

## **OCTOBER RUNS**

Sunday	3	Venus bay. KBCP 8.30am
Weekend		Big Desert Rally. (see Club Mag for details)
9,10		
Sunday	17	Vaughan Springs. KBCP 9.30am.
Sunday	24	Grand Ridge Road. (Jeff Koch leading) KBCP 8am.
Sunday	31	President's Ride. KBCP 9am.

## **NOVEMBER**

Friday	5	General Meeting. Club Hall. 8.15pm
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CLOSING DATE FOR ARTICLES FOR NEXT MAG IS THE 22<sup>nd</sup> OCTOBER 1982

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## **EDITORIAL – OCTOBER 1982**

At last month's meeting we took particular note of Wayne's comments regarding the types of roads currently being ridden on our Sunday rides with a view to writing an Editorial around said comments. About a week later we received an article from a member that says just about all we were going to say. First thoughts were, "Well there goes the October Editorial", but further thoughts decreed that we should try to reinforce Craig's article. It is titled "In response" and warrants reading and thinking about.

We basically agree with Craig that some unsealed road should be included in at least 50% of club rides to keep the riders proficiency high, or to improve dirt riding techniques of those new to bike riding or riding a new bike. By the same token the difficulty of the roads selected should be monitored very closely bearing in mind the fact that a track easily traversed by an experienced rider on a dirt-oriented machine can appear extremely forbidding to an inexperienced rider on a road machine, or a rider on an overweight overpowered behemoth.

To round off, a couple of comments have been passed to us by the way of advice, and we think that they are appropriate. The first is that you should ride within your own capabilities, i.e., don't try to keep up with the rider in front if you feel you are pushing too hard. It is a lot less embarrassing to back off than it is to fall off because you overcooked it! The second is – RIDE the bike, don't DRIVE it. Your bike doesn't like to fall down and get hurt either!

Cheers,  
Faye & Geoff.

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## **BIG DESERT RALLY**

The Big Desert Rally is being held on 8, 9, and 10<sup>th</sup> of October at Moonlight Tank which is 47km north of Yanac along the Murrayville Track. (Yanac is 32km north-west of Nhill.) Should there be heavy rain in the area (???) prior to the rally, and the track is in poor condition, then the rally will be held at the alternate site of Broken Bucket Tank just 22km from Yanac. The Yanac store will be open at various times during the weekend and those times will be displayed on the notice board at the store.

The entry fee is \$5.00 per person and should be sent to "The Organisers, Big Desert Rally, P.O. Box 419, CLAYTON, 3168" along with a note stating;

1. Rider's name and address
2. Pillion's name (if applicable)
3. Make of bike
4. Club

Generally speaking, our members will make their own way there and look for the Club flag. However, if you would prefer to travel in company, ask around at the meeting. You will no doubt find someone you can team up with.

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Don't forget our Magazine cover competition. We will have to decide the winner at the next meeting so get your entries in NOW.

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### **M.R.A. SHOW (Oct 15/16/17)**

Volunteers are still required to man the club's stand. If you are available (even if only for a couple of hours) give your name and the times to Keith Finlay. The more the merrier and the less time everyone has to spend on duty.

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### **IN RESPONSE**

I thought I would write a reply to Wayne's article on 'Dirty Weekends'. While I agree with some points I also disagree with others.

In the past most regular riders were what you call 'Hard Core' riders. They are experienced in all facets of road ie. sealed and dirt. They know their capabilities and, may I add, don't own 'Megabikes'. Those that own 'Megabikes', in my opinion, couldn't ride their finger up their bum.

As the Touring Club of Victoria, the idea is to endeavour to see all aspects of roads, and interesting places of this state. It has at least 30% of dirt roads that cannot be by-passed if you are a true tourer.

The pace of the ride needs to satisfy all riders, fangers and slow alike. To remain at a constant pace within speed limit creates a ride with the rear rider being able to see the leader, and the bikes in between being jammed together in a highly dangerous pack.

On average the Club takes around 3½ hours to travel 160km's with no stops other than corner markers. Any further stops would create the need for a ride of around 200km return. That cuts places of interest down considerably. As for the comment on white knuckle riding – I say, let those that ride decide! Those that attend Sunday rides do so for many reasons, some to race, some to observe, for pleasure, to chat and to sight-see. All have differing degrees of capability, and all are doing their thing safely. The Club has been going for 26 years and to my knowledge there has only been one fatality and some minor injuries. So those that ride obviously do safely, the slow and the fast.

As I understand it, most rallies have goat tracks as their access because rally organisers choose nice out of the way places. Some rough riding experience would certainly help in the above situation. To obtain these skills (goat tracks) you join a bike club to learn the rough, the fast and the repairs. If this club is to refrain from the occasional bad dirt, mud, rough and fast road work then we may not attract new members. Riders of many other clubs are known to, when confronted with what seems a difficult road ahead, either turn back or pick another route that has no such difficulties. Are we to become like them?

I have been a member of MTCV for four years and back then rides were averaging around 500km's a trip. They had good mountainous roads, some dirt to keep the skills up, and the odd rough track for excitement. This also proved to riders that these tracks could be negotiated safely. Rides were conducted in a very organised manner catering for all needs. Needless to say, attendance was high, averaging 20 to 30 bikes a ride. In my opinion the change in direction of the Club has only made participation less seeing a slow decline in new members.

Craig. B.M.W.

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### **CLUB MEMBER OF THE YEAR**

Now that I have won this award, I would like to draw to the attention of all members that I will be donating a new crash helmet, of your choice, to the winner next year. I believe that the person doing the write up for a particular ride is required to obtain the names of the people attending that particular ride. Could those names please be mailed, phoned or handed to Steve Verdon, 23 Olive St, Reservoir. Phone 460-6548.

**Peter Philferan**  
(Alias "Big Daddy")

P.S. I recently attended the Puma Rally with nine other members and won a trophy for highest combined age of bike and rider and Brenda collected one for being the longest distance female rider to the rally, which went off quite well; about 170 bikes attended. The road in was good compared to last year, as it was not muddy. Some donuts were performed. We sat around an open fire on Saturday night and had a sip or two! A couple of idiots carried on to all hours of the night and morning, a thing that does spoil a rally.

**'Big D'.**

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### **CARDINIA RESERVOIR**

On a pleasant but cool day ten or twelve members set out from the car park to Cardinia Reservoir for a barbeque lunch. Phil Duffy, with some of his family in the sidecar, led the way with Robyn on her new machine as rear rider. We travelled along Clarendon and High St to Ferntree Gully after which the roads became more interesting. First stop was at the tower on One Tree Hill.

Some people dutifully climbed the tower but the view through the haze over the city was not really worth the effort. Phil then led us through Sherbrooke along various ways to Emerald where a stop was made for provisions: snags, bread etc for those who had forgotten the barbeque. Then on to Bob's Park, our destination, where Chris, Brenda, Marcus and Lorna and a few others had staked out a claim and had the barbeque going nicely.

After everyone had their fill of steak, chops or sausages burnt or otherwise, some went for walks, played with the Frisbee, or just relaxed and tried to ignore Brenda's dog when he dropped a ball at their feet imploring them to throw it.

With Keith Finlay leading we set out to do battle with the tin tops that infest the roads at the weekend in the hills area. We eventually found our way to Christine's flat in Doncaster East where Chris and Brenda entertained us with coffee and pikelets as a fitting end to a good day.

**Frank Bloxham**

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## **KOALA PARK**

The hottest August day on record happened to be a Sunday with a late start. So it was not surprising to see so few people at KBCP. In fact, there was not one Committee member, so we had to make do without orange armbands. Since Keith was on the previous Committee, he was elected to lead the ride, and Ross volunteered as rear rider. Despite the small number of riders, something might happen to excite the day, so everybody stepped onto their goats and ..... Brian had a fat flat rear tyre.

The stopwatch was set at 9.06am, pictures taken, one nail removed, and one more nail removed. The tyre was pumped up and at 9.42am we made our way to a service station so Brian could get the correct pressure. Rob's 1000cc was getting the better of his good intentions as rear rider so Ted on his 250cc Honda volunteered for that position. By now the Tulla Freeway was chocker-block full of Sunday drivers so we had to slow down for the usual car trailer type accidents.

Up through Sunbury with no trouble at all. And then around through the back of Macedon, with all these great little hills and curves. We hit the dirt and Keith led us easily up the wrong road, and that's what he continued to do for the rest of the day. We eventually came out behind Gisborne and continued from there up the highway to Castlemaine.

Just for a change we decided to try a different grease shop and the flake at 40c were very nice indeed. During our lazy 1½ hour lunch stop we had quite a debate about the changing prices of flake.

Eventually we decided to continue to the Koala Park. Keith again led the ride, first up the wrong track, and then too far. Well, we finally found the park where we had all been before. Keith was awarded 1 point out of 10 for getting us to our destination.

This time we actually found a koala high up in the gum tree, as well as a baby goanna or lizard or whatever it was. It had a nice pattern on its back anyway.

After the Koala Park we headed for the lookout tower where we looked out over the valley and relaxed in the sun. Such a lazy day. Then we had an uneventful ride home down the Calder Highway. At least we couldn't get lost that way. Mind you, once again we had to slow down for an accident, again the trailer, car type.

**Joy**

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## **WHY A MOTORCYCLE ?**

A motorcycle isn't the easiest way to travel, nor should it be. Thousands endlessly search for 'The Easy Way', whether it's the easy way to travel, or the easy way to entertain ourselves. We have easy ways to make coffee, remote controls for television sets, and freeways to travel on. Easy living may seem like a good idea when a person is working hard, just like a freeway may be easy and convenient, yet it isn't in itself satisfying.

A motorcycle is a sensuous device. It treats our ears to pleasant sounds, pulls on our muscles as it accelerates or brakes, excites our sense of balance on curves, brings us to feel and smell the air, and all the while it pleases our eyes when we look at it. It is not entirely rational as a transportation device, what with diesel econo-boxes providing 50mpg, and more utility. But it is highly rational as a sensation-provoking machine, for nothing can so exercise the senses as a motorcycle.

**Wayne XV1000**

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## **CARDINIA RESERVOIR**

Here is a brief note on the Club's ride on the 22<sup>nd</sup> of August to Cardinia Reservoir.

About a dozen of us left KBCP around 10am with Phil Duffy leading, taking Clarendon St and High St towards Rowville, and then through to Ferntree Gully. Once in the hills we stopped at a lookout called One Tree Lookout. Most of us climbed up the tower for a rewarding view.

Off again, this time with Mrs Duffy as rear rider. It was a good ride through the Dandenong's towards Emerald where we stopped at a take away shop for lunch supplies.

At this point I left the group so cannot give you an account of the barbeque lunch.

**Bob CX500**

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## **FOR SALE**

Suzuki RE5 HIGH COMPRESSION PISTONS: These also suit certain DKW machines, and a unit for the forthcoming Norton Wankel will be available shortly, just as soon as the bike is. The piston gives approx 11.8 to compression ratio if correctly installed. Consult your dealer if in doubt. Prices on application

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CZ DISC PADS: Dramatically improve the performance of the standard machine's braking by getting rid of the excess weight of those original equipment brake shoes. Patented formula ensures identical effect in no matter what weather. An old pair of pliers makes a handy calliper. £23 RRP

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KAWASAKI KH250/350/400/500/750 ANTI-FREEZE: Special cooling fluid prevents the overheating and seizures to which these models were sometimes prone. Check that the radiator hoses are corrosion-resistant before use. If difficulty is experienced in tracing these hoses, consult your dealer. 33p RRP

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