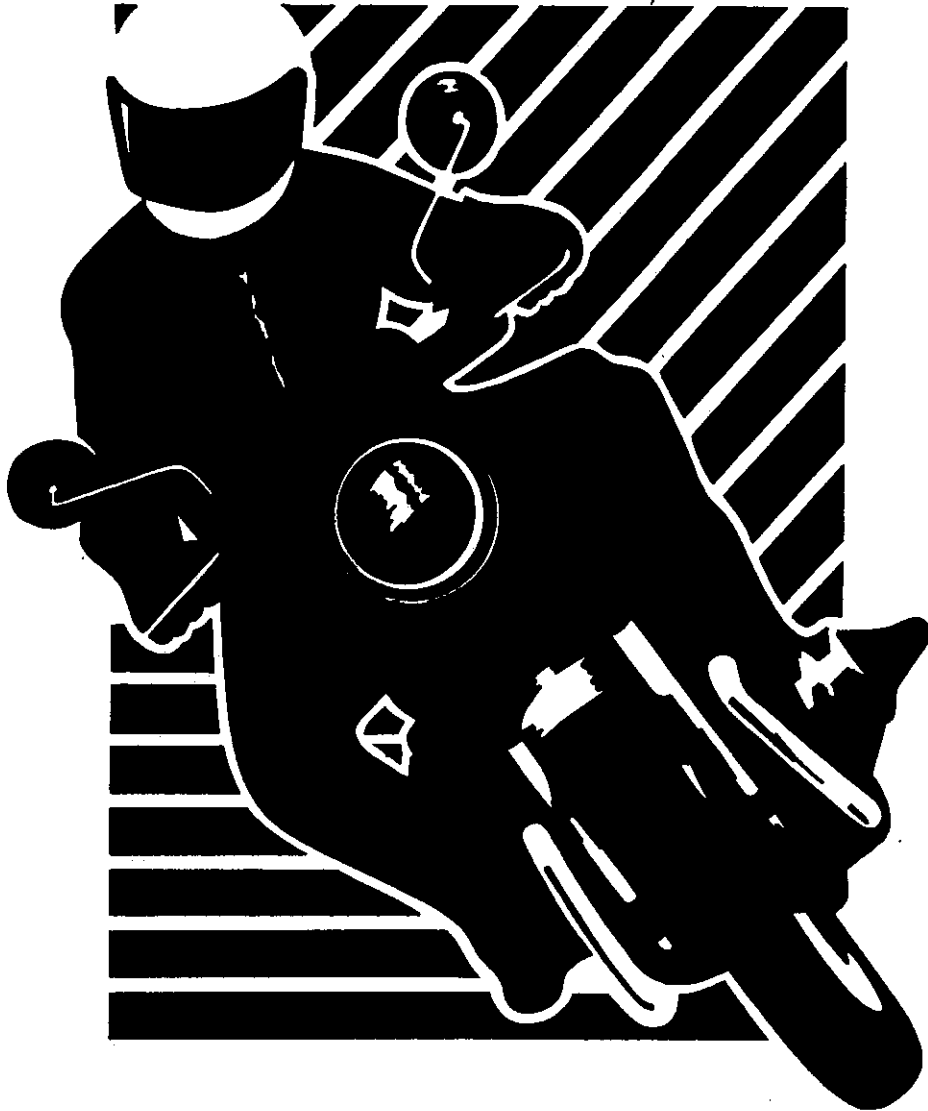


JULY 1987

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

JULY 87

JULY.

- SUNDAY 5th. INVERLOCH. From Hallam to Pakenham & Drouin. South to Poowong, Loch and Wonthaggi. Around the coast to Inverloch, home via Korumburra & South to the Princess Hwy for a finish at Narre Warren.
- 9.00 KBCP.
- 10.15 Hallam.
-
- SUNDAY 12th. DAYLESFORD. Up to Yea & Seymour, Kyneton and Daylesford Back via Woodend, Romsey and breakup at Whittlesea.
- 9.00 KBCP.
- 10.30 Yarra Glen.
-
- SUNDAY 19th. BORDER RUN, Murray Browne will lead us up the FAST back roads to the Port and perhaps a quick excursion into NSW. Return ride should cover 470 plus kilometres.
- ECHUCA.
- 9.00 KBCP
-
- SUNDAY 26th. LAKE MOUNTAIN, To Healesville, Black Spur, Marysville & the Mountain. If SNOW the usual childish activities will prevail. Home through Yea to breakup at Whittlesea.
- SNOW RIDE.
- 9.00 KBCP.
- 10.30 Yarra Glen.

AUGUST.

- SUNDAY 2nd. ECONOMY RIDE From KBCP we will fill the tanks and then follow Murray Browne on a tortuous route to Castlemaine for refueling. While Counter lunching, petrol consumed & Kms traveled will be calculated to give our winner.
- CASTLEMAINE.
- 9.00 KBCP.
-
- THURSDAY 6th. GENERAL MEETING. The usual, HIGHLY INTERESTING Natter Club Hall 8.15 Sharp. night. "DON'T MISS IT!"
-
- SUNDAY 9th. BREAKFAST RIDE. After Breaking the Fast, Peter Dwyer will take us on a short ride to the Railway Museum where for a small charge grown men will be tranformed into children playing trains. From here another short ride to the HMAS Castlemaine, The floating Maritime Museum, for a look at Navel history.
- 8.30 KBCP.
- 9.30 Denny's, Niddrie.

* * * * *

Also in August are two events that will require prebooking.

£. Bendigo Weekend, 22nd + 23rd and the Italian Banquet, 12.30pm Sunday 30th.

All enquiries to Ian Payne Ph211-5549.

WHO'S NEWS

Unfortunately the Guest Speaker, at our June meeting, could not be present due to illness! Nevertheless it gave the assembled members a chance to air their views on the running of the Club, the events, the Committee and the direction the Club is heading. The discussion was of great help to the Committee, as it gave an insight as to what members want, which has already helped formulate the next itinerary (See separate report).

One point that should be explored is the lack of communal riding by members over long weekends, Easter and motorcycle rallies/races. In future an advert will appear in the newsletter listing the event, the contact, a meeting point and destination to enable group participation.

For this to work, members contemplating an outing or attending a Rally, should notify the Editor to enable the events inclusion in the next newsletter.

Phil Duffy on holiday in Europe, enjoying the International motorcycling scene.

Hans W. recently had Annual leave, and NEVER RODE HIS BIKE!!! for the whole time.

WINTER RALLY... 11th + 12th July. Situated on the Shoalhaven river, 15kms West of Nerriga, NSW.

If you have renewed an individual license between July 1986 and April 1987 you may be eligible for a REFUND. Apply to your local R.T.A. office.

COMMITTEE MEETING 10/6/87. Points for membership consideration.

1. Club to be advertised in the, YELLOW PAGES, THE AGE WEEKENDER and A.M.C.N. Club register.
2. Electric Stapler required for Club Mag, any assistance appreciated.
3. Video Player Unit for use at Club meetings. Rent, Buy or Loan all leads followed up.

Motorcycle Racing LIVE on SBS!

Shell Oils Aust. Endurance Championships,

Rnd 2. Adelaide (July 5th, 1.30 - 4.30pm)

Rnd 3. Oran Park (August 2nd, 1.30 - 4pm)

Rnd 4. Surfers Paradise (Sept. 20th, Noon - 4.30pm)

500cc Grand Prix,

France. July 19, Britain. August 2, Sweden. August 9,

Czechoslovakia. August 23, San Marino. August 30,

Portugal. September 13, Brazil. September 27,

and Argentina. October 4.

EPIC SAFARI TO THE DEEP NORTH 4.5.87 to 31.5.87

After some twelve months of threatening, this momentous event finally was underway on May 4th. It nearly didn't happen at all—the number of travellers progressively fell from seven to three and ultimately only two—Ross King and your worthy correspondent. Wayne Fitzsimons started out at a different time to us and unwisely, as it happened, chose the coastal route, encountering floods and lots of nasty weather, so was forced to turn back. Hate to sound smug, but we missed the lot through travelling inland, as per the original plan, reaching the Bruce Highway near Rockhampton. The object of this was to reach Cairns by the most direct route, in time for the pre-booked accommodation date. Whilst we didn't travel especially long distances each day (around 600km), the constant requirement to be on the road became a bit tedious and we were very glad that a decision on all motels or hotels (no camping) had been made; constant packing and unpacking of camping gear would obviously have become a big pain after the 8000km round trip. As it happens, carefully chosen share motel units are not that unreasonable; the major cost was meals, which often exceeded the cost of accommodation.

So, May 4th dawned fine and cool and it was away on the great adventure with the first stop West Wyalong via the seemingly never-ending Newell Highway, then a short ride to Dubbo to visit the Western Plains Zoo. It was here that we struck the only sour note on the trip—motorcyclists cannot drive around the Zoo, as cars can; instead, motorcyclists must ride around on the tatty bicycles provided. The Zoo management claim that motorcycles are too noisy and might leave the official track. After some heated words with the Chief Bwana of the place, we went in, but not without making our feelings on this discriminatory practice clear. Even as we spoke to this exalted personage, a truck making more noise than a dozen motorcycles went in unchallenged and a car emerged with half its exhaust missing. Noisy motorcyclists?? Anyway, letters designed to embarrass the Zoo are on their way. Actually, the bicycles aren't a bad way to go around there—the point is that the car drivers have the choice—we do not.

We entered Queensland at Goondiwindi after the most incredibly boring ride through uninhabited scrub country and it was a pleasure to find a great motel here, together with top value hotel bistro. Just as well, because next day was a long ride in high winds and a few showers between Toowoomba and Childers and the Bruce Highway. In between were long stretches of pastoral country with no sign of habitation and it's at times like this that you begin to hear "strange noises" in your bike; actually, nothing was wrong but just as well to belong to the RACV (and hence RACQ) before setting off in these expeditions. What do people do around here for amusement, we thought, especially the younger ones; the main occupation seemed to be to drink a lot and drive around the few streets as recklessly as possible. The motel at Childers is certainly recommended—excellent value and charming hosts. From here, the temperature began to increase and the canefields reinforced the feeling of having "arrived". On to Rockhampton and here a bit of bike maintenance (new tyre) was required at the local Yamaha dealers (good). Not much time to see the sights of the town, though the sad and widespread sight of aborigines and sweet sherry flagons became a daily occurrence in every large town. We didn't join them, though invited—never did like McWilliams brand!

The next destination was Proserpine, but in between was the new highway from Marlborough to Sarina and the first sighting of The Law. Again, a long stretch of nothing, though we did encounter your typical country Queensland pub at Koumala and others at Proserpine, where the patrons were either asleep, ready to belt each others brains out or looking remarkably like extras from "Deliverance", or all three! Proserpine was disappointing—the accommodation was a real rip-off and that goes for the nearby Airlie Beach and Shute Harbour. Unfortunately, as the accommodation owners are only too well aware, this is the departure point for the Whitsunday islands and there isn't a lot of choice. Of course, we had the obligatory island day cruise and it was quite good. Can't understand how anyone could possibly want to spend a week on one of the islands at a minimum of \$100 a day.

cont.

EPIC SAFARI cont.

So it was off to Townsville, leaving the good citizens of Proserpine to slowly dissolve in the extreme humidity; there's not a lot at Townsville-it was so hot there that all we managed was Castle Rock-great view and nice Mall in the town. Every Queensland city seems to have one and they look as though the same person designed them all! Not far now on the final stretch to Cairns and here some of the scarce (non-existent?) rain forest country started to appear, much to Ross's pleasure. At the same time, the standard of the roads began to decline and anything above 80kph was unwise-great holes filled with water and invisible in the shadows. Yours truly only barely escaped death in Tully when an er... ethnic sailed across the Bruce Highway as though in a dream; give way sign-what sign?

At last, the outskirts of Cairns came into view and the long ride-well, half of it-was at an end. The flats we had booked proved to be good value, though rather noisy because of the location on the main road, not to mention the strange household next door! There is a lot to do around Cairns and really seven days is not long enough; however, we managed to visit most of the beaches-the ones between there and Mossman are picture-postcard sights, not to mention the twin of the Great Ocean Road that follows them. Unusual tropical fruits were in abundance and all had to be tried, not to mention the prawns and fish. Went to Kuranda by train, but don't get stranded there for four hours, as we did; every shop in town plays country and western muzak continuously! Even got asked to be extras in a film set as passengers in a horse-drawn wagon, but bashfully declined (ohhh!). Some friends-former Victorian residents-took us on a guided tour of the Atherton Tableland and we managed to intimidate a goodly number of family picnickers at the various tourist spots. Probably the highlight of the time in Cairns was the boat trip to Cooktown in the fabulous whizz-bang up-market "Sundancer". This is a jet boat, beautifully fitted out for 150 passengers and although the day return Cairns to Cooktown is \$80, it's quite an experience and beats the land trip of 300km of unsealed road. The boat takes three hours and goes perilously close to shore to show passengers the rain forest, Cape Tribulation and other very remote areas en route. Cooktown was extremely hot-around 35 degrees, so after the great lunch at the recently restored Sovereign Hotel, there wasn't a lot of enthusiasm for viewing the relics in which Cooktown abounds. Went to the convent museum (like a furnace!) and tried to find traces of the old Cooktown-Laura railway. We did, but only because (gasp!) a local eccentric on a tiny motorcycle suddenly appeared out of the long grass. A different type of relic, yer might say.

May 19th and it was all over in Cairns and time to be back on the road to Bowen, Rockhampton, Childers and Brisbane. A detour to look at the gold mine at Mt Morgan, but they weren't handing out any samples and the place was a bit of a dump anyway. Friends in Brisbane kindly showed us the sights, including some places that had the most incredibly loud music. Eh? What?

Back to reality after Joh-Land and a couple of days at a picturesque motel at Tambourine Mountain, in the hills behind the Gold Coast. Fantastic scenery there and the views are stunningly beautiful. Watch out for the roller-coaster roads-the descent is a heart stopper if you don't trust your brakes! Speaking of roller-coasters, we visited Dreamworld on the Gold Coast. An amazing collection of flying, whirling things and oddly, lots of eateries! After being on some of the rides, believe me what you need is a chunder bag and a wet suit!

Called in to see some friends near Coffs Harbour, then a visit to Timbertown near Wauchope and at that very time, the only heavy rain of the whole trip fell and Timbertown looked pretty miserable (but otherwise, it's worth a visit). Stayed one night in Sydney to examine the various exotica (purely for research purposes, of course). Failed to catch up with Vince Green at his service station in Taree-he had gone to Melbourne! Finally, after a night at Albury, it was back to Melbourne on May 31st and there endeth the journey, dear readers.

Some observations:-

-the ride to Cairns is not to be taken lightly; it's a long, long way and some pretty boring country for really most of it, unless you travel on the coast both ways.

cont.

EPIC SAFARI cont.

- the roads?They vary from wonderful to atrocious and they suddenly switch to being either-no warning
- country Queenslanders pay scant regard to give way or stop signs or indeed to red lights.Must be the heat that sends them nodding off.
- if you're going to Cairns,do it now.The place is becoming enormously expensive for accommodation and tourist type amusements.Obviously,the owners are after the well-heeled overseas tourist and the place will be out of reach of the average Australian soon
- if there are two or three of you,forget the crap that the park owners provide for their on-site vans.A motel or hotel is much better value and not that expensive.If you're by yourself,that's a different matter.
- if you use the Flag chain of motels,you get a free eighth night and if you make that night in a capital city,you're way ahead.The Homestead and Golden Chain groups give you a 10% discount if you have an intro. card-they're not hard to get
- if booking interstate accommodation and you can adhere to specific dates (beware of that bit),you can get some good value package deals from the appropriate state's Melbourne tourist bureau.
- plan to arrive in your chosen town between 4-5pm.Any later and your choice becomes limited (or none at all!) or it's dark in winter and you may find your chosen room overlooks the fish cannery
- if country hotels are your thing (and they can be good value because they include breakfast in the tariff),obtain a copy of the Town & Country Pub Directory from the Australian Hotels Association,GPO Box 2144, Adelaide,5001.Ask also for their discount card for SA (only) pubs.

Some places which have reached that pinnacle of fame-the MCTCV Good Food and Accommodation Guide:-

- | | |
|----------------------|---|
| -West Wyalong | Mayfair Motel-lady owner is a motorcycle fan |
| Goondiwindi | Town & Country Motel and hotel nearby on corner |
| Childers | Childers Gateway Motel |
| Rockhampton | Criterion Hotel bistro |
| Townsville | Captain Seafood smorgasbord (in the Mall).Learn how to demolish Moreton Bay bugs first! |
| Cairns | Hides Hotel bistro |
| | Rustys Market (Saturdays near the main street).The fruit-delicious! |
| | Sundancer Cruise to Cooktown |
| Cooktown | Soverèign Hotel smorgasbord |
| Port Macquarie (NSW) | Aquatic Motel and nearby Whalebone restaurant |

So there!Was it all worth it,you say?Yes,it was,but clearly with the number of drop-outs this time and for Western Australia in 1985,there is in reality not a demand for extended interstate tours.As they say, he who hesitates is lost and it looks like if you didn't go on this one, you have lost.

Peter Dwyer XJ900

GRAFFITI, seen in the Barossa Valley, ladies toilet.....

Virginity is like a balloon, just one little prick and it's gone
FOR EVER.

MEMBERS WIFE, anonymous.

REVEALED-THE MYSTERIES OF AN ITINERARY

At our June meeting, there was some comment on the content of the club itineraries. Whilst members should comment on matters they don't agree with (otherwise we assume everything is great)-and also comment on things they do like-we would like to make you aware of the difficulties the Committee face when a new itinerary is required; that means every four months. So, here we go.

1. What do the members like? Well, frankly, we don't know. When suggestions are called for, normally there is a deafening silence from the masses or the destination is too vague for us to make a specific choice. True, we don't always put this request in the club magazine, but you know as well as we do when an itinerary is finishing. The recent questionnaire about format of the meetings etc. drew a response from only about one third of our members and on the various questions, most were equally divided on likes and dislikes. Hence, we can only guess on what might appeal.

2. With a ride on nearly every weekend of the year, we can't avoid going over the same ground from time to time; however, we do make an effort to ensure that they are spaced out (anyone we know?) so that we, say, don't travel along the Western Highway on three consecutive rides. Likewise, the rides shouldn't be a succession of long (or short) ones, or twisties, or dirt, or fast (or slow) or expensive accommodated weekends. Winter is a particular problem as Melbourne is enclosed by hills on three sides and it's difficult to avoid a sometimes dismal ride over the Great Dividing Range at some stage. Winter logically means a northern destination but how many rides are there north that don't eventually suffer from the boredom of the plains country?

3. Along with a lack of suggestions is a lack of leaders volunteering and perhaps the two things are interconnected. Most rides are led by a small group of members simply because they happen to be there and it's a bit of a shock to suddenly find yourself trying to think of an interesting route to Mirboo North in five minutes. From this, a same style of ride can creep in merely because the same people lead most of the time. How much better and hopefully interesting would the ride be if it was pre-planned by a specific person and a short description given in the magazine so prospective travellers can make an informed decision about going.

What all this means is that we have taken note of the comments received and the itinerary for August to November (inc.) contains a pot-pourri (like it?) of everything. Rides go in all directions, short and long, "no-dirt" rides are identified (otherwise assume that there could be some), some will suit the tourist and others the speed freaks. Full weekend functions vary from up-market to a bush camp and for them, you have the option of starting out on the Friday (per magazine details) for all you public service types. Something for everyone, eh? We do hope you like it- seven of us took 2½ hours to dream it up. You will let us know, won't you?

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You probably heard about the Irishman putting condoms in each ear, to stop himself catching "Hearing Aids, BUT, did you know, you could still get it from listening to DICK HEADS.

MEMBERS WIFE, anonymous.

EPPALOCK. 7/6/87.

Jack K100, Rod VF1000, Frank R80G/S, Ben/Vicki GPz900, Gary GTR1000, Ross RG250, Peter P. GT750 and Geoff Z500.

From KBCP, Boulevard, Eastern Fwy, Burke Rd and Greensborough. Diamond Ck and out along Doreen Rd (in Pea soup thick FOG), then 2km of good DIRT switch-back road, on a previous ride Ray Thomas SPAT the Dummy over this section, and finally onto Plenty Rd. From here to Wallan, Bolinda, Romsey and Woodend for morning tea. On to Kyneton and JACK's PUNCTURE

After an hour, Jack had fixed his puncture and he and Rod left the ride. Rod was not feeling very well.

Ben led us out through Metcalfe and along the very good roads around Lake Eppalock to Axedale and Knowsley, stopping for lunch at Heathcote at TWO o'clock.

Not much to report about on this leg of the ride, except that Peter P. did not see a BIG pothole and gave an excellent exhibition of BRONCO riding and Ross made a feather pillow of a bird when the bird lost out after playing chicken with the RG.

After refueling both bikes and bodies, we headed for home via Puckapunyal, Seymour, Yea, Flowerdale, Kinglake West and finally breaking up at Whittlesea at 4 o'clock.

As we got closer to Yea, the temperature steadily dropped but as we turned off along the Flowerdale road we were bathed in brilliant sunshine. The strobe effect of the shadows on the road made it very hard to see and at some corners the sun was straight into the eyes.

The roads were dry and the traffic light, and the only police we saw was going the other way, so a steady pace was maintained. After saying our goodbyes at Whittlesea, we traveled along Plenty Rd where at Mernda, the traffic was stopped! The Italian community had held an enormous get together at the Retirement Village, there must have been 5000 cars trying to get onto Plenty Rd. Oh, the advantages of two wheels. Down the inside, a wave to the motorcycle Cop directing traffic and away.

Arrived home at four-thirty having done 460kms. Beautiful weather after the foggy start, good roads and lovely scenery. A good way to spend Sunday.

Geoff, Z500.

* * * * *

More Motorcycling Racing.....

July 26, Open Road Race (C grade). Phillip Island.

August 23, Open M/X.....Broadford.

Sept. 5/6, International Super Bikes. Calder.

Oct. 17/18, Southern Classic Road Race. Phillip Is.

Oct. 25, Victorian Dirt Track Champs..Broadford.

for more details contact Hartwell Motorcycle Club, Ph.288-8405.

This proved to be a very enjoyable,if somewhat OVERWHELMING event, and in the end the Food WON with many people calling it quits before the final courses arrived. Plenty of Chinese Tea helped the digestion process.

The afternoon ride was abandoned with most members opting for an afternoon SNOOZE or a JOG.

Those attending:-

Ben + Vicki, Ken + Anne, Hans + Margaret, Ian + Kerrie,Tony,
Murray, Peter P, Geoff + Rhonda, Joe, John, Mary, Heather
and the two girls, Gaetan + Paulette.

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QUESTIONNAIRE RESULTS.

14 replies out of 54 members. (Committee refrained from replying).

- 1/ Meeting night (Thursday).....7 agree, 7 disagree. (Tuesday or Friday)
- 2/ 8.15pm starting time.....13 agree, 1 disagree.
- 3/ Length of meetings.....14 agree.
- 4/ Interesting meeting.....6 agree, 3 disagree, 5 undecided.
- 5/ Meeting Entertainment.....11 agree, 2 disagree, 1 undecided.
- 6/ Meeting Hall (new).....14 agree.
- 7/ Hall location.....14 agree.
- 8/ Meeting Supper.....Comments, Slight decline in variety, Suggest Pizza etc, overall satisfactory.

Comments:-

- Rides are not to be a race.
- 400/500 kilometres too long for a day ride.
- The old Fairfield Hall was depressing, paying a penalty with poor attendances for not moving sooner?

Summary:-

Thursday nights to remain as the meeting night, and NO other changes are necessary as regards to the Time, Location or Hall.
Some form of Entertainment to be arranged, but not at every meeting, possibly on an alternative basis.

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Graffiti seen on the urinal wall of the mens toilet at Apollo Bay,
"Don't look here for the joke, it's in your hand."

SUNDAY JUNE 21st, CLUB RIDE.

Says on the itinerary card, "Apollo Bay Mini Golf" but this reporter knows it is a formula for a GP type ride.

As it turned out it was and it wasn't as the GOR had wet, damp and dry bits... a combination demanding care.

It was a Club ride that ended up with no less than THREE leaders. No, they did not fall by the wayside, but lets start at the beginning.

Was a bright sunny morning at KBCP and even at that far flung pick up point at Laverton. Big rollup like:-

Rod VF1000,..... Mick + Barbara R100,.....,Tom RZ500,
Craig VF750,..... Ross RG250..... Hans K100,
Gary GTR1000,.....Ben + Vicki GPz900,..... Ian + Kerrie GT750,
Andrea R80G/S,..... David GPz1000,..... Les + Sally RZ350,
Jack K100.

As someone said, must be the GOR attraction rather than the mini golf. Gary's GTR1000 was the leader to Anglseas toilet stop (Gary was also there up front) when Tom's rocket ship took over. Think this was planned to stop Tom passing everyone on the ride.

David's GPz1000 was on its first Club run and passed your reporter's bike not far into the GOR and ended up much too fast into the next bend, then....rear - wheel - lockup - side - on - run - off - into - gravel - just - miss - marker - post - dont - drop - ride - subdued - for - some - time.

Black bikes tend to act like that dont you know?

All this time Les's NEW 350 was the rear bike (with rider),"makes you wonder with three TWO STROKES on a run!" Is the Club heading for a period of two stroke machinery, having been through the BMW, Honda, Kwaka, XJ900 periods?

The leaders slowed through Lorne and we left there pretty much as a group. Two kms out of Lorne I saw, across one of the many bays, Tom's bike two kms ahead.how can that be? (but it was).

Next stop, for lunch and golf, was Apollo Bay and would you beleive four out of the six leaders were talking about getting into slides on slippery bits of the road. Come on, the Club has been riding to Apollo Bay for yonks and those notorious shiny patches have been just outside Apollo Bay for at least as long.

If we forget or ignore such known road conditions, we do so at our peril!

Now to the serious stuff.....mini golf results by our sports reporter.

Tom 25.....Gary 34.....Ben 35.....Mick 38

David 41..... Craig 42..... Ross 42..... Ian 42

Andrea 48.... Vicki 58.....Rod 63.....Par for the course is 24.

Therefore Tom Saville is the 1987 Champion.

cont.

MINI GOLF cont.

@ Les's mate, the 89 year old golf course keeper only recently died.

@ No, all riders did not play, someone has to score impartially.

@ No Rod, your 63 out of a possible 90 score did not win. It does not work that way.

Hans had left the ride, for some work at home and Ben's GPz guided us back to Lorne then to Geelong via Deans Marsh. From Lorne we had dry roads, and incidently no rain for the whole trip, so bike swapping was in for, as Mick said, "ride impressions not full-on road tests!"

Meeting at the Geelong servo brought out the usual comments - criticisms which result from people riding other's bikes. Also a revelation that we had been riding into a head wind, best judged by Ross's bike drinking the stuff to the tune (or needing one) of 9 km per litre, 25MPG!

Won't be long Ross and you can stop counting the days to big bike "graduation!" With the ride dispensed, good word that, not much more to say except thanks leader(s), rear rider and golf friends.

My bike did 419.27 km for the run home to home. Please understand that is not 419.28 or 419.25 on the other hand.....etc,etc.

Jack Youdan.

P.S. As a press cover up we were asked to say nothing about Andrea dropping the R80G/S in Anglseas at 10.17AM when her foot slipped while stopped and directing us into the car park for coffee and other foods.

So we will say nothing.

* * * * *

The Harley is back, roaring down the road to recovery

Harley Davidson the chopper of choice for Hell's Angels and policemen alike, now has the Presidential seal of approval.

President Reagan visited the company's Pennsylvania factory recently and hailed the group for its comeback after its near collapse five years ago from foreign competition. He cited the company, which was founded in 1903 and once had more than 150 US competitors, as "living proof that our trade laws are working.

In an unprecedented move earlier this year, Harley Davidson made a surprise request that the Govt. withdraw the tariff protection which in April 1983, through the companies appeal to the US Trade Commission, was applied to big foreign bikes.

We're profitable again. We don't need any more help, the chairman, Mr Beals said in explaining the company's unusual request. While Harley officials try to be modest and describe their tariff-dropping actions as nothing more than a sensible move to avoid abusing the aid they had been given, experts say other factors also played a role.

cont.

H.D. on the road to recovery?

For example, successful Japanese manufacturers Honda and Kawasaki which have established US assembly plants to avoid the tariffs, have been able to find shelter under the same umbrella that protected Harley.

One observer not suprised by HD's recovery, said Harley's bikes cost from \$US4000 to more than \$US10,000 and are up to 50% more expensive than competitive Japanese models. He summed up the anomaly quite simply, "the people who ride them are fanatical", while another enthused, "the Harley is a cultural icon of America's love affair with the open rode...revered for its power and prestige.

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THE GOOD OLD DAYS



Club outing, Where? When?

Who?



Club Display, Why? Where? When?

MICHAEL FITZPATRICK PTY. LTD. - IRELAND, HAVE SOUGHT TECHNICAL ADVICE FROM
KAWASAKI, HEAVY DUTY INDUSTRIES ON THE MANUFACTURE OF THIS NOVEL DEVICE.

