

ITINERARY MAY 1985

5 th	<u>WINTON RACES</u> 9.00 KBCP 10.15 Lilydale	
12 th	<u>JACK'S JACOSE JAUNT</u> 9.00 KBCP	east of Melbourne and in Jack's words this could mean south east or north east
weekend 18 – 19	<u>BANKCARD TOUR</u>	Port Campbell, motel accommodation. Must be booked through Vince Green
26 th	<u>ROBIN'S ROUTE MK.II</u> 9.00 KBCP 10.30 Yarra Glen	north/east area

EDITORIAL

Firstly an apology to all those readers of last month's excellent report on the Perth trip, written by Peter Dwyer. I'd inadvertently omitted the last page of Peter's article. (you will find the missing page at the back of this issue). Sorry Pete.

And now for a little "biting" and "slightly bigoted" editorial comment. I can't help but get the feeling (from most of the annual reports) that the committee members are being somewhat negative in their appraisal of both themselves and the club as a whole. I realize that self praise is no recommendation, but I feel they should give themselves a collective "pat on the back" for all their individual and combined efforts over the past 12 months.

Having a little more space to fill I thought that I might waffle on a bit and enter into the spirit of things and write an annual report, even though this is only my 11th magazine. I have thoroughly enjoyed my time (most of the time) as editor of "GOOD VIBRATIONS" and look forward to your continued support in the coming months.

KEITH

ELECTION OF OFFICE BEARERS 1985/86

The following nominations (nominated and seconded) were received up to 19.4.85;

PRESIDENT	Keith Finlay	Vince Green
VICE-PRESIDENT	Hans Wurster	
ASSISTANT SECRETARY	Tony Gustus	
TREASURER	Geoff Webb	
CAPTAIN	Ben Warden	
VICE-CAPTAIN	Ken Wurster	
SOCIAL SECRETARY	Janet Towns	

WHO'S NEWS

Not a lot of gossip this month, so I have included an article submitted by Geoff Webb, "which" sums up how travelling on a bike feels" (his words, not mine). The extract is from a book entitled – ZEN AND THE ART OF MOTORCYCLE MAINTENANCE.

“You see things vacationing on a motorcycle in a way that is completely different from any other. In a car you’re always in a compartment and because you’re used to it, you don’t realize that through that car window, everything you see is just more T.V. You’re a passive observer and it is all moving by you boringly in a frame.

On a cycle the frame is gone. You’re completely in contact with it all. You’re in the scene, not just watching it anymore and the sense of presence is over whelming. That concrete whizzing by 5 inches below your foot is the real thing, the same stuff you walk on, it’s right there, so blurred you can’t focus on it, yet you can put your foot down and touch it anytime, and the whole thing, the whole experience is never removed from immediate consciousness.”

MOTORCYCLE TOURING CLUB OF Victoria

STATEMENT OF RECEIPTS AND PAYMENTS 1.5.84 TO 30.4.85

Comparison 1983/84	<u>RECEIPTS</u>	1984/85 \$
625	Membership	620.00
239	Supper Proceeds	212.70
138	Raffle Proceeds	539.30
28	Oil Products Sales	38.57
125	Christmas Party	12.00
257	Auction receipts	336.77
40	Cheque and Term Deposit Interest	15.96
210	Sale of T-shirts/wincheaters	28.00
179	Sale of badges and stickers	96.50
20	Christmas camp fees	13.00
250	Term Deposit Transferred	-----
-----	Sundries	7.75
2110		1920.55
-----		<u>207.15</u>
<u>2110</u>		<u>2127.70</u>
	<u>PAYMENTS</u>	
403	Printing – itineraries	313.40
84	Magazine/stationery	163.30
120	Hall hire	120.00
130	Supper Costs	174.90
67	raffle Prizes	236.69
39	Oil Products purchases	---
28	Door Prizes	34.00
42	Postal Expenses	32.00
90	Christmas Party	102.60
200	Auction-sellers proceeds	282.50
20	Christmas Camp fees	91.00
292	Purchase T-shirts/windcheaters	----
362	Purchase badges	----
-----	Trophies	55.36
-----	Duplicator and accessories	309.00
-----	Transfer to Term Deposit	200.00
40	Sundries	12.95
1917		2127.70
193	Surplus	-----
<u>2110</u>		<u>2127.70</u>

400	Cash Book Balance 30.4.84 (includes Term Deposit \$50)	343.03
2110	Receipts	1920.55
1917	Payments	2127.70
-250	Term Deposit Transfer	200.00
	Cheque duplicated (1983/83)	<u>38.57</u>
<u>343</u>	Cash Book Balance 30.4.85 (includes Term Deposit now \$250)	<u>374.45</u>

TREASURERS REPORT

Our financial situation has changed little over the year – in fact, our cash balance has increased by \$31 to \$374, although in examining the year 1984/85 alone, there was a deficit of \$207. This is not as alarming as it seems, as we were able to place \$200 in our term deposit and purchase a duplicator and accessories for \$309. The extra funds were generated by our hard working raffle ticket sellers and we owe them a vote of thanks for their efforts. Tickets sold this year were \$539 and only \$138 the previous year. It was certainly regrettable that about \$80 of our funds were lost through members not using the on-site vans (as they had earlier said they would) at the club Christmas camp. In future, there must be a policy of no cash, no booking.

The annual membership of \$10 is still sufficient to meet the club's normal operating expenses; however, the suggestion has been made that where members do not attend a meeting, the magazine would be posted out to them, the object being to keep them informed and hopefully to participate in club activities. To post a magazine would be around 70c and as somewhere between one third and half of our members attend meetings, the fee would need to be raised to around \$15 for all to meet the cost. A further suggestion was that the magazine could be upgraded certainly a worth aim, but do our members justify it and there is a general reluctance to contribute articles, not to mention the cost of more sophisticated equipment or commercial printing.

Our membership remains static at 64, plus 8 life members. This appears to be satisfactory, but in fact only a minority attend functions on a regular basis. It has always been my view that existing and potential members are discouraged by unexpected difficult rides. They may not admit this due to peer pressure, but if there is no logical reason for travelling over mud and rocks when there is a perfectly good alternative then why do it? By all means have such rides for those that like them but clearly identify them in advance. This raises another matter for consideration – arranging for the club to become registered under the associations Incorporation Act 1981, which protects the members from liability for possible damages claims. At present, there is no protection, despite the clause “at your own risk” appearing in some of our publications. This is another reason for more careful choice of route for club rides.

After three years in the position of Treasurer and having gained an insight into the detailed operation of our club in that time, I can assure you that even the most mundane things do not just “happen”. Although the Treasurer's job is not especially onerous, other committee positions require dedication, sacrifice of time and even personal financial cost. Thus, it is disappointing when the odd instance of destructive criticism occurs, especially when those concerned carefully avoid nomination to any position. It was my pleasure to be associated with the various committee members over the three years and I wish my successor and other appointees every success for 1985/85.

Peter Dwyer
Treasurer
30.4.85

VICE CAPTAIN'S REPORT - a few highlights from a memorable year. 2.5.85

After being elected May 1984 to the position of Vice Captain, I promptly disappeared for the month up the East Coast to Cairns and back on the 550(9,000 almost trouble free km). It was great. I missed the Cathedral Lane mix up (some went down the lane, some did not) and the following three rides arriving back for the Apollo Bay Mini Golf ride (Canberra previous day) to be embroiled in a club rules dispute. Yes, I was missing a rear blinker and my rear tyre was very bald. The real issue was whether the Eildon pub should be an itinerary destination, considering the consumption of alcohol is prohibited on club rides. I missed a fiery meeting where the BMW club's trophy took flight and much banging took place.

Political stirrings seemed to gain momentum when the club ended up at Calder rather than Tatura. Ted bought a Charade.

Verdon's Vroom (Steve got married – I miss the way he used to throw the big Eleven around) was a ride to remember – if you stayed upright. I almost begged him not to take that muddy track. As it was, six or the eleven bikes were dropped, most more than once. Another fairing we'll never see again.

Polly McQuins resulted in one cosmetically wreck Katana – rider error. Towing with ocky straps was fun. Flagged down guy towing bike trailer at Yarck who live a couple of streets away in Melbourne. Transported the bike home that night, the rider checking out okay at the hospital.

The Auction Night went well, but not so the infamous Bass Ride. Lets hope a similar situation never occurs again.

Simpson (other side of the Otway Ranges) proved popular to Colac where the rain set in and half the riders left. Darryl provided the epic write up – which took three people to decipher – but was well worth it. (He left his chain lube at home and the big Suzy did not like it).

The Treasurers Tasteful Trek returned down the Western Highway, and near Ballan a gale tail wind was blowing. Time for a top speed run on the 550 – chin on the tank, eyes flitting between tacho and speedo. I pleaded boredom and the police let me off with a \$90 on the spot fine. How can you pass a “double bubble” at 9,500 rpm (without seeing it) and get away with it, I left the others wondering?

Only Big D, Jack Youdan and I made it to “Mini-ha-ha- falls via Hiawatha” on October 14th. There was not a map between us – ironic for a touring club. At Foster we checked out the local map. The weather turned sunny (and hot? – you were going to write this up Jack) and we had a very pleasant day all round. Vince never did catch us, even with only two hours head start on him. Oh, and I was running –in the 900.

Mic Fagan was bemused by the ratio of Kawasaki's to his lone BM: nine to one at the Route Two BBQ. It has often been remarked that this is the Kawasaki Club.

I led the Mt Leura ride: Great Ocean Road to Port Campbell to Ballarat to home (750km). It was a tip ride, the weather fine, the roads dry. There were two new riders who stayed to become members, Geoff and John.

High Altitude Cricket was a highlight amongst highlights. We played the Four Owners Club at the Walhala oval. The walk up was enough to have everyone panting. The match was a laugh a minute. There were easily enough people to fill two cricket teams, bikes everywhere on the roads. We ended up losing by one wicket.

Whroo Caves saw us stumped by the lack of equipment. Ten out of ten for endeavour though. We dept discovering more caves. A pity there was no water at the park. It was very hot and dusty.

I took the long way to Licola – lost at Drouin. Some people expected lunch to be at the destination and, if we had travelled all highways we would have made Licola by lunch time. But who wants to travel on highways where they are avoidable?

One and a half hours and seven kilometres later.

Riding to the Break-Up Barbeque near the Yellow Peril saw me deck the 900 avoiding a car doing an illegal right hand turn (insurance quote \$2071 – I'm still waiting!). I arrived late, but still enjoyed myself. Great food but a biting wind. The tyre raffle was drawn.

Gary was otherwise engaged and unable to lead the Short Captains Ride. It was a toss up between Mt Donna Buang and the beach. Luckily 'the riders' won. I took all the back roads to Warburton where Phil, family and sidecar departed. The mountain was clean and sharp. Mic Fagan was in good form.

Ben's twisties MK IV was all over by 2pm in time to be home for the bike races. The usual 300km round trip is a lot quicker in the dry. This time no one was caught embarrassingly unaware of the stop sign at the Yea – Toolangi – Yarra Glen intersection. The Reefton Spur was in the best condition for a long time – no leaf litter, dry and fast.

We counted 26 past or present members at the Clubman Rally. A day trip to Tumut via Khancoban and Kiandra provided enough twisties for a month. Watching tow guys fall through the roof at the Jinjelic Pub, the spunky woman doing burnouts on a Lawson replica 1000J in the main street in front of three or four hundred drunken spectators was the alternative entertainment. Sunday's air bed race was exhausting. Johnny K did well. At night we enjoyed Vince's hospitality – table, chairs, umbrella, light, kitchen sink. Macho man Hans slept on the bare ground because he 'enjoyed it'. (Not that he could feel it!)

I purposefully missed the night ride. Why increase the risk? People fall off on night rides.

Lederderg Gorge was hot. Most of us didn't walk far enough upstream to the large swimming hole. And who was that energetic climber?

Danny (long time rear rider) has joined the Ulysses club and was unavailable to lead Danny's Dilemma. Phil led on the CX650 and dropped it in a creek. A week later John Droppit met the same fate in the same creek. It was kinda funny.

Simpson Revisited was long and fast. Gary seemed to enjoy himself remarkably. It was a tough ride for my pillion though. I hate being passed.

I hear that Geoff and Rhonda were the true winners of the treasure hunt. They didn't combine their answers as the other pair did.

The food and company at Gary and Brenda's engagement party was suburb. But 'Shepparton via Tolmie' the next day proved a little less appetizing for John. His CX500 picked up a nail in the rear tyre and eventually he left the bike at a friend of Keith's house, somewhere between Yea and Whittlesea. We missed reaching Shepparton turning south at Benalla instead, due to the lateness of the hour. Also bumped into Mark Sulot at Benalla.

The Sports Day took its usual toll on blinkers, the Wursters once again excelling themselves. Spin the broom produced the most laughs and the slow race the most competitors. Most people seemed to enjoy themselves.

Geoff's ride was interesting. We went out the Eastern Freeway and returned the Western Highway – a big loop. After a week of rain it was still surprising to see so many riders, with three first timers

attending. Keith failed to catch the ride, after eventually locating a wandering screw driver blade jamming up his throttle linkages.

Looking back over the past year's itineraries, I find that I have ventured on 38 of the Sunday rides. No wonder the old 550 (looks as battered as it does) has 85,000 km on the clock and the 900 25,000km. to me, the Sunday rides are the most important part of the club. They provide an organised way to travel and see much of Victoria in good company, and have fun while doing so. I used to think a Sunday ride pulled me through the week. Hope I'll be on many more.

Ben (GPz900R)

PRESIDENT'S REPORT

Another year over already hardly seems like a year since we were elected (abandoned?) to office.

There have been a few ups and downs over the past 12 months. Some incidents best forgotten and others that will be hard to forget. I didn't attend that many rides during the year, but I can honestly say that I enjoyed every one!

I would like to thank everyone on the committee for the effort they have put in over the year, especially Peter Dwyer, who had done an exemplary job as Treasurer, efficiency on legs, that 's our Peter. Also deserving of special thanks to Garry and Brenda, thanks fellas. Thanks also to all those members who have supported the committee and come along to rides and social functions; I had a good time and I hope you did too.

Well, good luck new committee

Phil Duffy.

CLUB CAPTAIN'S REPORT 1

For the second time since I joined the club, I find myself giving to sit down and collect my thoughts and recall the year that has just past and to submit my report as Club Captain. Unlike my first committee report I have to say that this year has been very discouraging. The committee has seen very little return for the work put into making the club worthwhile for all you members.

It seems to me that the only function that was well attended was the Christmas B.B.Q. on the banks of the Yarra, where it was good to see a lot of families come along. The treasure hunt, which was organised by Ross Bradshaw, Brenda and myself, was only attended by 5 riders. This sort of thing doesn't give you much encouragement to organise anything for anyone.

There seems to be a total apathy among some of the members towards the club and I hope that the new committee can find a way to overcome this and bring a new enthusiasm to the whole scene.

I would like to acknowledge the efforts of a handful of people who have, through their efforts made the year possible. Firstly to an unsung hero, Peter Dwyer, who for the past 3 years the clubs financial affairs in perfect order. Secondly to Phil and Robyn Duffy and Brenda Pollet who along with myself have put on every social function that came into fruition. Lastly to Keith and Teddy Finlay who have done a Stirling job of the club magazine, if the editorials have been a little biting at times.

Finally I wish the new committee all the best for their inaugural year.

GARY LLOYD

SOCIAL SECRETARY'S REPORT

Well yet another year has flown by and it's time to hand over to someone else. During the year we have done a few things differently, some of you folks like and others? Well...you didn't turn up, so I can't say if you would have liked them or not. We had the progressive dinner that wasn't due to lack of interest in people putting on courses etc, so we had a Chinese banquet instead. The bowling night didn't go that well either because of rain and lack of interest from the club. High altitude cricket was a great success, even though we didn't win. Our Christmas turn went without a hitch, with the help of a very few. The Christmas camp was a bit of a fizzer because of the miserable weather. Since Christmas we haven't done anything socially worthy of a report.

During the year we have tried to raise a few bob by running a few raffles and the profit went straight back into the club, that's why the Christmas turn was FREE. There wasn't much support from members when you were asked to help with little things throughout the year. I only hope the members will lend a little more support to the new committee and get off their bums when asked for some help. Also while I'm having a whinge, how about a bit more help when it's time to do the dishes, at the last meeting I had to badger 2 members to do them. Anyway enough of the gripes. I'd like to wish the new Social Sec all the best for the coming year and may they get a lot of support from the general members.

ROBYN DUFFY

ASSISTANT SECRETARY'S REPORT

Yes folks it's that time again. Time to put in the annual report for the club. I must say I have enjoyed my role as assistant secretary, taking the monthly minutes etc. But as they say, all good things must come to an end. After 2 years of being a committee member I am handing over the position to another club member who will bring in new ideas and a new approach to the role of assistant secretary. I would like to wish him or her best of luck and also to offer my help or advice if it is needed. As with all clubs there seems to be a fair bit of gossip, innuendo and bickering going on between various club members. This situation seems more prevalent this year than last year but I hope this can be eradicated in some way in the next year. I hope the new committee will maintain the standards set by the outgoing committee and that new ideas flourish.

I would like to wish the incoming committee all the best of luck and even though I am resigning my position on the committee I will continue to support the club in all aspects. I would like to thank a few people who without their help and support the club would cease to function.

Firstly to Peter Dwyer for his monetary knowledge and wisdom and for his tremendous support to the position of treasurer for the last 3 years. You will be greatly missed.

To Phil and Robyn Duffy for their concern and support of the club in all of its functions over the last year in such things as the club camp, the Christmas party and the sports day.

To Keith Finlay in taking over the big job of publishing the club mag and improving the standard, though some of his editorial documents were slightly bigoted.

To Gary for organising the club rides such as the economy ride and the sports day.

To Ben for leading so many club rides, but honestly Ben did we have to go to Licola via Sydney?

To Ross for all the junk mail and the letters sent out to people.

To Vince for taking over the position of vice president half way during the year.

And lastly to those members who wrote articles for the club mag and those who offered their help at club functions.

To all those members who didn't, here's a big SCROFULUOS turkey

Brenda Pollet.

JOHN'S JOLLY JUNKET 28th April '84

ROLL UP: John – GPz1100 (leader), Danny – Z500, Jack – Honda 1100, Tony, Peter & Ross – GT750's, prospective new members Phillip – GPz500 & John – Honda 500.

With the promise of 25° for the last Sunday in April, 8 bikes arrived at KBCP by departure time of 9.30. We waited an extra 5 mins with the thought that some others may arrive – not so. Leaving KBCP at 9.35, John (GPz1100) as leader – after all it was to be his junket – I thought that was stuff on ate for dessert – and Peter P (GT750) as rear rider, we undertook a circuitous route with Seymour as our first stop.

Out along Hoddle St, Heidelberg Rd, to Fairfield – past the club hall onto Plenty Rd, thence Bundoora and Hurstbridge. Lots of bends on the section of road between Hurstbridge and St. Andrews. From St. Andrews the road is very narrow and winding, sealed for most of the way with a few K's of new work covered with fine gravel. After this a few more K's of corrugated gravel then back onto the bitumen en-route to Kinglake, Kinglake West, Flowerdale and Strath Creek.

From Strath Creek we headed north and encountered a couple more K's of dust which I'm sure has been retained to slow the pace on an otherwise good road. We arrived at Seymour at noon – time for a Kit-Kat, cherry ripe or mars bar and to relieve the straining bladders. From Seymour to Tooborac where Peter P departed as he had another engagement for the afternoon and I took over as rear rider. At Heathcote we stopped for petrol, and then continued onto Bendigo via Eppalock Weir wall.

Arriving at Bendigo at about 1.00, a suggestion was made for lunch at the "shamrock". (Could be an idea for another bankcard weekend), however not on this occasion, so it was sandwiches and pies in the elegant surroundings of the new Bendigo Mall – very civilized it was too. After a stop for an hour we returned via the same route, continuing onto Kilmore from Heathcote, across to Wandong and Whittlesea, form where we went our separate ways, after a round trip of approx 420km – GOOD RIDE JOHN

ROSS KING GT 750

Bit of space to fill, so this is a one liner.....Ed.

TREASURE HUNT 3rd March '85

Out of the possible 126 points, these are the scores.

RK.362 – Bob	113	points
CY.126 – Mick	111	points
RB.187 – Geoff	103	points
PO.884 – Ray	101	points
RK.398 – Vince	97	points

The Treasure Hunt was through the Dandenong's and surrounding areas with only 5 members competing. The winner was Bob Steclengerg with a score of 113 points. I am told that certain members helped each other out with some of the questions. There's nothing like a mate. One member, who shall remain nameless was given some incorrect information and got lost for a short time.

Bob will be presented with a trophy at the May meeting. I would like to thank Ross and Jenny for their efforts in working out the route and the questions for the 'hunt' and everybody who attended, who I think thoroughly enjoyed themselves.

BRENDA R65

SIMPSON REVISTIED 24/2/85

On a cold and windy Sunday morning a small group of bikes arrived at the KBCP for what was to be the second attempt at the Simpson ride. If you were not fortunate enough to have been on the previous attempt then I will summarise the main events for you.

It was so wet that most of us turned back to Colac. This day didn't look much better but we set off towards the Laverton pick up point under the continuing threat of rain. Kenny Wurster joined us a Laverton and Ross preceded down the highway to Geelong. The ride had gone smoothly up until this point but suddenly something very unusual went wrong. "A Kawasaki broke down" A new rider with the club, whose name escapes me, did a coil on his 750 and rode back on tow pots.

The corner marker system worked this time and nobody got lost as we went on through Stonehaven and Gnarwarre to the princes highway and on into Colac for a bite to eat. Colac also happened to be the destination for the Sidecar Club of which our own President is involved in. After lunch and a bit of a chat we headed for Carlyle River along some very windy but very rough roads. From here it was onto the thriving metropolis of Simpson. Mick Fagan went off to the general store for a drink while the rest of us cleaned our visors and stood in the sun waiting for him. The weather had really changed to give us a fine and sunny afternoon to ride home along the Great Ocean Road.

I led the ride back along the cliffs as Ross didn't want anyone up his tail and I was in the mood for a bit of a fang seeing that my bike was back in form. Before today's ride I was riding around with fork oil in only one leg. It makes a difference when you fill both legs up. Once near Geelong the ride disbanded and we all went our separate ways after a long day's ride. When I put the bike away in the shed I had done 590kms, but it was a good day.

Noddy Z1100

THE 1985 MTCV SPORTS DAY

It's 6.30 on a cold and windy Sunday morning and Brenda and myself are on our way to make the arrangements for the annual sports day. A brief stop off at the Finlay's to pick up the witch hats and signs and then up the highway to Heathcote. The weather was not looking too promising but we started to set up the hats, get the fire going and lastly set up the trials course. Phil Duffy came

along to lend a hand and we put our minds to devising a challenging but not overly hard course. Once this was done we sat in the car in the rain wondering if anyone would turn up. The club arrived a little late and there were more new faces than club members, which is good in one way I suppose.

The results for most of the events are shown overleaf, but some of the events had no winner, such as SPIN THE BROOM. If you haven't seen this event yet you've missed out on a laugh or two. The idea is to hold a broom above your head and spin around 12 times, put the broom down and jump over it, something not a lot of people could do but very entertaining. The last event was the broken shock absorber throw which went to Kenny Wurster and Christine Young.

To finish up, I would like to thank Keith Finlay for securing the property for the 2nd year running and for arranging the hats and street signs and Phil Duffy for his help in setting everything up.

Garry Lloyd (noddy) CLUB CAPTAIN.

SPORTS DAY RESULTS

OBSERVED TRIALS COURSE

<u>Entrant:</u>	<u>Bike:</u>	<u>Points Lost:</u>		<u>Time:</u>
		(Fwd.)	Rev.)	
Hans Wurster	GPz 900	2	0	-----
Keith Finlay	Z 1300	0	0	51.30 sec
Peter Philferan	CB 750	5	5	-----
Ken Wurster	GPz 900	0	2	-----
Ben Warden	GPz 550	0	0	41.00 sec
Geoff Webb	Z 500	5	-	-----
Michael		5	-	-----
Mark	CB 900	5	0	-----
Shawn	K 100RS	5	2	-----
Janet Towns	GPz 550	5	-	-----

The winner of the trials after having cleared the course in both directions, without loss of points, was Ben Warden with a time of 41 seconds.

Keith also deserves a special note for completing the course in both directions without loss of points, on a bike twice the size and twice as heavy as any other competing. Well done Keith. Janet is worthy of note for her courage and determination to carry on complete the course after having a nasty fall. Good onya Janet.

SLOW RACE

Winners:

Heat 1. Mark CB 900
Heat 2. Phil Duffy XT,LC,TT 550
Heat 3. Wayne Pope VF 1000
Heat 4. Shawn K100RS

FINAL Phil Duffy

STACK THE HATS

1. Ben and Keith (WINNERS)
2. Geoff and Jessica
3. Wayne and Sandra
4. Mark and Paul

5. Phil and Sue

SLALOM RACE

Winners:

Heat 1. Phil Duffy

Heat 2. Mark

Heat 3. Ben

FINAL Phil

GEOFF'S GENIAL BAMOL 21/4/85

After a week of rain, the sight of clear sky on Sunday morning was too much to resist. Pushed the missus out of bed to get me some breakfast and proceeded with the familiar task of putting on the mountain of clothes.

Arriving at KBCP just in time to join the admiring crowd around Hans and his sparkling new red K100, only 465 K's up and blowing fuses already. A casual look around the bikes waiting to leave confirmed that this club should be renamed the Kawasaki Owners Club.

Eventually we headed off towards Whittlesea via the Eastern freeway, Templestowe, Eltham and lots of other strange places. Quite an original short cut to Whittlesea from the city, Geoff, I must remember it.

Struck a little traffic on the way to Whittlesea but once through town nothing but dry road, blue sky and lots of twisties. Had a top run through Kinglake and on up to Yea where we stopped for a welcome morning tea break. We had morning tea, Ben had lunch.

By now there was almost some heat coming out of the sun, so we headed off again towards Seymour for some fuel, and eventually Heathcote for lunch. Ben had lunch again. The pace must have been getting a bit rugged, because round about now the only two Yamaha's and a couple of BM's dropped out, must have been getting dirty or something.

I think it was somewhere around here that I obtained a set of brown underpants. Came around a blind corner perfectly lined up with a pile of gravel on the road. It's amazing what antics a bike can get up to when the front and rear wheels go in different directions. I am definitely going to pay more attention to roadside signs in future.

From Heathcote, up to Kyneton, and across to Daylesford the weather slowly deteriorated, so that by the time we arrived at Ballan there was a stampede to the shop for some hot coffee. Ben had some more lunch. As it is just a quick zap up the freeway to Melbourne, the ride broke up at Ballan.

Good to see some new faces on the ride, sorry I can't remember your names fellas, there was a GPZ550, GPZ750 and a CX650. All up it was a good day. 14 bikes and approx 429 kms.

Ray GSC 750

So.....was it all worthwhile? Certainly, although it will be a few years before I would want to return (you mean, they have long memories there?) and there are a few observations I would pass on to prospective travellers:-

- The distances between substantial towns in WA are vast and lonely, maybe 300 – 400 KM. Don't believe the numerous towns shown on the map, as many are just properties. Watch your fuel stops.
- The glossy brochures are definitely over – optimistic and unless you are keen on wheat lands and Mallee scrub, keep to the coast. If I went again, I would go straight to Perth, then Albany and return to Perth. I found the rest dead boring and unpleasantly hot. Many tourist attractions listed are trivial and not worth the enormous distances.
- No trouble with accommodation (at least, small groups) – the natives were friendly, so presumably the 'ugly bikie' syndrome has not reached WA yet. We used van parks, cabins, hotels and even the occasional upmarket motel. Counter meals were good and we did little self catering.
- Unless you are partial to long, long rides and stupefying boredom, take the train. It is expensive, but I would rather forego something else than to have to ride that 2000km to Kalgoorlie. There are el – cheapo seats or sleeper and you get a 25% rebate on bike freight (now).

Finally, thanks to Allan and Tony for their pleasant and agreeable company on the trip. Whether there will be another of these grand safaris remains to be seen, so possibly we alone among the MCTCV membership will have had this unique experience.

Peter Dwyer GS1100G
