

FEBRUARY RUNS

Sunday	6 th	Treasure Hunt (B.B.Q. at finish) (Apen, "Melways" and pillion advantageous but not essential.) KBCP 9.30am
Sunday	13 th	Gary Young's Ride. KBCP 9.00am Lilydale 10.15am (Main Street)
Sunday	20 th	Mount Eccks <u>note early start</u> KBCP 8.30AM
Saturday		
Evening	26 th	Night ride. KBCP 6.00pm
Sunday	27 th	Queenscliff (Bring Bathers, Bikinis, Bucket & spade) KBCP 9.30am

MARCH

Friday	4 th	General meeting club hall 8.15pm.
Sunday	6 th	Lyre Bird Forest (Morwell) KBCP 9.00am
Sunday	13 th	Julibee Regatta (Daylesford) KBCP 9.00am
Sunday	20 th	Melville Caves (Some Dirt Road) <u>note early start</u> KBCP 8.30am
Sunday	27 th	Cape Paterson. KBCP 9.30am

CLOSING DATE FOR NEXT MAGAZINE IS THE 18th FEBRUARY 1983

The club would like to welcome the following new members:-

BULLEN, Chris	30 Ogilvie St, Essendon 337 3658	Suzuki GSX250
LLOYD, Gary	60 Nyah St, Keilor East 336 2408	Kawa GPZ 750
WARDEN, Ben	51 Airlie Rd, Montmorency 439 8015	Kawa GPZ 550
WATTERSON, Darren	91 Viviani Cr, Heathmont 870 7443	Honda CX500

SPORTS DAY 1982

The 1982 Sports Day was for me a little different as I had decided not to compete and therefore had the pressure taken off me as to what I would take off my bike in the form of mirrors etc or like some members what bike to ride. Twas a blustery day when we arrived at Laverton at the chosen site which resembled a flat, barren basalt plain relieved only by the occasional clump of Scottish Thistles.

After a tolerable wait, the main bunch of organisers turned up with their gear which transformed this barren desert like place into an oasis of witches hats, footballs etc, whilst on the side of the now Gladiatorial like arena the marquis and portable B.B.Q's were "erected" if that is the word, under the shade of the trees.

We kicked off the day by playing musical bikes although I have not figured out why we call it that as we use footballs in decreasing numbers and there is absolutely no music, just a horn, in this case one off a Kawasaki which unfortunately for me had a good battery. The penultimate final of this event saw Phil Duffy and Ted Marshal racing for one ball, each knowing they only had one chance to get it or lose, they met at the ball at full speed. The ball went up, Duffy went down, Ted kept going and got the ball. Unfortunately we at this stage didn't have a video replay to assess the kicking in danger allegations, so Ted won!!

This year we sped up the slow race considerably and if you are wondering what I'm talking about; I mean the organising of it. With rows of witches' hats to stop undue deviation from a reasonable straight line, we had seven heats of three and then had elimination finals and then the final which

was won by Frank Bloxham. All in all, this event was the best and undoubtedly the fairest slow race I've had the pleasure to see in around 14 years.

With quick arranging of the witches' hats we were now ready for the slalom which this year was a good fast course with no big holes. Once again in heats of three we went through our eliminations with no difficulty except the girls heat which had to be run three times in order to establish that Tracey transferred to a semi final. The final was between Peter P and Keith Harris and was a ball biter with Keith winning by a nose. Before retiring for lunch we had the outfit slalom and the winner of this event was none other than dust storm maker supreme Phil Duffy. All who spectated at this spectacle were glad of the severe cross wind which got rid of the dust rapidly.

Lunch and at this stage of this article I would like to thank Peter Dwyer for his efforts and obvious contacts in providing all the gear for making the lunch break so pleasant. Whilst lunch was being digested we had a crankshaft chuck competition. Said crankshaft being an item which once graced the bowels of a Yamaha Triple. After many weird and some wonderful throws it emerged that Wayne Fitzsimons was the winner. This event was followed by a shocker chuck from the ladies. As far as I'm concerned the shock absorber had the look of a certain cooking apparatus used in making pastry, and some of the men were a little worried after this event. After watching the winning throw from Christine I can only hope for Mark's sake he can run fast.

With lunch fully digested we proceeded to the next paddock to a dried up dam for the observed trial which in contrast to the slow race was the worst organised observed trial I've had the displeasure to endure. However even with a depleted field of entrants (some of the riders withdrew in protest) we managed to stage the event successfully and even had to resort to a video replay to determine the winner which was Keith Harris. Twas at this stage of the proceedings that Gary (Kawasaki 750) grabbed the top wire of the fence to hop over it, the fence being electrified gave him a hell of a shock as the power was on and threw him to the ground. The look on his face was worth the pain it caused me to laugh.

The second last event was really a quickie as most were tired. It was the slalom; we only had a couple of heats and surprise of surprises the only sidecar could not keep up with the solos. This event was one by Les Luke and Bruce was his pillion.

Last event of the day was the Clover Leaf Time Trial an event of skill and daring with only the clock to race against. Listed below is how everyone faired against the clock and in case you are wondering Gary did not push his bike around he dropped it so we gave him another go and he dropped it again so he, like his bike, gave up.

After this we gradually dispersed and went our separate ways. Overall a tremendous day for all concerned and I'm sure we will all be hoping that next year's is just as good. By the way I wonder just how many people are thinking of buying a Moto Guzzie Monza especially female members.

	<u>Min</u>	<u>Sec</u>	<u>100</u>
1. Keith Harris		27	76
2. Les Luke		29	69
3. Keith Finlay		31	39
4. Frank Bloxham		32	81
5. Chris		34	13
6. Lee		34	92
7. Peter P.		37	55
8. Ted & Bruce equal		39	46
9. Danny		45	92
10. Brenda		46	03
11. Gary	1	45	91

Mick R100CS.

UPPER YARRA DAM

This was the Upper Yarra Dam run and with 20 bikes starting from KBCP, plus 5 or 6 arriving at the Dam later, it was very well attended. Bruce Faldon was the leader and that assured that we would move along at a good speed clip. Danny was rear rider who is fast earning the title of “many club rides” as he is a real regular.

We did not have anyone on the ride by the name of Kenny Roberts, but if we had I suspect he would have had trouble keeping up in the twisty bits! In fact it was all twisty on this run with the route of Warburton at Marysville over the Reefton Spur. Then to Healesville over the Black Spur. These Spurs require effort and concentration more than laid-back scenery viewing so this 250km run was more like a 500km trip. In all this good riding we did have time for a BBQ at the dam site, and yes, some also got around to actually having a look at the dam water (not much left)

Two other incidents to report – David and his Goldwing booked nearing Lilydale on the way back for an undisclosed speed above 100k, but it took a total of one unmarked radar car, one patrol car and four (yes four) officers to make the booking! Also we lost two R80G/S's along the way to the delights (?) of many rough and dusty roads in the mountains – no they did not fall off, just went riding.

One of the big differences on this run was the amount of new or nearly new bikes, obviously caused by a pre Xmas buying splurge. Just look at this list:-

Peter Dwyer – a 2000Km sparkling Suzuki 1100 shaft.

Mick Fagan – BMW outback, fresh from “contact appearance” on the G.O.R.

Darren Room – mirror paint job GL1100 replacing a nicked one (probably now in bits)

Mark Sulot – Suzuki GS450 which does not use petrol, just the smell of it!

Bruce Faldon – R100RS, not new but they never really get old do they?

Phil Duffy – 1100 Katana, with Mick Hone stickers and looking like a runaway from a superbike series.

Seemed like more new bikes than the recent bike show had!

Jack Youdan.

ARTHURS SEAT 16/1/83

Surprise! Was the large group of strangers (and members) waiting at KBCP the result of our MRA Exhibition propaganda, or were they merely sheltering from the cold? Neither. The Four owners had joined us for a run, at least as far as Dromana. After some desperate casting about for the leader, Frank was conscripted to the task and we set off round Beach Rd under bleak summer (?) skies. En route, two visitors were noted having an animated conversation with the Law. Speeding, Officer? Never!

The Nepean Hwy must be one of the most frustrating rides with its maze of speed zones and Sunday holiday traffic. However, we managed to negotiate these hazards to Dromana and the usual discriminating choice of hamburger (two stars, this one). Here, the Four Owners departed on their way to Sorrento and a counter lunch, then a ferry trip to Queenscliff. In view of the lousy weather, maybe it should have been in reverse order.

So to Arthurs Seat and a bird's eye view of the Bay and numerous tourists grimly studying the rain. This prompted a short stay and then off to Flinders and Hastings, with the dispersal point at

Frankston. It was there that we encountered two thoroughly unpleasant officers of the Law, the first I have found that would have to be described (maybe I lead a sheltered life!). Seeing us neatly parked in the service road-outside the shopping centre, lest you may have thought we were making the natives nervous – they spun off the main road, eyes no doubt agleam. A licence check please, folks. Okay, I suppose it would fill quite a few lines in their reports. But...that was not all, now we had to have a roadworthy on each bike. No front number plates on about half (10), newer bikes don't seem to have them fitted, their owners holding the fond belief that they aren't now required. Our industrious officers then preceded to hand those concerned on the spot fines of \$40.

Words failed us. What exactly did this achieve in terms of road safety and police PR and even they admitted that they do not normally find so many well cared for bikes in a group. If bike riders have contempt for the law, who can blame them?

Hopefully, our club will make its feeling known by letter to the authority concerned, instead of meekly accepting this officious nonsense.

Peter Dwyer Suzuki 1100G

ARTHURS SEAT

About 15 bikes left the car park for Arthurs Seat, Frank lead with the treasurer being rear rider. Off down Claredon St doing a right turn into Witeman St, we got caught at the City Rd lights. I asked a person to press the button, but they still did not change. So we had no alternative but to ride through "red lights", a bit embarrassing. Continuing on down Beach Rd onto the Nepean H/way, Ted Marshall joined us at Chelsea, then onto Dromana where we had a long break for lunch. Six members of the Four Owners who were with us from the start went on to Sorrento. Mark and Chris didn't seem to be concerned about their expenses, as they both had a pizza at \$3 each. Brenda and Sally took the opportunity of doing a bit of business while at Arthur's Seat. An anonymous member was meeting us from Rosebud, where he is holidaying at the moment.

Leaving Arthur's Seat, Frank took us in a round-a-bout way to Flinders and Hastings, where we refuelled before going onto Frankston; here we stopped just passed the shopping centre on the Melbourne side. I noticed two motorcycle cops going the other way, when they saw us they suddenly did a 'U' turn and told us they were doing a licence check. They started at one end and gradually went through the line; they finished up booking five for no "front number plate" on their machines. The fine was \$40. I was one of them. So it was not a very good way to finish a ride. And thanks to Frank my GT is now legal. I hope this matter is drawn to the attention of all members.

Peter P.
Honda 750/4 & GT 750

NOTICE TO MEMBERS

If you wish to write an article for the Club Magazine, be it an article on a club ride, a recent holiday, even a gripe or anything else you can think of, please don't be shy, we are all interested in what you have to say. Please send articles to:

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