to dry is one of the hardest challenges you can encounter and one that requires a fair amount of skill, so take care.

Along with the warmer weather comes the different types of clothing that we throw over our bodies beautiful. One should be careful of what you wear, and great care should be taken to ensure that fashion does not take precedence over function. Quite a few riders these days are wearing open face helmets and they generally wear sunglasses for both glare protection and insect and stone protection. If you are going to use glasses of any kind you should ensure that the glass is toughened to industrial standard. A far safer alternative is to use a visor that clips on the helmet. If you don't like a full visor, get one that comes down to at least nose level.

Whilst discussing face protection, a very handy item that fits in the pocket and costs only about \$1.00 is a chapstick for care of your lips, stopping cold sores and cracking. This is not healthy, particularly as Australians have the highest incidence of lip cancer in the world. Riding bikes with wind drying our faces, we rate as high cancer risks.

As the weather gets even warmer most of us change over to smaller, lighter gloves, a la Moto-X. These gloves are excellent except for one almost universal fault: they are too short! Who hasn't had a strip of sunburn on our upper wrists between gloves and jacket? Carry some suntan oil or if you forget it, buy some suntan cream. You only get one skin, so save it!

LAKE MOUNTAIN 2/8/81

On rolling into Lilydale, we were surprised to see how many bikes on the ride today. We left Lilydale about 10.30am after the riders from town had arrived. All up, about 25 bikes left Lilydale, Keith Finlay leading and Phil Duffy and Co in the 'chair' at the rear.

A petrol stop was made at Narbethong where Craig did a quick clutch repair. The ride through to Marysville was rather slow due to the number of four wheeled machines.

On arriving at Lake Mountain snowballs began to fly. Some people decided to play it safe (so they thought) and left their helmets on, which became full of snow anyway. People seemed to take sides, Club members on one side versus the rest. The snow flew for a while and then everybody dispersed.

Next stop Marysville for lunch. I heard one rider and his pillion crashed outside the Marysville loo. I wonder if he'll ever live it down.

Chris and Deb took over the lead as we headed to Warburton along a dirt road. Les flew past us as if the dirt road didn't exist. While waiting for Phil Duffy and the others to roll in, a lone rider came in much to his surprise. He had managed to leave Mick and Tom behind. Nice one Dawso!

Back to Lilydale for a coffee before everybody went their own way. I think a good day was had by everyone.

Chris

Pillion Passenger.

O'BRIEN'S CROSSING AUG 23

There are various bike mags available to purchase: Two Wheels, Cycle World, Motorcycle Mechanics, and Bike for starters. Alas, prices are set as if we are all earning \$500 a week, and well, I get just as much enjoyment reading the Club magazine. Thanks must go to the Editors, Geoff and Faye Morgan for this pleasure. Bike riding is what the Club is all about, and the amount of Club rides I go on is few owing mainly to work commitments, so I look forward to reading about the the rides I missed out on.

Has anybody noticed how thin the mag sometimes gets when Club rides are not included? It must be hard for Geoff and Faye to find something to fill those gaps, so come on gang, let's keep those cards and letters rolling in.

Now down off the soap box and on with the show.

STAGE LEFT – LIGHTS – ACTION – CAMERAS!

We left town in the company of approximately 23 people heading towards my home (Bacchus Marsh), the destination O'Brien's Crossing with a little dirt. It is strange how different it feels when riding in a group compared to riding alone,

To anybody riding up around the Bacchus Marsh Lion Park along the old Highway, be careful of all the cow shit on the road. It can be quite 'DUNG-ER-OUS'!

After travelling up through Myrniong to the back of Pikes Weir, we headed towards Greendale and then on the Blackwood Road which goes past the Greendale pub. Anyone that likes a glass of the brown stuff must call in there sometime. (*But not when on a Club ride! Ed*) Big open fire, ice cold beer, pleasant music, and plenty of hot air! Great place.

Arriving at O'Brien's Crossing with my gut rumbling (off song), that horrible smell of sizzling snags and sumptuous steaks made me feel like heaving. I must have eaten something toxic the night before. I don't understand why you can feel so good drinking a few beers at night and then feel so sick the next day?

O'Brien's Crossing is a great place for a barby, despite the dirt track leading down to it. Thankfully, no-one looked like crashing, or even sliding. Yours truly stayed upright as well. Amazing!

After a good feed, we left the picnic area refreshed and bloated and rode towards Gisborne. The bush looks lush now after all the rain we have had in the last few weeks. I even saw a big wallaby hopping through the scrub, one that the shooters missed.

We had a chat at Gisborne and then headed for Bacchus Marsh along 'that' road. Rounding the last bend, I noticed a few bikes on the side of the road. Peter (no not big-D) on a Goldwing had misjudged the apex slightly, or sneezed, or something. Maybe he just wanted to see if his bike would make a good bulldozer. It does! I kid you not. No broken bones or blood which was good news. Peter and pillion were quite okay.

Having pushed, pulled and heaved the bike out onto the road again, we, with extreme wisdom, decided the bike was not quite roadworthy, so it was parked at my place overnight and then taken downtown on the back of a Bob Jane U-beaut ute the following evening.

Thanks to Faye Morgan and daughter, we had a cuppa and bickies. My wife was out on the tare; she likes to go for drives in our *Maltese* Mercedes with the Valiant Club of Australia, just to spite me! [Sorry dear.]

Come five bells the troops headed home, leaving me, my dog, and a broken Wing.

Tony Daly, Honda 650

MTCV INTERCLUB MOTORCYCLE GYMKHANA CHAMPIONSHIP

25th October 1981

MEETING PLACE: Kings Bridge Car Park.
MEETING TIME: 10am (leave 10.30am SHARP)
VENUE: Within 40km of the GPO
EVENTS: Three Novelties & One Trials.

This gymkhana is a Club effort in which the Perpetual Trophy goes to the Club, not the individual with the highest points. There will be individual trophies for each event, with points from these events accruing towards each Club's total.

BBQ facilities will be available with the MTCV providing sausages.

NO ALCOHOL will be permitted.

NO TRAIL BIKES will be permitted to compete in events.

Club Captain, MTCV
