

McGREGOR MOTORS

Your Local Harley Davidson Dealer

SALES • SERVICE • PARTS

Proudly supporting the Cape York Chapter
and all Harley Davidson owners

*If we don't have it, we'll do our best
to get it for you!*



72 McLeod Street, Cairns

Tel: 4051 1747 Fax: 4031 1834

ride rules



1. Do not pass the Road Captain, and obey all rules of the road.
2. Ride in staggered formation not side by side.
3. Use one lane of a multi lane highway.
4. Ride as a group to and from our destination.
5. Bikes to be parked in an orderly formation and departure to be in singular formation after the Road Captain.
6. Have fun, but remember, the eyes of the public are on us, so conduct yourself in an appropriate manner.

Harley Owners Group®

- Do you know the punishment for bigamy?
- Two mothers-in-law.
- Why is a laundromat a really bad place to pick up a woman?
- Because a woman who can't afford a washing machine will never be able to support you.
- Did you hear they finally developed a device that makes cars run 95% quieter?
- Yeah, it fits right over her mouth.
- Why are hangovers better than women?
- Hangovers will go away.
- Why do women have smaller feet than men?
- So they can stand closer to the sink.
- How do you know when a woman's about to say something smart?
- When she starts her sentence with "A man once told me..."
- How do you fix a woman's watch?
- You don't...there's a clock on the oven!
- Why do men pass wind more often than women?
- Because women won't shut up long enough to build up pressure.
- Why were shopping carts invented?
- To teach women to walk on their hind legs.
- Women are like guns, keep one around long enough and you're going to want to shoot it.
- If your dog is barking at the back door and your wife is yelling at the front door, who do you let in first?
- The dog of course...at least he'll shut up after you let him in!
- One golfer tells another: "Hey, guess what! I got a set of golf clubs for my wife!"
- The other replies: "GREAT trade!"
- All wives are alike, but they have different faces so you can tell them apart.
- How many men does it take to open a beer?
- None. It should be opened by the time she brings it in.
- What's worse than a Male Chauvinist Pig?
- A woman that won't do what she's told!
- How many women does it take to paint a wall?
- It depends on how hard you throw them.
- What do you call a woman with two brain cells?
- Pregnant.
- I married Miss Right. I just didn't know her first name was Always.
- Losing a wife can be hard. In my case, it was almost impossible.
- I haven't spoken to my wife for 18 months.....I don't like to interrupt her.
- What do you call a woman who has lost 95% of her intelligence?
- Divorced.
- Some mornings I wake up grouchy....and some mornings I just let her sleep.
- Bigamy is have one wife too many.
- Some say monogamy is the same.
- Scientists have discovered a food that diminishes a women's sex drive by 90 percent....
- It's called a Wedding Cake.
- Marriage is a 3-ring circus: engagement ring, wedding ring and suffering.

CAPE YORK CHAPTER INC.

RUN CALENDAR

Sunday
22nd February

Day ride to Ravenshoe/Archer River via
Palmerston Highway return via Mareeba/
Kuranda.
Depart 8.30 am from BP cnr Mulgrave Rd
and McCoombe St Cairns

Sunday
8th March

General Meeting 11am at the Ant Hill Hotel
Mareeba.
Depart 9.30am from BP Smithfield Captain
Cook Highway Cairns

Sunday
22nd March

Day ride to Daintree - stopping at Mossman
Gorge for a refresher/swim.
Return to Cairns via the Rex Range and
Kuranda.
Depart 8.30 am from BP Smithfield Captain
Cook Highway Cairns

April runs will be scheduled

NOTE:

The National HOG Rally is on at the Gold
Coast over Easter - start preparing now if
you are intending to go.
* Pre register to receive all the benefits
* Have your bike serviced

Discussion will take place at our March
General Meeting regarding the departure
time, route and back up vehicle for our
club ride to the National Rally.

AS IT GOES -

SO MANY HIGHWAYS, SO LITTLE TIME

On Sunday 22nd February 1998 a long day ride has been scheduled. Departure will be from the BP cnr Mulgrave Road and McCoombe Street Cairns at 8.30am. The ride will follow the Bruce Highway to Innisfail where the Innisfail HOGS will join the group at the Driver Reviver stop. On then up and over the Palmerston Highway to Malanda for a coffee and fuel stop - proceeding then onto Ravenshoe for lunch. A short ride out to the Archer Creek for a swim after lunch is proposed so remember to pack your togs. Homeward bound then via Mareeba and the Kuranda Range. Hope you can make it. TERRY

RIDING TIPS - STAGGERED RIDING

NEED GAS

Your bike should always be fuelled to capacity on departure of any ride and regular scheduled fuel stops are normally the only time you should stop to refuel. But if you have a shit of a memory - point at your gas tank.

NEED FOOD

Need a break or food, point at your mouth.

HAZARD IN THE ROAD

Point with left hand at the object.

SLOW DOWN

Use either arm, straight down and palm towards the back. Move your arm back and forth at the elbow. Don't forget to use your bloody brakes. Make sure your brake light is working.

BREAKDOWN

Use the buddy system of riding. If your buddy you are riding with has trouble and must pull out of the group, pull off the road with them and offer any assistance you can. In addition to this - **TAIL END CHARLIE** will always stop to offer assistance. The remainder of the group should continue on (without stopping) to the next scheduled stop where the group can wait in comfort and safety for the other members.

TURN SIGNALS

Most of us have turn signals on our bikes and should use them. Hand signals used in conjunction with turn signals gives everyone in the group and the vehicle traffic a clear view of turns.

WHEN BEING PASSED ON A TWO-LANE HIGHWAY

If you are riding in a large group, slow to allow the passing vehicle to get around you safely. Say, for example, you are in the middle of the group, you may want to slow to allow a "gap" in the group so the passing vehicle can pass the group one-half at a time.

DID YOU KNOW

You are not safe from lightning on your bike - or cow pats.

1966 saw the generator replaced with an alternator and in 1967 the metal box was replaced by a fibre glass one. 1973 had the front brake replaced with the same hydraulic disc as used on the Electra glide and the rear wheels changed from 5-stud to 6-stud. A prototype 74 cu.in. Servi-car was built but not used.

When the final 1973 production 45 cubic inch trikes were shipped in 1974, the Servi-car was no longer available as a new Harley. This was also the last time you could buy a side-valve powered machine from HD. The servi-car was discontinued due to lack of orders as less personalised service was offered by auto dealers and merchants stopped offering delivery of goods. Also police forces put more officers into cars out of wet and cold weather.

The metal box, kick start trikes weighed 860 pounds while the fibreglass box, electric start trikes weighed 925 pounds. Both had a carrying capacity of 500 pounds. All models had a 61 inch wheel base and the rear wheels were 42 inches apart allowing riders to fit into tracks cut in snow or mud by cars.

All servi-cars had turning radius of 7'8" making them very manoeuvrable compared to a ute or pick-up truck.

The engine was a 45 cubic inch side-valve V-twin with a bore of $2\frac{3}{4}$ inches and a stroke of $3\frac{1}{4}$ inches producing about 22 to 25 horsepower over the years and a top speed of 50 mph.

Neal Bolam

IT PAYS TO GIVE...

SERVICE

with a

**HARLEY-DAVIDSON
SERVI-CAR**





Harley History

HISTORY OF THE SERVI-CAR 1932 - 1974

Harley introduced the Servi-car in November 1931 at an advertised price of \$450 for the 1932 season with a 750 cc side-valve V-twin motor which would power the model till the close of production. The vehicle was designed as a cheap to run, delivery unit for small businesses, a parking patrol unit for police departments and as a service truck for car dealers and service stations.

A tow bar could be fitted to the springer front end and used to clamp onto the rear bumper bar of a car. The servi-car was used widely by repair shops and car dealers because one man could collect and deliver a customers car with the 3-wheeler in tow - instead of needing 2 men and a second vehicle running both ways.

Small businesses used the trike as a delivery vehicle and a travelling billboard. The rear of the cargo box was large enough for sign writing a company name and phone number. Also H.D. offered "AD SKIRTS" for \$3.50 a pair - which covered both wheels and gave further space for sign writing.

Continuous improvements were made to the trike during its production run - you could say an evolution! 1933 saw the offering of 2 different size boxes; 1937 had the introduction of an apron extending from the lower front of the box to the seat post, larger hub caps and 2 rear brakes. In 1938 the rear chain, which drove the rear axel in the differential, was fully enclosed. In 1939 the towbar was strengthened and permanently mounted, stopping the need to remove and carry it in the rear box. Also during this year HD received a contract to build 16 Knucklehead powered, shaft drive, steel disc wheel servi-cars for army evaluation for WW2 use. However the Willys Jeep was also being built and tested and proved more useful to the military. In 1940 the rear axel housing was strengthened and cast iron brake drums replaced the previously used stamped steel housings. 1941 saw a new frame used, a stronger rear axel tube - now welded rather than riveted and the motor's compression ratio was lifted from 4.5:1 to 4.75:1 and the front brake from the 1200 solo was used. 1942 saw the smaller of the bodies discontinued. Another prototype trike was built with the horizontally opposed XA 750 cc side-valve, flat twin and shaft drive but this never went into production.

In 1951, hydraulic rear brakes were used and in 1958 the springer front end was replaced by the Hydra glide, big twin forks. In 1964 the servi-car became the first HD to be fitted with an electric starter (you will remember the Panhead received its electric starter in 1965 thus becoming the "Electra Glide")

Belts & Buckles
Badges & Pins
Hipflasks
Harley Clothing
Bar Wear
Rings
Johnny Reb Boots
Harley Zippo's
Franklin Mint
Harleys
Bandannas
Gloves



For all your Harley Gifts
and licensed products

OPEN 7 DAYS - 9AM-9PM

HISTORIAN'S HYPE ...

Happy New Year to all our members, and hope your New Year Resolutions last longer than the end of January. Make one of them a resolve to contribute regularly to our excellent, new-look "York Torque" which will ensure a Happy 1998 for our Editor.

The Technical Seminar at McGregor's on 14th December was well attended and informative - hopefully it will be the first of many. Mechanic Andrew - unaccustomed to public speaking - did pretty well. Subjects covered were lubricants, shockie mods, Screamin' Eagle kits and tyres. Anyone with a suggestion for a topic, see a Committee member or McGregors Management. I found it most interesting, especially as my mechanical expertise doesn't go much past diagnosing temperamental taxis (with surprising accuracy!) Morgan & Wacker, requesting feedback, will be pleased the first Seminar was successful.

It was followed by lunch and the December Monthly Meeting, which made it a big day. I would like to see the next Seminar followed by lunch only, so that it can be a bit longer.

As I write, the rain's thundering down, so putings over the "holiday period" have been done on 4 wheels not 2. Our withdrawal symptoms are getting

CARBURETTORS

These days everyone knows what they are, most know what they do, some know how they work, but there are very few who know WHY they do what they do when and how they're doing it? Ah, I think - so this may be of some passing interest.

If we accept the fact that the carby is only needed on gasoline engines, as opposed to the others, i.e. oil, gas, steam, hot air etc. which were around in the year dot, we can place the carby's birth at between 1826-9 by a bloke called Samuel Morey. The fuel, turpentine. The engine, 8" bore, 21" stroke, 50 rpm pushed a 19' boat at 6-9 knots. Not bad eh, but back to the present.

The need to get some serious grunt going meant volatile liquid fuels. Enter blokes like Maybach and Benz 1885-6, who nipped out the earliest devices to maintain a constant ratio of fuel to air. Now we all know about air, but fuel - that's a whole different bucket of worms. So I'll keep it simple.

Gasoline, petrol, juice, whatever, is a mixture of liquids made up of hydrogen and carbon atoms in different proportions, all known as hydrocarbons (hydrogen H) and carbon (C) which will both burn with oxygen. There are lots of figures like, it needs 2 atoms of hydrogen to one of oxygen to form H_2O (water), one of carbon to two of oxygen for CO_2 (carbon dioxide) to give complete and efficient burning. A fixed ratio exists (stoichiometric ratio), 1/5th of air is oxygen so this ratio is around 1 part of fuel to 15 parts of air by weight. An engine will still run with a 12.1 or 18.1 mix (rich and lean) but we all know what they run like! So, so much for fuel; we all know that it is a lot more complicated than that, i.e. combining fuels, adding gas (CO_2), lead etc. etc., but, that's a whole other story.

Now to the little device itself. You know it has quite a few jobs to do. It has to maintain the correct fuel/air ratio; it also has to alter the ratio according to the needs of the engine under different operating conditions. When you start your engine the inlet etc. is cold. Fuel condenses onto the walls, so the mixture must be richer to make up for initial fuel loss. As the passages warm up, they assist in vaporisation so the carby needs to lean things out again. Also when an engine is required to increase speed, an extra spurt of fuel is needed, for two reasons - the first (yeah) is to give more power, and the second and just as important, is to compensate for lowered suction in the intake passage as the throttle is opened.

As I said, the fuel/air ratio is determined by weight - if air density decreases with say, altitude or temperature, more adjustment is needed to keep that all-important fuel/air ratio right. Really, the real control of that ratio started with a guy called Giovanni Venturi, in, believe it or not, 1797. This smart-ass was doing experiments with fluid flow etc. in pipes and to this day his "venturi" is the basis for just about every carby there is.

Well, that's about it, the basics. Of course modern carbies have things like starter carbies, carbies within carbies (i.e. the Solex), slow running adjustments, compensating tubes, compensating wells, floats, jet systems, choke venturies, butterflies, slides, voes, sensors etc. but all they do is the same job as old Benz, Maybach, after Samuel Morey, after good old Venturi cracked the nut that now enables us all to forget all that complicated techno-garbage and just start it up, give it heaps, and GO!

Don Roy.

G	R	O	W	P	A	N	H	E	A	D	S	A	D	D	L	E	B	A	G	S	D
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B	D	E	O	E	W	S	A	E	Y	W	S	O	U	P	R	I	V	A	E	H	E
L	G	W	I	D	E	G	L	I	D	E	O	T	O	U	C	H	O	H	L	E	H
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FIND A WORD PUZZLE

HARLEY DAVIDSON

AERMACCHI	HUGGER	SHOVELHEAD
CAFERACER	HYDRAGLIDE	SOFTAIL
DAYTONA	KNUCKLEHEAD	SPORTSTER
DUOGLIDE	LOWRIDER	SPRINGER
DYNA	McGREGOR	STURGIS
ELECTRAGLIDE	MILWAUKEE	SUPERGLIDE
EVOLUTION	PANHEAD	TENT
FATBOY	RALLY	THUNDERIDE
GRANNY	ROADGLIDE	TOOLBAG
GYMKHANA	ROADKING	WIDEGLIDE
HARLEYDAVIDSON	SADDLEBAGS	ULTRAGLIDE
HERITAGE	SCREAMING EAGLE	ULTRACLASSIC
HOG	SERVICAR	VTWIN

YES ALL 39 WORDS ARE IN THERE

ONE IS IN THERE TWICE

WHICH ONE



**10%
DISCOUNT**

**AVAILABLE
TO ALL**

**HOG
MEMBERS**



Black Rose Bazaar

70 McLeod Street Cairns
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T SHIRTS, TIGHTS, TOPS,

LEATHER, LACE, LINGERIE,

JACKETS, BOOTS, GIFT IDEAS,

SOMETHING FOR EVERYONE....

XMAS PARTY PICS



WONDROUS WENDY ACCEPTING HER AWARD

BONGO BOB ON THE LASERPHONE



AND ECCENTRIC ED ON THE WASHBOARD



DASHING DENISE, OUR DELIGHTFUL SECRETARY



BASHFUL BOB AND CUTIE CHRISTINE



VICTORIOUS VICKY AND RANDY RALPH



PARTYTIME PAT AND DASHING DON

NEWS FROM YOUR DEALER

I would like to begin by thanking all those members who attended our recent Technical Seminar. The attendance was good and the feedback I have received so far has encouraged us to hold another Technical Seminar later in the year. I also enjoyed my run on the Wide Glide to Fishery Falls and am endeavouring to improve my Pool game so I do not get so soundly beaten next time.

As it is Harley Davidsons 95th anniversary this year, I thought it may be interesting to share some information with you on Harley Davidson as a company as it is success story which you are all part of. There are some astounding financial figures which any company would be proud of. Harley Davidson currently employs around 5000 people. In 1996 Net Sales totalled \$1.53 Billion and were 13.4% or \$180 million up on 1995. Operating profit rose to \$228 million which was 23.6% up on 1995. In 1996 HD shipped 119000 motorcycles, 13667 units up on 1995. Unit sales for 1997 are forecast to reach 131000, and by the year 2003 - production will have reached an incredible 200000 units. In terms of motorcycle distribution, 77% of Harley Davidson production stays in the USA and 15% goes to Europe, 8% to Australia and the Asia Pacific market with the remainder going to fringe markets.

If you were a share market buff and had invested \$100 in Harley Davidson stock in July 1986, that \$100 would now be worth \$3500. Certainly beats shares in the Reef Casino!

Harley Davidson have made available a large range of memorabilia and collectables to commemorate their 95th Anniversary, these are listed in the 1998 Accessory Catalog which is available from McGregor Motors. Grab a piece of history with some of these accessories - especially appropriate for customers who are riding 1998 model motorcycles.

Over the coming months I hope to use this column to cover technical and performance aspects including suspension and handling improvements. If there are any topics which you would like us to look into and cover, please feel free to advise me and we shall endeavour to include them.

Please remember that we have started our free monthly HOG raffle so anyone who is a Chapter member and purchases anything from a washer to a new motorcycle is eligible to enter the monthly raffle with three prizes of \$50 vouchers to three lucky winners each month.

LAKE TINAROO LONG WEEKEND

AUSTRALIA DAY WEEKEND

We arrived at the Lake at about 4.00 pm on the Saturday to find Lawrie and Vicky, Bob and Christine already settled in, even had the cray pots set. By the time we had set up our tent, Terry and Marieia and Madalene had arrived by bike, while Terry put up the tent, Marieia and Madalene had a strong bow or six.

Lawrie, Bob, Terry and Sandra went off in the boat to check the pots for redclaw and came back with the bad news the somebody had stolen four of the pots and raided the others, that wasn't exactly as Lawrie told it but close enough as this is a family newsletter. We had a pleasant evening talking and drinking and Marieia and Madalene continued to destroy the carton of strong bow cider as if it was going to go off overnight. They kept score of the empties by putting them into Bobs new trailer. Sunday morning dawned bright and sunny and we were surprised to see the 2Ms up fit and well after their epic, the pair and more strong bows than Robin Hood and his Merry men.

Belinda arrived early on her bike, Gail arrive bright and early, 7.30 am by car, she came the short cut from the top of the Gillies and said her ute would never be the same, nearly lost it in the pot holes. Then Bob and Denise arrived, Denise said no one said it was this #*%^# rough!!! "I only had my back put in on Thursday!!"

As it was HOT we decided on some water sports as the bloody grass was too long for bocche. Lawrie suggested that we might like to water ski, and as I haven't had a ski for about 12 years I said great, I still haven't had a ski as I was too fat to pull out of the water. Belinda was able to get up on the skis but she had her "Wedgies", which obviously helped, Bob then showed us how it was done. After a delicious lunch of Bar B Que'd red claw we sat around under the tarp provided by Lawrie. About 2.00 in the afternoon it started to rain and a quick departure was made by those traveling by bike. Lawrie and I went to pick up the remaining pots in the boat while the Girls and Bob packed up the Camp as it looked like the rain was to set in. We broke camp about 4.00 and headed homeward. It was unfortunate that the rain spoilt the Monday as it was nice and cool by the Lake.

A BIG thanks to Lawrie and Vicky for going to the trouble of providing boat, big esky, shelter, Bar B Que and cray pots, it was a bit disappointing that there were not a few more of our members in attendance but those who went enjoyed the break even if it was cut short by the storms. Just for the record there were 20 empty strong bow bottles in Bobs trailer in the morning!!

Q.B.

ACTIVITIES OFFICER'S REPORT

Happy New Year to everyone.

Clive and I enjoyed a great trip to Sydney on the Road King over the Christmas/New Year period. The only hiccup was toppling off the bike at my sister's place in Nambour. This tumble contributed towards Clive injuring his back. Since then the King has been parked under the house waiting for its rider's recovery.

While we were in Ballina, getting a service on the bike, I read through numerous New South Wales Chapter magazines and they all looked like our old magazine. I must organise a copy of our new look magazine to be sent to them for their coffee table.

Thank you to Denise and Bob Hiscox for caring for our dogs Dinkum and Deloras while we were away. The dogs obviously enjoyed your company.

Denise has come up with some good ideas with regard to fundraising. The Great Escape Raffle is being put together. The prize will be an overnight accommodation for two people, dinner at Hog's Breath Cafe then on to the Casino for the Fire Fly show with the next day enjoying a day at Fitzroy Island.

At this stage the Hog's Breath Cafe, the Casino and Sunlover Cruises have donated prizes. I have approached numerous resorts/hotels and unfortunately I am still waiting for confirmation of a donation.

The ticket price would be \$2 and I will be counting on your support in selling tickets. Monies raised will cover the costs of the back-up vehicle on the Easter National Rally as well as making a donation to a charity.

See you soon.

Disha

WE HAD A GOOD TIME EVEN THOUGH YOU DIDN'T SHOW

WE MISSED YOU

The day ride scheduled for Sunday 28.12.97 commenced with five bikes and 7 HOGS from the Innisfail sub chapter waiting patiently in the blazing hot sun at Vicki and Lauries turnoff. We sat and waited in vain for the sound of rolling thunder. Surely one or two will ride round and down that hill soon - we'll give them another five minutes. No one - oh well let's go to Cardwell and the five mile for a swim anyway. Well, we had a great ride/swim/feed and beaut weather as well. A light shower caught us on our return at El Arish. We later heard that the weather was foul, fowl and rotten in Cairns and surrounds. Anyway we missed you all. But hey! what is wet weather gear for?

MARIEIA

EDITORS REPORT

FEBRUARY 1998.

Well it has been a long 2 months since the last newsletter and now it is back into the swing of things. Hopefully now that most of the wet season has passed we can get into some serious riding and weekends away.

The Tinaroo long weekend saw only a handful of members, Ed and I were both working that weekend otherwise we would have been there with bells on. But from Q.B.'s report a great time was had by all who attended, Lawrie is still fuming about the raiding of the cray pots.

Last weekend Ed and I decided to do a quick trip down to the Burdekin Falls Dam to check out the camping facilities and the road from Mingela to the Dam. Great road, just have to watch the cattle that decide to cross the road in front of you. Bob King found Angel Gear going around the corner from Ravenswood, he is now trying to work out how to put brakes on the trailer! The campground is well tended, nice shady, grassy areas and the kiosk stocks ice and drinks (no booze, had to get that in Ravenswood) and canned food, etc. Good BBQ's up at the camp site and also down in the day areas. The only problem we could see is that you would need a long weekend to do the trip, and then the place would be packed out with campers, day trippers and water skiers. All up, it was about 1200kms from Trinity Beach. But we can keep it in mind to do at a later stage.

We met up with about 10 bikes that rode down from Cairns to Ingham on the Sunday and we had lunch with them in Ingham and then we went to the 5 Mile swimming hole at Cardwell, had a swim and went back to Lawrie and Vicky's for afternoon tea, Ed and I didn't get home till 6.30pm, so it made it a very long trip. The old Softail performed beautifully, that is the first really long run it has been on, just have to make sure it doesn't run out of fuel again!

Ed has been in touch with Nev Bates from the Leukemia Foundation and we need to keep Sunday March 1st or 15th free so we can present the foundation with the items we are buying for the hospital ward. More will be said on this at the meeting on Sunday 8th.

→ Leukemia
Presentations

Remember, if anyone has any ideas for rides or news or gossip for the newsletter, we need to know.

Safe riding, cheers,

Rebecca.

DIRECTORS REPORT

1998 is now upon us and will be a great year for our club.

One of the assets that we have is a diversity of people and personalities within members. Now that may be a little difficult to manage from time to time but it is important to remember that we are all individuals but need to act collectively on occasions. Our common theme is the love of riding Harleys - that's what we bought them for.

Your new Committee is striving to provide what the members want however to achieve this we need your feedback so please assist in this. Constructive criticism is welcome - if you have a problem let me know about it rather than let it fester into a bigger problem.

I trust everyone had a wonderful Christmas and New Year period. Disha and I had a quick ride to Sydney and a much slower ride home, thankfully.

Unfortunately the weather has not been conducive to much riding lately but things will improve in the near future.

Safe riding to all and hope to see everyone at future meetings.

Clive.

GET WELL MESSAGE FOR DON ROY

Roy has just had a hernia operation,
and is now home from hospital and doing well.

Cape York Chapter inc.

P.O. BOX 7956
CAIRNS QLD 4870

Committee Members

Director	Clive Dreis	4053 1484
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Assistant Director	Ed Porter (J.P. Qual)	4057 8066
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Secretary	Denise Hiscox	4041 4297
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Treasurer	Steven Kacavelis	4051 3537
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Activities Officer	Disha Davis Dreis	4053 1484
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Safety Officer	Peter Murphy	4067 1825
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Road Captains	Terry Obst	4065 6252
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Belinda Allwood	4057 6245
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Pat Dineen	4065 4845
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Steven Kacavelis	4051 3537
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