

ITINERARY

MAY

Sunday 6th Cathedral Lane – 9am KBCP
(Lilydale pick-up 10.15am sharp)
Sunday 13th Dumbalk – 8.30am KBCP
Sunday 20th Waranga Basin – 9.00am KBCP
Sunday 27th Jerusalem Creek – 9.00am KBCP
(Eildon Counter lunch)

JUNE

Friday 1st GENERAL MEETING

FEES PAYABLE

EDITORIAL

If you haven't heard yet I'm the new Editor and printer for the Club Magazine.

I'm hoping to install new enthusiasm, and will do my best to print all material received. Get those pens inking, I need ride reports, wanted to buy or sell, gossip, jokes, any information on bikes and articles on praise or criticism on the way the club runs.

Anything of interest I'll print it, but make it short and readable.

Craig Dawson
Suze 1000
40 Circle Ridge,
CHIRNSIDE PARK, 3116.
PHONE: 726 7342

VICE CAPTAIN'S REPORT

It's Annual Report time again, or so I'm told, and as this was my first year as a Committee member, you are all privileged to read my first report. The year seems to have gone very quickly and looking back and recalling any significant events is quite difficult, but I'll try anyway. I think this year saw an end to the "WHERE IS TODAY'S RIDE GOING" syndrome. For my part I made every effort to make sure that at least one person knew where they were going. I arrived at the car park on a number of occasions to organize a ride when my bike was off the road. You have to remember I owned a BMW for a short time. It was also good to see a lot of new members leading the rides rather than the same old clique.

I have enjoyed my time as Vice Captain in two respects. Firstly there is the feeling of being part of the team. I don't think a lot of the members take into account just how much is involved behind the scenes in organizing the events planned on the itinerary, which seems to be taken for granted. Everyone on the Committee, in general, works together to see that the members will enjoy the club; and it's very gratifying to see days, such as the Sports Day, to name one, well attended – secondly there is a personal satisfaction to know that you had a part in making sure others enjoyed themselves.

It is because of these reasons that I have decided to stand again this year, because I feel I still have a lot of enthusiasm left to give the club. So if you're lucky you'll get to read another Annual Report from me next year.

NODDY – Gary Lloyd

SOCIAL SECRETARY'S ANNUAL REPORT

Someone said to me the other day "Have you written your annual report yet?" Annual Report, has the time gone so quickly? Well folks it's that time of year again. Time to elect a new Committee and time for Committee members to write their Annual reports. I must say I have enjoyed my year as Social Secretary, but more importantly it was great to be a part of the M.C.T.C.V. Committee. I think perhaps that there could have been a few more social events arranged for the club, but unfortunately these didn't come off. I can say that the events such as "The Bowling Night, The Christmas Party and the Christmas Camp", were well attended, and I think everybody enjoyed themselves.

There has been a price rise in the cost of supper this year. It was originally going to rise from 60 cents to 80 cents, but it has been decided that supper will now cost 70 cents. The price adequately covers the cost of providing supper for the members. I have decided not to stand again as Social Secretary this year, but could still like to remain on the Committee in some other position. I hope that whoever gets elected to the position of Social Secretary will receive the full support of the Club, and I offer my assistance and well wishes to whoever fills the position. I would like to thank everybody that has helped me out during the year, especially Chris Young and Robyn Duffy and for those who washed and dried the dishes after the meetings. Thanks again.

Brenda Pollett,
Social Secretary
BMW R65

TREASURERS REPORT 1983/84

I am pleased to say that the increase in membership fees in 1983 was a realistic assessment of the true costs of operating our club and it seems that we are now very close to balancing the budget. Unfortunately, it is difficult to obtain an exact position without providing a statement of assets and liabilities, but this is hardly justified for the small sums involved, so we can instead merely allow those items to average out over a couple of years. Significant assets include a stock of badges at a retail cost of \$340 and stationery; if, for example, we thought the prior year's magazine costs were high, in fact they were not because of stock used up over 1983/84 and you will see similar items in the comparison column.

To finance the considerable cost of the new badges, we found it necessary to withdraw part of our interest bearing deposit (\$250, leaving a balance of \$50), but when the badges are sold, we should be able to return that sum and more.

Our membership stands at 66 full members (61 in 1983) and we certainly must make every effort to retain these members, as some costs of operating the club apply regardless of how many members there are. It is doubtful that many of these members take an active interest in our activities and we need to be aware of the need for new recruits. A significant cost is the printing of itineraries, which are about \$100 per issue. If it is practical, there is a considerable saving in having them printed for periods of six months instead of four.

Other matters that might require explanation are:-

27	Sundries	40.40
<u>2489</u>		<u>1917.77</u>
----	Surplus	<u>192.73</u>
<u>2489</u>		<u>2110.50</u>

880	Cash Book Balance 30.4.83 (Includes Term Deposit of \$300)	\$400.30
2009	Receipts	2110.50
2489	Payments	1917.77
-----	Less part Term Deposit Transferred	<u>-250.00</u>
<u>400</u>	Cash Book Balance 30.4.83 (Includes Term Deposit now \$50)	<u>343.03</u>

APRIL 8 RUN – BEN’S TWISTY’S MK2

A beautiful Melbourne autumn day and nine bikes gather for this run, leaving KBCP 9.30am. Ben knows the good (twisty) way to Yarra Glen via Warrandyte and we visit the new Winneke Dam which only a few have ever heard of. An impromptu peg scraping display in the Dam car park by our leader brings on speculation that somewhere in the past a similar performance resulted in headlight scraping for the Kwaka.

On to Warburton with soon-to-be-off P plates Janet Towns hidden in the centre of the group away from any police prying eyes looking for such riders over 80kph. We have three first club run riders and in Warburton one discovers the two rear brake calliper bolts holding on by only two threads on the GSX 750. He is not only lucky but strongly suspects a prominent Suzuki Dealer, who had the wheel out last week to fit a tyre.

Only other mechanical drama is oil weeping-seeping-dripping from BMW K engine (new) onto rider’s boot. Many rude noises from group like “Triumphs don’t do that” and “don’t sit on that bike – you will get oil on your clothes”. By end of run, the leak is taking up as they say in the trade (honest).

Great run to Mt. Donna Buang summit, and great run half way down when something goes wrong with the corner marker system, Ben goes right and all others left. Some interesting effects of this include 30km of dirt via Acheron Way, Ben’s extra 250km looking for his flock, two new riders separate and go to Marysville (where we were supposed to go), Michael’s BMW 80GS passes our leader on the Reefton Spur—but is going the other way!

Works out not too bad though, as we meet up in Healesville and finish the run over some wonderful twisty’s into Kinglake and Whittlesea.

As Ben’s prediction, it was an approximate 300km run, except he did “slightly” more.

Jack Youdan.

GOSSIP

Has it rumoured that a staunch member now owns a Kingswood Wagon after 14 years of two wheeling.

CLUB BADGES

The club has purchased \$300 worth of badges, and so far have only sold a dozen or so. All those members who don't have a badge get-in there and buy one. As the club needs your money.

FORKSVILLE

Sunday the 1st of April, (isn't there another name for this auspicious day), appeared to have the makings of a great day's riding, with a clear sky and a mild, sunny temperature to match. I arrived at the car park, just after 0.00am to the tune of "Where the hell is Forksville?" Ah ha, hasn't anybody heard of this famous and historic town. Gary Lloyd was nominated to lead the ride with Robyn Duffy as rear rider.

We headed out the Maroondah highway towards Lilydale and along the way we picked up a rather suspicious looking character in a well looked after Commodore. Shock, horror, could it be a policeman in an un-marked car? The pace put on by Gary slowed somewhat after this. Ben decided to go and have a chat with the friendly policeman. From Lilydale we headed up the Black Spur, through Healesville, stopping at Narbethong for morning-tea. Along the way we picked up a guy on a very expensive looking Augusta 750, who was out for a pleasant Sunday ride and decided to tag along. At this point, Vince Green decided he would head off home, mumbling something about Enduro racing and such things. But, before he went he gave us a demonstration of the uses of the clip-on handlebar mirrors of the BMW K100. They seem to come off quite easily, but the trick is how to get them back on again. One bang or several hey Vince. Also beware of quiet K100's overtaking you when you're overtaking a car. The KGB should seriously consider Vince Green and his K100, when looking for people to quietly sneak up on other people.

From Narbethong we headed up to Marysville where I'm told we would soon come across the picturesque township of Forksville. It seems that a few interesting situations were to arise before the day was over. Ben and I had an interesting tango with a couple of bicycle riders on one corner. It seems that Ben was trying to be a "go-between" and carried it off quite nicely. From Marysville we took the turn off to Steavenson Falls. At this point we lost the Augusta 750. I think that the dirt road didn't agree with the bike's inability to produce air cleaners. Then low and behold, at the top of the lookout we came across Forksville at last. At least that's what the sign read. (I'm told that the origins of this sign came from a certain Vice-President's abode in the township of Sunshine). Anyway after a session of picture-taking, with all of us huddled around the sign, we headed back down into Marysville.

Here it was decided that Ben would take over the leadership of the ride, and we headed down the Reefton Spur into Warburton for lunch. I must say that after my experience in Tassie, with two weeks and nearly 2000 km's of windy roads under my belt, I found the Reefton Spur a most enjoyable ride. After lunch we headed back to Healesville, taking the turn-off at Launching Place, to fuel up. From Healesville we took off in the direction of Toolangi and Kinglake. An interesting situation occurred at what I think was the Mount Slide junction where the Healesville – Toolangi Road meets the highway from Yarra Glen to Yea. Quite a few riders didn't see an important stop sign, including myself, until it was right in front of us I tried unsuccessfully to come to a screeching halt. Instead I managed to put my bike into a "fish-tailing" movement and rode straight across the intersection. I got quite a few interesting looks from the two corner markers and also a look of horror from a car driver on the other side of the intersection. I'm told some riders didn't bother to stop at all, and the reply being, "what stop sign?" I think everybody will remember that stop sign in the future.

We all made it safely into Whittlesea and stopped to discuss other interesting topics, such as how to avoid a million and one bicycle riders, who happened to be competing in an endurance event, and how a couple of riders nearly got entangled with some four legged beasts (horses that is), on the Healesville Toolangi road. Anyway apart from all the interesting situations that happened, the Forksville ride was most enjoyable. We departed at Whittlesea to head off home, in all different directions, and I would like to thank Gary and Ben for leading the ride and also Robyn for bringing up the rear.

Cheers, Brenda BMW R65.

FORKSVILLE

It's amazing to think that out of all the hardened touring riders in the club, that not one of them could think where Forksville was. That was the scene at the car park the morning of Sunday, April the first; or as its better known, April Fool's Day.

Well there was a good turnout for the ride considering, said, no one knew it was going apart from me, that is. We progressed out along the Maroondah highway and stopped at the Tudor Lodge at Narbethong for a spot of morning tea, after a nice ride through the Black Spur. The group was very impressed at this stage to find out that the mirror indicators of the K100 RS just clip off for easy replacement. It's a pity they don't clip on so easily, isn't it Vince? We were also joined by an MV Augusta in pristine condition, but who I advised not to continue on to Forksville, as he had no air filters over the carburetors and dirt road was predicted, as usual.

On into Marysville we pressed and then took the turn off to Forksville which co-incidentally happens to lead onto a 8 km long climb up to Keppells Lookout. Everyone made it up alright, even Robyn Duffy and CX650, and to everyone's surprise there in the ground was a nameplate to say that this is indeed Forksville. Fingerprint tests later revealed that Phil Duffy, who was at home minding the little Duffys, had something to do with that sign. Ben Warden then led the ride home through Warburton Kinglake to end what for all concerned was a very enjoyable day.

Gary Lloyd.

LIST OF WINNERS SPORTS DAY

FOUR LEAF CLOVER: Mick Fagan 24 seconds

MUSICAL BIKES: Rider: Bruce Faldon
Pillion: Ben Warden

LOG THROW: Craig Dawson

STACK THE HATS: Rider: Mick Fagan
Pillion: Teddy Finlay

SLALOM RACE: Mick Fagan

JUMP THE BROOM: Melissa Finlay

SLOW RACE: Unofficial Winner – Phil Marshall
Club Winner – Steve Verdon

SHOCKER TOSS:

Chris Young

TRIALS:

Unofficial Winner – Phil Marshall
Club Winner – Steve Verdon

All who attended would agree that Sports Day was well thought out and presented. Everyone had a most enjoyable day thanks to the organizers.

TECH REPORT

GET THOSE BIKES SORTED.

Simple things that make for enjoyable riding. Carry a good range of tools, spare tubes a reliable pump, puncture repair kit, spare set of plugs, points, chain joiner links, fuses, throttle and clutch cable; check those tyre pressures, top up that battery.

Remember it's harder to keep two wheels upright than four. If a minor breakdown occurs, the average garage mechanic won't have a clue, so read that Manual and become a "do it yourself" person.

Just a few points to help you on the way, watch this report for tips on handling, preparation, maintenance and servicing.

The Spanner.

Kevin Robertson has prints of Sports Day for any who want them, for the cost of printing. For a small fee he will destroy any considered embarrassing to some.

I would like to thank the Morgans for their efforts over the last four years as Editor's of this magazine. A lot of the members take for granted what in reality is quite an enormous task. I'm sure that many of you out there in general member land don't realise just what goes into making your magazine it is worth mentioning that after I had a discussion with the new editor it comes to light that we (the club) needs a typewriter, a stapler and a couple of other bits of office equipment associated with typing and printing. So if you know of some of the above mentioned equipment just sitting somewhere gathering dust let us know or alternatively grab it for us as we need it.

Once again many thanks to the Morgans and I think it would be quite appropriate for individual members to thank Faye and Geoff when they next meet them.

Mick Fagan.

FORKSVILLE '84

After speaking to Brenda in the past few days, I feel a bit guilty about the lack of write ups in the past few mags, so I decided to add to the work load of the new Editor by writing my little piece about Forksville.

The morning was looking bright and cheery, so with Honda rolled out, Phil in “control” of the boys; I took off to meet the gang in town. There were about ten or so bikes on the ride which was led by Gary, being the only person willing to take on the job. Phil had made a sign the night before so we could prove we had discovered Forksville and I took it with me. I wanted the job of rear rider so I could go at my own pace, just in case of DIRT. We made our way to Marysville, which is just below Forksville. The road up is a rough job but the view is great. A smidge more dirt to Healesville for lunch break, I nearly left the ride there, but was convinced to stay with it. After a close call between two of the bikes and three horses the ride was really enjoyable, too much in fact, I was zooming along and didn’t even see the STOP sign, several others were also unaware of its existence. After much laughing at what could have been a very serious boo boo we proceeded to Kinglake and down to Whittlesea through heaps of dangerous push bike riders, where the ride ended. I don’t think anyone who was on the ride could complain about the fictitious FORKSVILLE.

I will be going again, but I will keep my eyes open for tricky STOP signs.

Robyn Duffy
CX 650

JOKE

WHEN God made little boys
He made them out of string
He had a little over
So he made a little thing
When God made little girls
He made them out of lace
He didn’t have enough
So he left a little space.
