

# Merry Christmas and Happy New Year

**From the Editors Faye and Geoff**

Special Note: There is no General Club Meeting in January; the next meeting is February 6<sup>th</sup>.

## **EDITORIAL DECEMBER 1980**

To assist with compilation of our magazine we have approached several Committee members for permission to advertise a closing date for material prior to printing. As no-one has voiced any objection, as from this issue you will find said closing date for the next mag. The advertised date will be 14 days prior to the Club meeting! So, if you have something that you particularly want printed in the next issue, make sure that it reaches us no later than the date advertised in the previous issue.

Whilst on the subject of dates, we notice that the date and place of the Committee Meetings is not advertised. In our experience most clubs allow general members to attend and pass comments at Committee Meetings. Of course, only the Committee members have voting rights. The constitution doesn't mention whether or not general members may attend committee meetings. What is the general consensus?

The Lower Glenelg National Park camping weekend turned out to be a bit of a fizzer. Why? It seems that a lot of members considered it too far for a two-day weekend. Sure, it was a fair haul, (Sunbury, Ballarat, Hamilton, Portland, Pritchards, and return via the Great Ocean Road = 975km) but if you like to get away for a few hours and don't mind sore bums and stiff shoulders then it is great, and that, to our mind, is what the Club is all about. Five of us made the effort and, from all accounts, enjoyed it. So what if, club wise, it was a non-event. I'll bet not one of us would have bothered to organize a run like that for ourselves.

Seems much controversy is raging about when we should hold our next general election. As we have brought the AGM forward to May, should we give the current Committee 7 months or 17 months? The best way to tidy it all up is for a motion, stating the date of the next election, to be put before the floor. The dates would be 1-5-81 or 7-5-82. Think about it. A decision should be made no later than the February meeting.

Cheers for now.

**Editors Faye and Geoff Morgan**

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## **DECEMBER RUNS**

Friday 5	General Meeting, Club Hall. 8.15 pm SHARP. Guest speaker, Castrol.
Weekend 6 & 7	Christmas Party, Alexandra.
Sunday 14	Mt Erica. 8.30am KBCP. Hallam pick up 9.45am
Sunday 21	Lerderderg Gorge. 10am KBCP
Dec 25-Jan 1	Christmas Camp. Tawonga C.P.

**Sunday 11** Rye Back Beach. 9.30am KBCP

Sunday 18                      Mt Torbreck. 9am KBCP. Lilydale pickup at 10.15am.

Weekend 24-26 Clubman Rally. Jingellic. (Rally entrance form on back page of this magazine.)

**Sunday 1** Anglesea 9.30am KBCP

Friday 6 General Meeting. Club Hall. 8.15pm SHARP. Slide night.

**NOTE:** closing date for articles for next magazine is the 23-1-81

I would like to remind all members who invite guests on any club ride to please explain to them the Club Rules that need to be followed to enable the ride to run satisfactorily. We are also having problems with members, I think, riding in a dazed state. Member are failing to comply with the corner marker system, passing the leader, failing to stop when the leader does, and missing turns. There really is no excuse for the above happening.

## Craig Dawson R90S

K & W MOTORCYCLES of Bell St, Heidelberg have agreed to provide a 10% discount on all Kawasaki and Honda spare parts and accessories for MTCV members. Presentation of badge or membership card is required to obtain discount.

Here and there throughout this and future mags you may come across items under the heading of "TIT BITS". The committee and editors (and maybe the writer) wish to advise that these items are not necessarily theirs, or the Clubs, opinion or attitude.

DATE: FEB 28<sup>th</sup>, MARCH 1<sup>st</sup> & 2<sup>nd</sup>  
 SITE: CRESSY (near LAUNCESTON)  
 ENTRY FEE \$4.00

For more information contact Mr YODAN on 3116555 BH  
2323564 AH

Unfortunately, there is a waiting list for bookings, so if you really want to go, make your own independent booking through the Tasmanian Government Tourist Bureau. I have heard that cost is \$100.00 return passage for self and bike.

**Ed.**

## **PARADISE 5/10/80**

This ride report is late, but as they say, better late than never.

The lads, as normal, met at KBCP at 8.30am, on a cool and cloudy Sunday morning. Craig gave a run down on the day's ride and suggested the route to be taken. The route was to Geelong and then to Apollo Bay via the Great Ocean Road. The road to Anglesea was fairly straight going. At Anglesea we all stopped for fuel. Further on down the road we finally came to the Ocean Road. This boosted everyone's ego to ride on and enjoy the splendid scenery. All those winding roads made everyone peckish, so we stopped for lunch at Apollo Bay. I can recommend the fish and chips; they were very enjoyable.

After lunch it was onward to 'Paradise' a lovely remote spot out of Apollo Bay. Here we enjoyed a Harry Butler Nature Walkabout amongst the tree ferns etc in a forest setting.

On our way back to the bikes it started to spit with rain, so everyone did a quick 'flip' into their wet weathers.

On the return trip we didn't muck about due to the rain. The route was relatively straight forward: back along the Great Ocean Road, through Geelong and on to highway back to Melbourne.

It was just my luck to take the wrong fork in the road and ended up going home via Torquay. Never mind, it was all very enjoyable. I think the Great Ocean Road and surrounding scenery must be one of the most beautiful spots in Victoria.

Cheerio for now.

**Julian Bull, Yamaha XS 650**

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## **POWERS LOOKOUT 26-10-80**

Ten of us left Lilydale on a beautiful Sunday morning and headed for Powers Lookout via the Black Spur, looking forward to some really great riding in almost perfect riding conditions.

We flew through the Spur. The traffic was practically non-existent and the tarmac hot and dry in the morning sun. We overtook three Harley Davidson choppers that were locomoting in reverse and studiously avoiding leaning into the bends.

Before we knew it, we had passed through Alexandra and Mansfield and were heading up the dirt road leading to Powers Lookout. Craig's BMW 90 suffered a puncture but with the expected BMW efficiency had it fixed in no time at all.

After some mountain climbing (with the help of some ladders) we reached Powers Lookout and gazed in wonderment at the lovely but inanimate scenery. No moo cows or baa lambs just ploughed fields and mighty mountains.

Some invisible gravel caused one of our more stupid riders (me!) some consternation on the sweepers on the way into Whitfield, but happily we all made it there in safety and had lunch.

On the way home Keith Finlay was accosted for being naughty by the amphetamine boys (P.C. McNab and friend) along with the driver of a nice new Porche. Keithy, who lit his smelly pipe and chatted with the constabulary got off while the Porsche driver was fined. After that we had a nice slow ride back to Yea where we dispersed. A really beautiful club ride.

Oh! And Tony was there on a nice new 650 Honda (\$2100 on road) that rode very well and looked mean with its classic black paintwork.

Lindsay (380 SMELLY...oops Suzuki)

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### **TIT BITS**

Have a vague recollection of recently reading a comment regarding members riding without a helmet. Well, I've now seen it! A Committee member without a hat and on a Club run! Sure, under some conditions helmets are a pain in the a--- but the law requires that we wear them and at times we do have novice riders with us, and we are observed by others etc! Don't you think we should be setting an example?

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Noticed a certain member (who, rumour says, has just bought a BMW) heading for three weeks in Queensland, on his Honda!

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Last month I commented about a suggestion that camping weekends were becoming a BMW effort, but the November 22-23 weekend there were nothing but Hondas at Pritchard's!

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### **MT BECKWORTH – BALLARAT TOURERS CHALLENGE 16-11-80**

Rounding the bend to the car park at around 8.30am, Christine and I were astonished to find it empty. Not even Ted! A quick whip out of the itinerary to check the departure time. All correct. Not like the Sunday before, half hour late.

Nine o'clock, all ready to leave. A large group of 14, largely made up of new and old committee members. What the hell happened to the other 60 odd members! Don't they know the meaning of a challenge?

It was a easy run to Ballarat which saw a quick strip of all woollen garments as the temperature was rising to the high thirties. Time to leave as we were expected at Clunes at 11 o'clock to be directed to Mt Beckworth by the Ballarat Tourers.

Mt Beckworth gave us quite an excellent view of rolling pastures and a most inviting lake considering the temperature on the day. The Ballarat boys had gone to great trouble in preparing for the event. Plenty of snags and bread, all free beers plus cans of soft drink extra cold. Excellent trophies for each event and a magnificent trophy for the winning club to hold for the year, as the challenge will be a yearly event.

Our club numbers were embarrassingly low but the BMW club was represented by just two or three non-competitors. Total number of Four-Owners: nil. So much for club spirit. Needless to say, due to the fierce competitiveness of our members, we took out most events and the overall trophy, which sits proudly upon my telly.

Events and winners as follows:

- Bicycle & Balloon Slalom - Craig 90S BMW
- Egg & Spoon Race - Ballarat Tourers, SHITWING.
- Blind Fold Pillion Slalom - Tom & Les 75/7 BMW
- Special Service Event - Keithy 75/7 BMW.
- Slow Race - Ballarat Tourers, SHITWING.

After presentations were over, we quickly adjourned to the awaiting lake below. After bidding farewell, we were homeward bound via Creswick, Daylesford, Woodend with dispersal at Sunbury, at least for five of the members. The rest took it upon themselves to take two unmarked turns and continue on home. Other than that insubordinate action, all enjoyed the hospitality of the Ballarat Club.

**Craig Dawson, BMW R90/S**

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### **LOWER GLENELG NATIONAL PARK 22/23**

WHERE WAS EVERYBODY? I had set out from home on the Friday to go to Ballarat on my new 400/4. Readers of this magazine may remember that my previous 400/4 met an untimely end on the way to the annual dinner last year. Anyway, having acquired another one from St Kilda Traffic Department, and having some business in Ballarat that afternoon and evening, I thought it a good opportunity to go to Lower Glenelg on that Saturday morning. It was cold and cloudy at first, as I went along the Glenelg Highway through Skipton and past Lake Bolac to Hamilton, but it became warmer and sunnier on the road from Hamilton, through Digby, to the Park.

I stopped off at Jones' Lookout to view the Glenelg River valley, then went on to Pritchard's, the agreed camping spot. Got there about 1pm, but no other members had arrived. Figuring it might take them more than five hours from Laverton, I waited...and waited...and waited. Around 3pm I decided to go on to Nelson to see if I could find anybody, but nothing doing there.

Back to Pritchard's, set up tent, in an idyllic spot on the banks of the river. There are several tin shacks here and at other spots along the river. I suppose these were built (probably illegally) before the National Park was proclaimed. The National Parks Service appears to be trying to bring the situation under some sort of control, by issuing permits for these shacks but with, presumably, some time-limit attached. Most of the shacks are dreadfully unsightly; most have another, smaller tin shack at the water's edge for the inevitable fishing boat.

Around 6pm two other bikes arrive – Faye and Geoff Morgan, our genial magazine editors, on a CX500 and a 550/4. (Readers of this column may note the overwhelming preponderance of Honda machinery...) Faye and Geoff had also come via Ballarat after leaving their Sunbury home about midday. As we were the only Club members at the official camping spot we constituted ourselves to be the de facto committee and gave ourselves permission to consume alcoholic refreshments – that is, tinnies and a bottle of sherry.

I cooked my usual gourmet tea on my well-used Optimus stove – half grapefruit, meat filled jaffles, bananas and custard, currant buns with apricot jam and marmalade, cups of coffee from river water.

There was quite a lot of wildlife around including black cockatoos and, later, numerous and noisy possums. One of these extracted my remaining currant bun from a polythene wrapper, and consumed it - without tearing the bag or the wrapping.

Geoff and Faye yarned a bit about some of their motorbike trips and rallies. It was an early night for me and an early breakfast.

After brekkie I walked along the river road for two or three kilometres but didn't see anybody. Faye and Geoff left about 10.30am to go home along the Great Ocean Road. I stayed a bit longer and then rode back the way I'd come, through Ballarat.

Later that evening, after I got home, I phoned Faye. It seemed that Keith Harris and Les Leahy were in the park but at a different camping spot some 5 km from Pritchards. Les had come over on Saturday arvo but as luck would have it he must have got there whilst I was looking for him (or anybody else) in Nelson. A pity. But really, if the Club designates a particular camping area, then we should all go to that area.

**Mike Davis (Honda 400/4)**

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## **AN AUSTRALIAN MOTORCYCLIST'S VIEW OF THE DOMINION OF CANADA**

'Oh Canada' is the opening phrase of the Canadian National Anthem. It is also what many Australians say when they first see the mountains of Western Canada and the beautiful cities of Victoria and Vancouver.

After spending a little more than a week in parts of two Canadian Provinces, namely British Columbia and Alberta, I am no authority on Canada. However, thanks to several members of the Gold Wing Owners Association, I saw a very great deal. I also visited the national parks in the following States in the USA – Montana, Wyoming, Colorado, Utah, and California, and before going to Canada I saw much of Oregon and Washington State. However, I will focus on Canada in this article.

I must express my thanks to the President of the GWOA, Chuck Thurston, who with fellow member Richard, who lives close to Chuck, looked after my bike, met me at the train station, had the bike beautifully clean, and then conducted me on a fascinating tour through Oregon and Washington States before safely getting me into Canada.

Both Oregon and Washington are very scenic and very green, due, I am told, to the frequent rain. However, I had superb weather, much like Melbourne in March. The roads are in first class condition and are made for bikes. In these states there are many bikes too, despite the rain I was told about but never had to endure.

I suppose impressions of any place are coloured by one's individual experiences, and my views may not tally with another person's view. However, my impressions are vivid and I will try and convey something of them, and contrast what I have seen here in Australia and in the United States.

Americans often rank Australians in with New Zealanders because the countries are close geographically and both are English speaking. Australians may make a similar error in linking Americans in with Canadians, or vice versa, for the same reasons. Certainly, there is much in common between Canada and the USA. They have a similar accent (despite the fact that I am told it is different, but I could not tell the difference), a similar electrical, telephone and TV systems, at least in a technical sense. Canada changed to driving on the right-hand side of the road in 1922 to keep company with the USA. However, the very considerable differences make for an interesting vacation. When this is combined with what is said to be the best scenery in the world, I cannot imagine anyone not having a great time in Western Canada.

If California, despite its own most beautiful areas, is untidy, even downright shabby and dirty in places, then Oregon is vastly cleaner, and Washington more so, but Canada is immaculate. American roads are built to the highest standards, and Canada by contrast does not have the great freeway systems of a type found in the United States in the parts I saw. The roads in Canada are very like what is found in the Australian State of Victoria and are much better than would be found

in the State of Queensland. While the surrounds of American roads are as untidy as some outback roads in Australia, in Canada the surroundings of the roads and freeways are kept as clean as in my state of Victoria, where freeway grass is mowed into lawn with well-kept tree plantings. The public and private gardens of Canadian cities of Victoria and Vancouver are superb, and there was not a weed to be seen and the impression gained was that the cities in Canada are almost manicured to perfection. Like Melbourne, where there has been a real infection called exterior painting and where every building seems to have been spruced up, the same insistence on maintenance and neatness has infected the Canadians. Perhaps it always did.

The people too are very different. Americans are always friendly and polite in their own country despite what impression they may create abroad. They are keen to talk and engage in conversation. Canadians too are genuine and friendly, that is when you get to know them, but also they are far more reserved. They are also far more 'English' than are Australians, and many English folk have migrated to British Columbia. Victoria, B.C., is on the same latitude as London and I am told has a similar climate.

Whereas at border custom stations the Americans were polite and friendly, the Canadians were inclined to be 'heavy' or distrustful, and seemed suspicious that we might not leave the country and take away a Canadian's job. Unemployment is a severe problem in Canada.

Petrol or gasoline is more expensive in Australia than in the USA, but in Canada it is very cheap. One Australian dollar will get you \$1.30 in Canada. Even so fuel was 24c a litre in British Columbia and in Alberta, where much of Canada's fuel is produced, it was 19c a litre down to as low as 17c. It was really a case of nostalgia, for the cheapest fuel you can get now in Melbourne is 28c a litre and up to 30c a litre, and this will surely rise before long.

Many Americans have taken to crossing North America through Canada to benefit from the fuel cost advantage and this made it very difficult to get accommodation in Southern Alberta on one occasion, although there were plenty of beds available across the border.

Canadians are well educated and know what is going on around the world. There is almost no world news on the American media (unless the USA is directly involved such as with the hostage crisis). In Canada many pages in the newspapers were given over to world news. When asked by one Canadian where I came from, I replied, 'from Melbourne, the capital of the state of Victoria in Australia'. The Canadian replied, 'we Canadians know where Melbourne is...it is the Americans who would not have a clue'. Even school boys I spoke to on a bus in Victoria, B.C., seemed to know more about Australia than the average Australian. It was amazing to note the way Canadians could understand an Australian accent whereas the Americans, except in Texas, had problems.

Canadians and Australians also use similar terms. Canadian boys spoke of getting a 'car' and not an 'auto'. The term fortnight is understood in Canada whereas I had to advise Americans that it meant two weeks. Cricket was seen being played in Vancouver, but Canadians do not play in the test matches around the world. However, Canadians, like Americans, love wearing baseball caps.

Americans were always hospitable, and often would pay for my fuel (this is unheard of in Australia), and would frequently pay for meals. While this was a great help financially while on vacation, it also seemed quite unfair to my ever-generous American hosts. I was told frequently, 'you cannot pay, you are a guest in our country'. I can only hope that all my American friends do not descend on Australia all at once 'down under to the lucky country'. But Canadians know about Australia, and while I was 'showered' with meals and the price of fuel in Canada, my hosts could rightly be prevailed upon to accept something in return. Perhaps the Canadians have more Scottish forebears!

If San Francisco is Sydney, then Vancouver reminded me of Melbourne in terms of the appearance of the city centre, its excellent public transport and its superb well-kept gardens. However, the similarity ended there as Vancouver has a great harbour close by and is surrounded by a ring of

majestic mountains which in summer are the delight of the motorcyclists. I was taken up some of these well surfaced mountain roads.

In winter the snow skiing is but an hour from the city centre. We in Melbourne think we are lucky with snow only two or three hours away. We may well pity the Canadian motorcyclist who can only ride for part of the year with safety. Melbourne never gets below freezing (even though at times I feel it does), but in Canada there are few places where it is not below freezing for long periods. Fortunately, when I was in Canada, the weather was perfect for most of the time.

Continued next issue.

**Darren Room Honda GL1000.**

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### **TIT BITS**

Is it true that Morini's have a tendency to attack GL's?

Is it also true that BMW riders can't start XT's?

Heard a rumour that on a recent club run BMW's had a tendency to lean on the right-hand pot!

I recently rode a member's new bike –Yamaha XS 850. Had 313km/h on the clock it did. Does this mean that now there will be another 3-month holiday? (Just to get a decent figure on the clock of course!) Nice bike too!!

Believe that a rider who was invited to ride with us (well, an itinerary was left on his bike), and then rang up for more details on a recent camping weekend and probably fronted up at the Laverton assembly point. Nobody else did! Wonder what sort of a mob of prize dickheads he thinks we are? I hope that the member he contacted will follow up and explain to him.

Two experienced members who recently went on a club camping weekend didn't see any other Club members. Why? They camped 5 km away from the designated spot. Tourers who can't navigate? Or, did they just like riding the sandy tracks?

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