

ITINERARY

JULY 1986

SUNDAY 6 th	POKIES BUS TRIP, ALBURY. Those going would have received their boarding list.	Vacancies still exist, contact Ross King at meeting
SUNDAY 13 th	DEANS MARSH 9.00 KBCP 10.00 Laverton	Travel to Geelong, Deans Marsh, Lorne and G.P road home.
SUNDAY 20 th	Mt IDA FIRE TOWER 9.00 KBCP	Back roads to Heathcote, Mt Ida, (451 metres high) Nagambie and home.
SUNDAY 27 th	BREAKFAST RIDE, HEALESVILLE SANCTURARY 8.30 KBCP 9.30 DENNY'S RINGWOOD Family day	Up to Healesville taking in the "twisties" on the way. Great way to settle breakfast entry fee charged, BBQ's, wood and picnic facilities supplied. Also fully catered restaurant.

AUGUST

FRIDAY 1st	GENERAL MEETING Club Hall 8.15 Sharp	Natter night
SATURDAY 26 th	Chinese BANQUET BUNDOORA. 7.15pm 6.30pm KBCP Full details August Mag	BYO. \$17 per head for TEN course meal. Coffee, port and motorcycle videos at John Arrowsmiths. To reserve seat contact Geoff Webb, Ph 460-3559 and \$5 deposit.

JUNE PHOTO'S

Mystery Photo's answers;

Three wheeler vehicle is a Moto Guzzi powered TRITON. Excelsior Welbike was intended to give Allied Paratroopers mobility over enemy terrain on landing.

WHOS NEWS

For those who didn't attend the June Meeting, the Club is in a constitutional crisis. The elections could be void. In fact the June meeting could not resolve the problem due to insufficient members present. Hopefully the July meeting will solve the election problem. To avoid this problem, PLEASE attend meetings.

The above, highlights the need for the committee and club members to be familiar with the constitution. Therefore a Sub-committee is to be formed to examine and if necessary update the constitution.

Ray T. suggested Keith should receive the P.I.T.A. (Paininthearse) award for his ~~shitstirring~~ er...efforts.

Speaking of Keith Finlay, sorry to hear he was involved with a wayward motorist. Keith (Sumpsmasher!) is OK but the Big Mac's not.

Tickets for New club raffle will be available soon, with a portable colour television as First Prize they should sell like hot cakes.

Any members who have not paid their subs yet, this will be your LAST newsletter. To avoid this send \$15 to Peter Dwyer ASAP.

Nice to hear from the Club Members jet setting around the world, refer separate article....., Phil, who is Stewart and Mel???

Safety Helmet Council of USA released results of accident survey, showed (surprise, surprise) 46% of all motorcycle accidents involve a Car or Truck!

Like to ride with the wind in your hair? The Nat. Helmet Law Reform Organisation is holding a Protest ride on 19th July at Parliament House at 11.45am.

For all you Hard Chargers, a new Limited Edition GSX-R750 has been released, bigger tank, dry clutch, floating discs, electronic anti-dive, steering damper, remote res rear shock and new colour scheme, all this for \$10,100.

South Australian Government is checking a proposal to introduce a 10pm curfew on all First year drivers and riders, all in the name of Road Safety.

Metzeler has just released a new ME88 MBS Marathon; the 130/80 x H18 tyre is designed for the 900/1100cc machines.

Club Captain's Report May 1985 to April 1986

Some memorable rides recalled:

Winton Races gave the opportunity for ten members to see the new Yamaha in action, the FZ750. It won the race and sounded great. Peter and Sue Moreland were on their first club ride on a GPz1100.

Long to be remembered was the Bankcard Tour to Port Campbell. It was led and well organized by Vince Green. Despite the poor weather – it absolutely poured rain running into Port Campbell – at least 20 machines and 26 people made the most of the weekend together.

The following week saw Ken Wurster drop his GPz900R amongst the Merton – Euroa twisties. Luckily Hans (who knew Ken fallen off) was there to dink him home, the bike having dumped its oil.

The Caves ride proved popular with 18 people attending. Being the middle of winter the Britannia Creek Road caves were water – logged, but that did not stop Tony Gustus from making a muddy mess of himself. And if anyone knows how to get to the Labertouche Caves, please make themselves known.

Sean Seitel dropped his K100RS at the Punt Road entrance to the beloved Eastern Freeway, the East – West ride having barely begun. It seems even radial tyres have limits of adhesion. Sean appeared six weeks later with a new K.

Rides in July, September and December saw Apollo Bay as the destination. The Great Ocean Road always proves popular and the number of machines on these rides was 16, 23 and 14 respectively. Surprisingly, the ride with twenty three riders (and six pillion passengers) was the best attended ride for the year more than the Port Campbell weekend.

Keith's Kruz was notable for a number of reasons: four riders left due to the very strong winds blowing; Vince was running in his 2nd or 3rd XJ900 at speeds well above those recommended; and Tom Seville (Dolly pillion) had a close call with an oncoming car.

Lake Mountain and Mt. Buller saw plenty of snow. Though September, all lifts were operating at Buller. We bluffed our way to the bottom of Bourke Street (parking illegally) but the men with walkie talkies soon had us worked out.

I flicked a stone through Hans' headlight and headlight protector on the Daylesford run. A couple of rides later my headlight was smashed to smithereens also. I now sport a Hans custom made headlight protector. As Steve Chiodo of Peter Steven's fame said to Hans: it has to be worth at least 5km/h in the top end. (Hans also gave me his well designed rack off his GPz900 before they were readily available. At the Clubman we were short of space and I ended up pillioning a 15 stone guy – he was facing the wrong way with his bear-hug around six slabs of beer sitting on the rack – I had the ice balanced on the tank. It was a long way from the pub to the camp site. The hardest part was keeping the front wheel on the ground. All this proves two things: people do strange things at rallies; and Hans makes a strong rack.)

The Port Franklin Ride saw the demise of a Ducati 900SD. Paul, on his first ride, *failed to negotiate a fast right hand corner* on the Drouin Poowong Road. We towed the bike back to Drouin and left it at a service station. Bob Steck dinked Paul back to Melbourne.

Ken Wurster "surprised" a car doing a U-turn as we barrelled down Mt Macedon. I don't know who had the greater shock. Meanwhile at the front leading the Maldon ride Michael Barnes termed his expeditions into the wayside vegetation as "gardening".

While leading the Breakfast/Kinglake ride I scored a puncture in the rear tyre which was quickly plugged by Vince and pressure restored by Tony. It was a bit embarrassing holding up 19 machines including two new riders. Later Tony was to drive into a post hole (at low speed) and performs a well executed somersault, all in front of an appreciative audience. (John Paynter was running in his Kawasaki turbo – taking a leaf out of Vince's *Never serviced* manual, trying to keep above the recommended running-in revs.)

Les Leahy retired at Bonnie-Doon (Bonnie-Doon ride) with what turned out to be red mud in the carburettors. Mick Fagan (*we have the technology*) decided on a 'side of the road major engine rebuild'. Gary Osborne (*we don't have the technology, but who needs it!*) stayed to oversee the operation. Les was back the following week with a vengeance. He lost me at Melton. I headed off to Lorne and had a great day, wondering what had happened to them. John Adams crashed his immaculate R80 G/S into the side of an old couple's car doing a U-turn on a narrow country road. The bike broke in two and the photo was published on the back of the club magazine. John escaped with a few bruises.

Yea via Reefton Spur (13 bikes) saw Keith Finlay riding the big Z1300 wipe out a magpie with his mirror. The mirror broke off. Rod Mishkin added the finishing touches to the magpie. Later Robin Heath's RD350 seized and she limped home, the occurrence not completely unusual.

Chris Stebbing won the Loch Navigation Trial.

Seventeen people attended the Lakes Entrance Weekend organised by Vince. On Sunday some took a Lake Tour while others headed for Buchan. The weather turned fowl. We did not see any dolphins and the hailstorm was fearsome.

Marysville in late November resulted in Ken dropping his 900 on the Reefton Spur. I also knocked off a car mirror – the car had succeeded in running Andrea Sirninger off the road and I thought I was next.

We won the Walhalla cricket match against the Four Owners. We played tippity run with everyone fielding. Climbing up the mountain was enough to find half our team in the pub – President's Dispensation.

The economy ride was won by Les Leahy riding his XL600. He managed 26.1km/l, the pace being substantially higher than previous years.

The rides over the Christmas Holiday period were down in numbers as is expected at this time of the year, though the Clubman Rally saw at least 23 members or ex-members attending. Hans high-sided his K100 amongst the twisties between Geehi and Corryong. This dented Hans' plans of showing the BMW representative his much stone chipped fairing, and took the pressure off Ken a little.

We beat the BMW Club at ten pin bowls. The night was very well attended.

The sheer heat kept people away from the Healesville Sanctuary ride. While the Snowy Mountains Highway Weekend ride (organised by Hans) catered for the hardened long distance tourers.

Jack Youdan won the Poker Run with 15 people attending. Meeniyan turned out to be an ideal spot for lunch. At some stage Danny Dallalana retired with a flat tyre.

Craig Williamson crashed his CBX750 coming down the Healesville side of Mt Donna Buang. The bike sustained the usual cosmetic damage and he walked away with bruising.

Sports Day was unusually poorly attended with only seven competitors. Yet a week later on the Comet Ride 17 bikes were parked outside of Dennys. The night was cold, the sky clear, the comet visible. Super at Ross King's magnificent house was no doubt the highlight of the night. A few of us were lucky to re-find the ride when a couple of corner markers went missing at Wallan. When we ended up on a private property in Broadford we knew we had gone too far.

Yes it has been very good year for the club. I hope members have enjoyed the rides as much as I have.

Ben Warden (GPz900)

Where do you get Virgin Wool?

- From Ugly Sheep!

Why don't they have ice cubes in Ireland?

- They lost the recipe!
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THE JETSETTER'S WRITE:

5-6-86

To all the Members,

Robyn and I thought that we should put pen to paper and tell you of our journey so far.

We left Melbourne on the 22nd of May, flying Qantas to Singapore. It was a beautiful sunny day when we left and a few friends, plus Robyn's family of course, came out to the airport to see us off. The flight seemed a long one but finally we arrived at CHANGI airport in Singapore.

It was very hot when we stepped off the plane, about 28°C. We had two days in Singapore but we were disappointed with the place. The shopping and prices were the same as Melbourne's and the food and drinks terribly expensive. A lot of people ride motorcycles in Singapore, mainly small Japanese brands.

When we arrived in London on Sunday the 25th of May, we were met by a friend, Maryanne Doyle, a W.I.M.A. member from Queensland who is now living and working in London. She had arranged some accommodation for us, which was very helpful. She rides a red BMW K750 and with the price of petrol in England, it pays to own a bike, if only for commuting purposes.

We picked up our hire car on Monday, a FIAT Uno manual, and headed off up the middle of England after walking around London for two days. The atmosphere of London is fantastic, with the pubs and public transport system. You wouldn't drive or ride in London if you could help it. All you have to do is take the tube or the bus to where ever you want to go.

We travelled up to Stratford-Upon-Avon and stayed at the Youth Hostel there. It is the home of William Shakespeare and is pretty but full of tourists. The next stop was York, a city surrounded by a stone wall. It is a great place to visit with many things to see and do. We walked around the wall (4.35km) and visited the "Castle Museum". I would thoroughly recommend this if you are interested in things old and new.

From here we drove across the Yorkshire Moors to the Lake District. This is one of the most beautiful parts of England. We stayed at the Arnside Youth Hostel and would recommend it to anyone thinking of visiting the area. We travelled along a couple of motorways in England, these are three lane highways and most people sit on 90 to 100mph. The speed limit is 65mph but if you are caught speeding you will only lose your license if you are travelling over 100mph. The police are a lot more casual about speeding than our own "Men in Blue".

From the Lake District we travelled to Heysham to catch the Ferry to the Isle of Man, we arrived fairly early and joined the queue of cars and bikes waiting to board the ship. There were bikes arriving all the time and someone told us that today there would be five ships coming and going taking on average 500 bikes plus cars and freight.

When we arrived after the 3 ½ hour crossing we couldn't believe our eyes. The main promenade was full of bikes and people going in all different directions. We found our hotel and parked the car where we could. After settling in we went for a walk down along the promenade. If any of you have been in Bathurst on Easter Saturday morning you would have some idea of what it was like but you would have to triple the number of bikes.

We had a couple of friends, Stewart and Mal from Melbourne staying with us in the hotel. The whole township of Douglas is fully booked out for TT week and this year we thought there must have been at least 20,000 bikes on the ISLE. We watched the racing from various points around the track, the best being a place called Ballough Bridge, where the riders come down a straight and over a bridge getting airborne as they go over. Joey Dunlop won the F1 race for the 5th consecutive year.

We drove around the circuit which is just over 37 miles long, and believe me it is quite dangerous, with stone walls and steel bridges making up most of the barriers around the track. The first two days of racing were postponed due to rain and fog on Snoefell Mountain. But Monday they finally raced. At some places along the track the solo riders reach speeds of 260mph (256kph), and the side cars not much less.

We saw three days of racing, leaving on Thursday morning for Ireland. Tragedy struck the racing with 3 people being killed. One, a solo rider was killed by a horse which had jumped a fence and bolted across the circuit. The horse apparently had been spooked by a helicopter that had flown in to pick up another rider with a broken leg. I think that this will always be a part of racing at the Isle of Man circuit. The atmosphere was fantastic with bikes of every make and model to be seen. People could be seen popping “monos” up the main promenade or doing donuts in the side streets.

People were generally well behaved and we thoroughly enjoyed ourselves, promising to come back in two years time for another IT week.

People come from Ireland, England, and Europe and of course Australia to see the racing and NOW we can understand why.

Well we must finish now, we will write again after the Belgium GP. Hope you all are well.

Regards Robyn and Brenda.

SUNDAY 15TH JUNE 1986 – CAPE SCHANK – 9.00 A.M.

RIDERS: GARY XJ900: RAY 900r: CRAIG HONDA 750: JACK B.M.W.: GEOFF Z500.

Weather overcast, no wind, promise of clear skies.

After calling for volunteers to lead us off to the far-a-way land of Cape Schanck, Gary was elected by four votes to one. Out along the S.E. freeway to the Mulgrave freeway. Very dense fog as we went past V.F.L Park, visibility down to 100 metres and it was bloody cold. The fog lifted at Devon Meadows and we were bathed in beautiful sunshine.

Around the twisty road to Arthur’s Seat for morning tea at 11o’clock. Whilst we were there we met the superman who has been clocked at 130ks along the road to Arthurs Seat – has ridden everything from Indians to the latest superbike. Guess it takes all kinds to make the world go round.

From Arthurs Seat along the back roads through Sorrento to Portsea Back beach. From there we headed to Portsea where lunch was had at 12pm. Jack left us here to go home to listen to the footy. While we dined on hamburgers and fish ’n’ chips a la Portsea we were entertained by a full terrier playing soccer with an empty can. Its footwork was so good that it should be playing for one of the teams in Mexico.

Leaving lovely downtown Portsea we went to Sorrento to fill up and empty out. Gary led us by all the back roads down to Cape Schanck. A very pretty place. From here the little group of four terrorised the inhabitants of flinders, Shoreham, Merricks, Balnarring, bittern, Hastings and Tyabb. Ray wanted to visit a friend at Frankston, so he and Craig took the Frankston road, Gary and I headed for Dandenong. The traffic was very thick and the sun was at an annoying angle so it did not lead to an enjoyable ride to the freeway.

Home via Burwood with just over 300ks on the clock. A really good day for touring after the early fog.

Geoff Z500

This is the only write – up I have received this month! If any member could elaborate on;
Mt Donna Buang, 8th June,

Or Mirboo North, 22nd June,

Details to the Editor please.

IS NOTHING SACRED? Mick FAGAN TELLS ALL!!!!

- BIG DADDY** Was Peter Philferen and was so named as he was like a “Father Figure” to a lot of the younger members, or a “Big Daddy”.
- FIGGSY** Was Bruce Higgs our Secretary for 7 years straight, and the first member to have a large capacity bike (over 250cc would you believe). He was often called “Higgsy” or “Fig Plucker”
- NEDDINKINS** Was Neville Borgelt whose real name escape most as he usually answered to Ned.
- WHACKER** Was Dennis Acland who earned the name on our Tassie Trip (the 1st one). He called himself a gigolo after a lighthouse keeper’s daughter kept him overnight, gave him more than bed and breakfast and then gave him \$5.00 petrol money. We called him a “Whacker” which was a polite name for a similar sounding word. The funny thing is, the story is true, as I was with him at the time he chatted her up and I knew his finances as well as my own. He had \$5 more the next day, so we could afford to go on another day’s ride. Ask Gary Osborne.
- TINY** Was Peter Jack. His name is a direct contradiction of his actual size.
- WILD BILL** Was, wait for it, William Elliot and as he was a wild unpredictable noisy person, he was called “Wild Bill”. I think his initials were W.B. Elliot hence the naming eh?
- CLAW** Was David Cumming who spent his whole life doing what his name suggested. As a result of that we reckoned he had a good claw just like ‘Deadly Earnest’ on TV. Think about that one, eh? Remember, its 1974 TV.

As to who said “Mick Fagan is a Health Hazard” and “How many Virgins are there in the club?”

I’ll let the Editor fill those in, as I wouldn’t have a clue!!!

MICK FAGAN

I heard the “Health Hazard” bit initiated in Tasmania, when you asked a group of Christian women ‘if they F....D?’

Any member who wishes to elaborate on this will be given anonymity.

EDITOR

RUTHERGLEN “HOONS” NEWS

I will try to convey some of the enjoyment shared by those members who participated in the Rutherglen weekend by the following snippets.

Heard Mick Fagan got a SCREW at Rutherglen.....in his tyre.

Peter and Sue M were a bit concerned their hotel bed would not see the night out without falling apart.

Members who decided to join in the festivities at the local St. Marys Parish dance, only managed one dance before being asked to leave. Denims and Alpine stars didn't meet their dress code.

You would have thought Peter P was Chinese the way he was reciting Confucius Say.

“Happy Birthday Mick Fagan”, thanks for the Port.

Funny how subdued Sunday breakfast was, compared to Saturday Dinner!

THIRD PARTY RATES

Members should be aware that Third Party rates for vehicles are going to increase this year and again in 1987. Cars in the Metro area are to eventually rise by about \$20, BUT large motorcycles (that effects most of our members) nearly DOUBLE from \$110 to \$202. This is outrageous because:-

- a) 70% of motorcycle accidents are caused by cretinous car drivers who choose not to see/give way to motorcyclists and run into us.
- b) The eventual increase of large motorcycles, in the metro area, is 84% but for private cars only 12%.
- c) The 12% increase makes no allowance for whether the car is a 1000cc bowling special or an 8 cyl, 200kph monster. Why then are motorcycles categorised.
- d) There are general moves by governments to squeeze out motorcyclists from the road by high costs, lots of red tape for licences and generally pretending they are not there when traffic policies are determined.

“The usual fate of minorities.” (Up the workers, bourgeois proletariat and all that). Politicians generally accept SILENCE AS APPROVAL, but IF YOU DON'T APPROVE, say so. Write to your MP. If you don't know who he/she is, your local council can tell you (You want the names of the state MLC and the MLA). Write also to Mr Jolly, the state treasurer who brought in the rises.

You can expect a campaign to be organised by the MRA, so it is in your interests to belong to it.

MAIN PREMIUMS AT A GLANCE.

	NOW		1st July		1ST JANUARY 1987		
	URBAN	RURAL	URBAN	RURAL	HIGH RISK	MEDIUM	LOW
Private & Business	\$ 181.15	\$ 139.00	\$ 210.10	\$ 161.20	\$ 202.80	\$ 177.40	\$ 152.10
Goods Vehicles - 2t.	\$ 148.70	\$ 89.65	\$ 172.60	\$ 104.00	\$ 202.80	\$ 152.10	\$ 101.40
Motorbikes, to 300cc	\$ 83.15	\$ 77.95	\$ 96.50	\$ 90.40	\$ 141.90	\$ 124.20	\$ 106.40
Motorbikes, 301 - 500cc	\$ 99.60	\$ 94.50	\$ 115.50	\$ 109.60	\$ 141.90	\$ 124.20	\$ 106.40
Motorbikes, above 500cc	\$ 110.00	\$ 104.90	\$ 127.60	\$ 121.70	\$ 202.80	\$ 177.40	\$ 152.10
Taxis	\$ 973.15	\$ 245.25	\$ 1,128.90	\$ 284.50	\$ 1,013.80	\$ 760.30	\$ 506.90

It all boils down to this:-

RISING DUST 7-16th Jan 85

MOTOR CYCLES AND HOW TO MANAGE THEM