

ITINERARY

APRIL 1985

21st GEOFF'S GENIAL GAMBOL Ballan area
9.00 KBCP

28th JOHN'S JOLLY JUNKET Seymour area
9.00 KBCP

MAY ANNUAL GENERAL MEETING: FRIDAY 3rd
ELECTION OF OFFICE BEARERS!
HELMET RAFFLE DRAW

EDITORIAL

2 bloody articles, that's all, if you don't count Peter D's pre-printed account of the Perth trip. If it weren't for Teddy's cartoon and Peter P's report, you'd have a very thin mag this month AND it wasn't much better last month! What is it with you all out there in member land? You all got broken wrists or is it that hands what hold throttles can't hold pens.

One of the few ways you can show appreciation for all the hard work and input of the committee is to contribute to the non-riding aspects of the club i.e:

ATTEND MONTHLY MEETINGS- and don't just sit there like stunned goslings the only sign of life we get from some members is when supper time is declared.

SUBMIT MAG ARTICLES- do ride reports voluntarily, send in articles from other mags. Even a simple report on the latest u0beaut gizmo you just purchased that others might be interested in. e.g. helmet, gloves or panniers etc.

ENCOURAGE GUEST SPEAKERS- do you know someone who could talk on topics of interest, e.g. insurance, photography etc.

If you don't like the way things are done or feel that a change in some area or other would benefit the club, SAY SO. The committee aren't mind readers.

KEITH

WHOS NEWS

Ben Bend'em is living up to his name, closely followed by AUTUMN LEAVES (Janet)

A CHRISTMAS TRADITION EXPLAINED:



There once was a fairy who went up to Santa Claus while he was in a foul mood. She had a Christmas tree and asked him what she should do with it.

At sports day (slalom race): Kenny misunderstood dad when he said, "Do as I say, not do as I do". Result: 2 smashed R/H front indicators.

Watch Shaun's' cornering style at 'T' intersections, it's pretty straight forward really.

Vince Green, chief co0ordinator and instigator of the Bank-Card Tour, has asked me to expand a little on the details given in the Itinerary, so – a leisurely pace will be adopted taking in all the scenic beauty on this trip . A motel has been booked and is filling rapidly. So book early or you'll miss out.

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WILSON'S PROMONTORY 8-11 March

On arriving at the Prom' I found that it was loaded with campers, so I looked around for a likely spot and found one right on a corner; set up my tent and then went to the office to pay, only to be told that all the campsites were booked out for the weekend, which meant I had to go elsewhere. But turning a blind eye to that, as the people I camped near didn't seem to mind me being there, so just carried on as normal. After having a bite of lunch I went for a swim and a walk along the beach front and ended up waking back to camp through the scrub. I then tidied up and strolled up to the shop for a 'coke' and an ice cream followed by a relaxing evening.

Sunday morning went for a ride up to Toora, where things didn't turn out as planned and finished up at Foster for church. Had lunch before heading back to Tidal River, where I spent the remainder of the day swimming and sunbaking. The weather really was perfect and the beach was crowded with people.

Departed 8am Monday morning going via Fish Creek to Meeniyah where I stopped for a drink and then onto Korumburra where I branched off and went across to Warragul where I continued along the highway to Dandenong. Arriving home about 1.00pm after an enjoyable weekend, even though I was on my own, I didn't see any other club members during my travels.

PETER P. GT 750 & 750/4

WOOLAMI 17 March

Arrived KBCP 9.58, expecting to see the usual 5-7 bikes. Today, just one, our fearless leader Ross. I am not too sure whether the look on his face was one of relief that someone had turned up for the ride, or disappointment that someone had, as the weather was drizzly, overcast and not very promising, in spite of what our friends at the weather bureau had forecast.

We took a vote and decided that Ross would be the leader and I would be rear rider and headed off for Hallam to pick up any other intrepid tourers

Ross tried to trick me by taking a short cut under the bridge into Spencer Street but it was to no avail as I spotted him. Out along the SE freeway and the rain came down steadily. A right hand turn from Carrol cres into Bourke Rd took about 12 minutes as we had to wait for the trains and the stuffin' lights to change. Meanwhile the rain keeps falling...Ross caught all the green lights whilst I, having to be the corner marker as well, caught the red. C'est Le Vie.

Travelling along the Mulgrave freeway, with rain still falling and with the 4 wheel monsters throwing muck up from the road, I am wondering why aren't I home in a nice warm bed.

Arrived safely at Hallam to see Ross and Robert having a conference. The 3 of us are still deliberating whether to go on or not when Wayne and Craig thunder up. Seems they arrived at KBCP at 10.05, we left at 10.02. Well, 5 bikes make a tour and we decided that the weather looks as if it will clear up. Ross on his Suzuki will be the lead rider, Robert on his Yamaha 750, Wayne on his Honda V1000, Craig on his Yamaha XT600 and me on the Z500 as rear rider. For Craig it was his first ride with the club and the first time he has ridden in the rain. No wet weather gear for him, (he believed the weather bureau; SILLY BOY) just jeans, runners and a sailing jacket. Consequently he was as wet as a shag and as cold as a mother-in-law's kiss. We left Hallam at 11.03 and headed for Loch. The highway was carrying a fair amount of traffic and despite our earlier prediction the rain was still falling.

Nothing spectacular or outstanding happened on the road and we made it into Loch about 12 for morning tea. Stood around talking awhile trying to decide whether to continue or break up the ride. Robert predicted the rain had cleared and to show his confidence removed his WWG. "On To Woolamai" declares Ross. Away we go through the ridge roads, lovely scenery and the roads were good although the edges were a bit tattered. I dropped a bit behind and when finally saw the others they were stopped at an intersection in the middle of nowhere. "Looks like trouble" I think. Pull up with the others and Ross declares that this is Woolamai.

We have ridden over 150k's through rain to look at an intersection. You don't have to be crazy to ride a bike, but it certainly helps. The worms are starting to bite, so we travel into Wonthaggi for lunch. We find a milk bar on the outskirts of town and double his day's takings in 5 minutes. We stand around swapping bike tales for a while, with Wayne taking the prize for the story about the oriental gent in the statesman. A quick look skywards and we decide to head back to Cranbourne. Back the way we came, over the ridge roads to pick up the highway. Through Lang Land, Tooradin to Cranbourne, where the ride is officially terminated at 3.06. For such a dismal start, the ride turned out to be very enjoyable.

GEOFF.....Z500

TRANSPORT ACT 1983

SCHEDULE 9

TRAFFIC INFRINGEMENTS FOR WHICH TRAFFIC INFRINGEMENT NOTICES
MAY BE SERVED

PART 1 OFFENCES

Infringement No.	Infringement	Penalty \$	Act and Section No.
01	Driving over double lines	95	TRTR 509
02	Throwing down or dropping litter from a motor car on Highway	90	Litter Act 7145(3c)
03	Failing to give way at intersection	95	TRTR 602
04	Exceeding any speed limit by more than 15 kilometres..... an hour but less then 30 kilometres an hour.	90	TRTR 1001 or MCA 33(2)
05	Disobeying any traffic control signal	90	TRTR 401
06	Passing stationary tram car	90	TRTR 1402
07	Using on highway motor car or trailer not in good mechanical order or not in safe or thoroughly serviceable condition.	75	MCR 700

08	Unlawfully turning to right.....	55	TRTR 802
09	Unlawfully turning to left.....	55	TRTR 801
10	Exceeding any speed limit by not more than 15 kilometres per hour	55	TRTR 1001 or MCA 33(2)
11	Failing to keep to the left.....	55	TRTR 512
12	Failing to dip headlights	55	TRTR 1202
13	Failing to give traffic signal	55	TRTR 803
14	Disobeying traffic sign	55	TRTR 402
15	Failing to have prescribed lights	40	TRTR 1202(a)
16	Failing to wear a properly adjusted and fastened seat belt.....	40	MCA 31(b)(1)
17	No number plate bearing identifying number	40	MCA 17(1)(d)
18	Obscured identifying number	40	MCA 17(1)(d)
19	Identifying number not clearly distinguishable.....	40	MCA 17(1)(d)
20	No identifying number displayed on vehicle (not being motor car or trailer)	40	MCA 17(1)(e)
21	Obscured identifying number on vehicle (not being motor car or trailer)	40	MCA 17(1)(e)
22	Identifying number on vehicle (not being motor car or trailer) not clearly distinguishable	40	MCA 17(1)(e)
23	No registration label	40	MCA 17(1)(f)
24	Obscured registration label.....	40	MCA 17(1)(f)
25	Registration label not clearly visible	40	MCA 17(1)(f)
26	No general identification mark displayed by means of special identification plates	40	MCA 17(1)(g)
27	Obscured general identification mark	40	MCA 17(1)(g)
28	General identification mark not clearly distinguishable.....	40	MCA 17(1)(g)
29	Having no rear vision mirror	40	MCR 550
30	Having ineffective rear vision mirror	40	TRTR 1604 or MCR 560
31	Failing to obey 'Stop' sign at a railway crossing	120	TRTR 901(c)
32	Failing to obey a sign at a railway crossing	120	TRTR 901(c)
33	Driving a motor car when label or notice indicating unroadworthiness has been affixed to it	120	MCA 21K(2)
34	Passing on the wrong side of a tram.....	90	MCA 502(2)
35	Driving in the centre lane	90	TRTR 503(a)
36	Driving in a lane which is right of the centre	90	TRTR 503(b)
37	Passing an opposing vehicle on the wrong side	90	TRTR 504
38	Driving on the wrong side of a divided highway	90	TRTR 511(a)
39	Failing to give way at a pedestrian crossing.....	90	TRTR 701(2)
40	Passing a stationary vehicle at a pedestrian crossing	90	TRTR 701 (3)
41	Failing to stop at a school crossing	90	TRTR 702 (2)
42	Failing to remain stationary at a school crossing	90	TRTR 702 (2)
43	Passing a stationary vehicle at a school crossing	90	TRTR 702 (4)
44	Drive to the right of a safety zone	90	TRTR 1403(1)
45	Drive within or through a safety zone	90	TRTR 1403(2)
46	Failing to have vehicle lights lighted between sunset and sunrise.....	90	TRTR 1201(b)
47	Not having an effective bell	90	MCA 30(d)
48	Not having an effective horn	90	MCA 30(d)
49	Failing to have prescribed rest periods.....	90	MCA37B
50	Failing to carry a required log book	90	MCA 37C(1)
51	Failing to produce a required log book	90	MCA 37F(1)
52	Failing to have a required log book.....	90	MCA37F(1)
53	Failing to record required details in a log book.....	90	MCA 37C(2)
54	Pages of log book being incorrect	90	MCA 37C(3)
55	Pages of log book out of order	90	MCA 37C(3)

56	Pages of log book not signed.....	90	MCA 37C(4)
57	Pages of log book defaced.....	90	MCA 37C(6)
58	Pages of log book containing false entries	90	MCA 37D(4)
59	Exceeding maximum hours of driving	90	MCA 37B
60	Passing vehicle on the left.....	55	TRTR 502(1)
61	Passing on the wrong side of a vehicle which is turning right..	55	TRTR 502(3)
62	Driving in tram lane	55	TRTR 508(1)
63	Driving over tram lane line	55	TRTR 508(1)
64	Driving to right of tram lane line.....	55	TRTR 508(1)
65	Driving a motor car in a bus lane	55	TRTR 514(1)
66	Driving a motor car in a transit lane.....	55	TRTR 515(1)
67	Driving a motor car in a bicycle lane	55	TRTR 516(1)
68	Driving in reverse from a centre parking area.....	55	TRTR 604(2)
69	Driving on the footway.....	55	TRTR 1603(1)
70	Driving on a reservation	55	TRTR 1603(1)
71	Failing to display 'L' plates when required.....	55	TRTR 1613(1)
72	Displaying 'L' plates when not required.....	55	TRTR 1613(2)
73	Not having child restraint when required	55	MCA 31AC
74	Not using child restraint when required	55	MCA31AD
75	Having other than prescribed lights fitted	55	MCA 544
76	Incorrectly using signal lamps.....	55	TRTR 1204
77	Failing to carry portable warning lamps.....	55	TRTR 1205(2)
78	Failing to use portable warning lamps	55	TRTR 1205(4)
79	Leaving vehicle unattended with the keys in ignition.....	55	TRTR1601(1)
80	Leaving vehicle unattended with the motor running.....	55	TRTR 1601(1)
81	Driving a vehicle which exceeds the prescribed dimensions	55	MCA 33(1) MCA 33(1A)
82	Failing to carry a permit when required	55	MCA 35(3)(a)
83	Failing to produce a permit when required	55	MCA 35(3)(b)
84	Failing to display name and address as required.....	55	MCR 574(4)
85	Failing to display tare and gross as required	55	MCR 574 MCA 33 (IF)
86	Failing to produce licence when required	55	(MCA 37(2)) (MCA 29(1))
87	Failing to display 'P' plates when required.....	55	MCA 22B(4A)
88	Displaying 'P' plates when not required	55	MCA 22B(4AA)
89	Failing to remove glass from highway	55	TRTR 1608
90	Riding a motor cycle without a protective helmet	55	MCA 31(1)(f)
91	Riding a motor cycle and not being seated on the pillion seat..	55	MCA 31(1)(a)
92	Riding a motor cycle with a pillion passenger who is not.....	55	MCA 31(1)(e)
	seated astride the pillion seat.....		
93	Carrying a passenger on a motor cycle when licensed for	55	MCA 31(1)(c)
	less than 12 months		
94	Failing to cancel a signalling device	40	TRTR 804(ii)
95	Impeding traffic by opening a door of a vehicle	40	TRTR 1607(a)
96	Impeding traffic by alighting form a vehicle.....	40	TRTR 1607(b)
97	Driving with a limb protruding	40	TRTR 1605
98	Overtaking when unsafe to do so	120	TRTR 502
99	Failing to keep as close as practicable to left of carriageway ...	90	TRTR 501
100	Overtaking and cutting in front when not safely clear	90	TRTR 502(6)
101	Failing to allow overtaking vehicle to pass	90	TRTR 505
102	Driving at an excessive speed through an intersection.....	90	TRTR 602(1)
103	Failing to give way other than at an intersection.....	90	TRTR 604
104	Driving at an excessive speed when approaching a pedestrian. 90		TRTR 701(1)
	crossing.....		
105	Driving at an excessive speed when approaching a school.....	90	TRTR 702(1)

	crossing.....		
106	Failing to obey a member of the Police Force.....	90	TRTR 202
107	Failing to yield right of way to an emergency vehicle	55	TRTR 605
108	Failing to give signals in time to be a reasonable warning	55	TRTR 803(3)
109	Impeding progress of a tram.....	55	TRTR 802(3)
110	Carrying insecure load.....	55	MCR 711
111	Driving in a manner which causes undue noise	55	MCR 714(c)
112	Having no silencing device	55	MCR 714(a)
113	Having cut out device.....	55	MCR 714(b)
114	Having an ineffective silencer	55	MCR 714(c)
115	Driving in a vehicle which emits an offensive smell	55	MCA 83(1)
116	Driving in a vehicle which emits an offensive smoke.....	55	MCA 83(1)
117	Failing to have clear vision	55	TRTR1694
118	Failing to drive entirely in a single lane	55	TRTR 507(1)
119	Diverging laterally when unsafe to do so	55	TRTR 507(2)
120	Entering a choked intersection	40	TRTR 607
121	Performing a 'U' turn without having a clear 150m view	40	TRTR 805
122	Reversing when unsafe to do so	40	TRTR 1602(a)
123	Reversing for an excessive distance	40	TRTR1602(b)
124	Using a horn unnecessarily.....	40	TRTR 1612

WESTERN AUSTRALIA TOUR 16.3.85 to 6.4.85

Western Australia? For all many of us know, it might as well be a foreign land, since Perth is some 3500km from Melbourne. However, the attraction of distant pastures always being greener (they weren't) didn't seem to inspire our MCTCV members. Of the 11 original prospective travellers, all except 3 faded out and of the 3, one was a visitor. So, this select group – Tony Gustus (Kawasaki GT750), myself (Suzuki 1100G) and Sydney visitor Allan (BMW K100RT) decided that the venture should still go ahead. Allan and I met up in Adelaide on March 15th, to the welcome of a torrential downpour, the first rain there for about 3 months. This was evidently too much for the BMW, which promptly snapped its side stand and consequently the fairing, on arrival. Allan was to regret not obtaining another side stand in Adelaide – it gets a bit tedious placing a heavily loaded bike on its centre stand 271 times! Tony meanwhile had left to travel all the way to WA by bike and struck the same downpour on road works near Bordertown, with rather nasty results. No damage, but lots of mud.

You will recall (won't you?) that the tour leaflet said a motorcycle tour of Western Australia, which meant that you got there any way you chose. We chose the train. The Trans Australian Adelaide to Kalgoorlie. In my view, this was a wise choice indeed, even if a battle with officialdom was necessary about the cost of bike freight. Luckily, the arrangements had been confirmed in writing beforehand, so a victory to us. With bikes safely stowed in the brake van, surrounded by mountains of mail bags, we sat back to enjoy the delights of the Australian National Railways (ANR) travel for some 30 hours. One tended to ignore the 2000km of desolate, hot and profoundly boring country after Port Augusta, what with air conditioning, lounge car, bar, video and great meals. The Nullarbor by bike when this is available? Not bloody likely! The only blot on ANR was the er...elastic timetable, which got worse with every freight we crossed. How come freights get priority over passengers? The result was a long inspection of the boundless delights of Cook (excellent for mediators) and arrival at Kalgoorlie some 4 ½ hours late, so just missing getting locked out of motel.

Monday, we inspected Kalgoorlie – a day too long, really. Blazing hot, lots of dust and Mallee scrub and several over priced museums; plans to visit some of the ghost mining towns were rapidly dropped. Next day, to Esperance to meet up with Tony, who we expected a day later. Wring – he was already there and probably had inspected Hay St., Norseman as well! a bit of a run around the

tourist traps, including an invigorating walk along a very long pier, to view the local eccentrics. Albany was next on our list – actually, a long, boring journey from Esperance and it was a pleasure to escape the heat. This is a large and very pleasant town, with interesting things to see on the coast, like formations similar to Port Campbell and the amusing weird blowhole (anyone we know?). This also enabled me to get a new front tyre from a surprisingly large range, since mine was about to self destruct though quite new. After a couple of days here, we set off for the much publicised Stirling Ranges, which looked somewhat forbidding in the only cool and wet weather we encountered. We found a peculiar van park there, with quite good cabins near a very elaborate swimming pool, which did not fit in with the generally dreary surrounds. We were called upon to assist the owner round up his chooks – he was late for darts at Borden (read Boredom) and they were not co-operative. Mad driver, though. Nearby was the ‘roadhouse that kept nothing you wanted’ at Amelup, located in the middle of the plains. A huge sign here proclaimed “Caution – nudists cross here”. Waited 3 hours, but nothing happened! Rides in the Ranges were not productive owing to the mist, although two of us encountered a chatty (but knife sharpening!) army person in the wilds.

So, on to Pemberton, a small town deep in the Jarrah forest and it was great to see a few running rivers and greenery. A detour was made to view some of the unusual trees, but you correspondent declined at the sight of unsealed road. Unsealed roads in WA means something quite different to Victoria – actually, about 3” of dust, mixed with marble – like pebbles that are murder on a heavy bike.

Even sealed roads had loose gravel – not swept off like Victoria, so watch out for the corners, crown and edges. Tony stayed at YHA hostels where possible (nests of intrigue?) and finally found the well hidden one at Pemberton. We stayed at the guest house of the good Ms Bonini – not bad really, apart from lots of ankle biter guests. Extra bread rolls are valuable there – 50c each to be precise, unexpectedly added to the bill. Poetic justice – she couldn’t add up and did herself out of more! This was the only (obvious) tourist rip off we encountered. Naturally, we viewed the obligatory Gloucester Tree and it’s wonderful how you can mislead people in photographs. Perched atop the 200’ tree was a fire tower, accessible to the public by a rickety ladder and you might think we all climbed it!

Next was Augusta – a very scenic place with beautiful beaches and scenic views on the Cape Leeuwin peninsula. Here, one can swim in either the Southern or Indian Oceans by stepping round the point. Then on to probably the highlight of the tourist traps – Margaret River. Well, actually at a nearby location called Prevally Park at the surf beaches. This place is the capitol of surfie-dome in WA and we were a little concerned at the rather stoned looking desperate eyeing off our belongings. No problem though, and in fact we extended our time here to include a stunt car exhibition in a howling night gale; very good, considering the conditions. By chance, the team were on the train on our return journey.

Reluctantly, we left this delightful place for Bunbury, calling at a few unspectacular coastal venues en route. We included visits to some of the caves – the Jewel and Lake Caves are stunningly beautiful and should not be missed. Yallingup Caves – a bit of a bore and ‘twas here Allan encountered a former SS member now a caves guard – he knows a potential stalagmite breaker when he sees one! In the area are many wineries, presided over by rather high pressure owners and also the unusual marron farm (crayfish); our taste for marron quickly vanished when we found out how much they were. Bunbury is a major town, with a long wide beach and we took an extraordinarily long night walk along it, finishing at Tony’s tent with the large stock of port wine. Possibly this madness had been induced by drinking some of the expensive Margaret River wine at a rather magnificent dinner that night – the wine had a strong smell of methylates spirits – definitely a worry.

Bunbury to Perth was covered in a day of fierce heat, so much so that the MBW stopped once or twice with vapour lick – embarrassing. Also encountered was a lively roadside bushfire with no one in attendance and that wasn’t the first time we had seen this occurrence. Definitely a no-no in

Victoria! we had arranged to stay with friends in Perth and they proved to be excellent hosts, going to a lot of trouble to show us the sights and diverse amusements of the city (all part of the rich tapestry of life, Tony). Their two Dobermans were a bit off putting at first, but they were in fact quite docile. No need for locks on the bikes. Luckily, things had cooled down for our visit to Rottnest Island, which is off the coast near Fremantle. It is a very popular holiday place and the hydrofoil ride over was well patronised. To see the island, you hire a bicycle and on seeing the state of them, we knew why the clever ones had brought their own. Mine er...deflated some two hours away from the shop, so the numerous hills, inlets and outlets got a bit tedious. We attended the obligatory feeding of the quokkas (wallaby like animals) and watched the passing parade in the shopping area beach. Our farewell dinner that night was a great Chinese – highly recommended – as we planned to leave for home the next day by different routes. Allan and Tony had a burning desire to see Wave Rock way out in the midland wheat belt. I didn't, so only went part of the way, then turned back to Perth via a tourist railway at Dwellingup that I wished to see. I then caught the Trans to Adelaide, catching Allan at Kalgoorlie, as I had enough of heat, wheat fields and scrub. ANR delivered us and bikes safely back t Adelaide (2 ½ hours late) with nothing exciting to add. Presumably, Tony made it back over the Nullarbor by bike, but he could be living with the wild aborigines.
