

EDITORIAL

The editors of this mag would like to thank all the people who sent in articles for the benefit of all to read. 1977 is around the corner, so to speak, and the editors would like to see more write ups and articles sent in. Remember anything is better than nothing so make sure that 1977 is your year that you see your name in print. Safe riding and happy Christmas.

From **Jo and Bob**

REMINDER

1. Apollo Bay round trip 5/12/76
2. Mt. Fatigue, Morwell River Prison. 12/12/76

These are our last trips for the year so would like a good rollup to make them both a great success.

This is a copy of a letter the sub-committee concerned with FAM's recent inquiry into the Government's position as regard to motorcycle safety sent to Parliament House.

Dear Sir,

Inquiry into Motorcycles and Bicycles

Further to our letter of 14th October 1976, we have pleasure in forwarding the following submissions for consideration.

As a responsible and very active touring club (please see attached itinerary) we are interested in all aspects of motorcycle safety, and welcome the opportunity to advance our opinions. Throughout its twenty year history, our organization has maintained an excellent standard of safety, and our club rules, a typed copy of which is also enclosed, have been designed with this in mind. The majority of our members ride large touring machines of up to and including 1000cc engine capacity and it is felt that these machines, when correctly used have very definite advantages, e.g. smoothness, reliability, greater rider comfort (less fatigue on long journeys), long engine life, ability to carry touring equipment such as tents etc and are economical to run, at approximately one third of the cost of running a car per mile. Club members using these machines generally progress from smaller capacity motorcycles, which bring us to what we feel, is one of the most important considerations in motorcycle safety.

Progressive Development:

Currently in Victoria there is a gap between the age at which a young person ceases to use a pushbike (around 15 or 16) and the age at which he or she is able to commence using a car or motorcycle. It is felt that the lowering of the motorcycle licensing age would provide a necessary bridge and a good training ground from which to progress to car driving. Such a lowering would also separate the licensing age from the "drinking" age, when a young person is possibly commencing drinking habits.

Police Commissioner Crowley agrees with this suggestion and the Police Surgeon Dr. Birrell agrees with the lower license age such as that in New Zealand and many other parts of the world.

Certain controls would be virtually obligatory, eg. If the first motorcycle license was obtained at 16 years, as in America and South Australia, then the rider should be limited to a machine of no greater than 100cc capacity until age 18 (or for the first year of holding a license if over 18).

Such restrictions would eliminate the dangerous situation of a young learner rider using a large machine.

For identification of learner or probationary riders, the use of stickers on helmets is suggested, rather than plates attached to the motorcycle, which can be dangerous to a rider or pedestrian in the case of an accident. For the same reason use of front number plate is a potential hazard. Helmet stickers are higher and more easily seen.

Clothing:

Riders should be encouraged to wear brightly coloured clothing and to use reflective stickers on helmets to improve their visibility. They should wear substantial covering for hands and feet and a jacket made of suitable protective material such as leather. Precautions should be taken to protect the eyes e.g. goggles or helmet visor.

To encourage the use of such equipment there could be publicity campaigns through the media, the motorcycle trade and throughout rider training. A further encouragement would be a reduction in sales tax on suitable safety items such as helmets and jackets.

Rider Training:

Some form of pre-license training, comprising lectures, films, and demonstrations could be provided by the police or other suitable organization. (In New Zealand, where the license age is 15, driving is a part of the school curriculum.) Once a licence is obtained, a compulsory course of practical lessons would be beneficial, with participants using their own machines. They should learn such things as control on a loose surface and defensive driving techniques. Such courses should be held on an off-road situation, as distinct from the current practice of learner being expected to gain his experience in normal traffic on public roads.

Road safety advertisements such as those used to educate pedestrians in good safety practices, could also be applied to motorcycling.

Car Driver Education:

Questions could be included in the car license test to promote driver awareness of motorcycles. (We are made aware of trams in the Victorian license test.)

Once again road safety advertisements could be used to educate car drivers regarding motorcycles.

Pillions:

Riders should have 12 months experience and be at least 18 before carrying a pillion passenger. A separate speed limit for motorcycles is irrelevant in view of the modern motorcycles handling capabilities, and if in the hands of an experienced rider, a machine with a passenger is as safe as a machine without. The pillion speed limit is not enforced in N.S.W and Queensland and has been abolished in Tasmania and New Zealand. Pillion passengers should wear the same protective clothing as a rider.

Road Hardware:

Items of particular interest to motorcyclists are such things as adequate street lighting and the abolition of dangerous road marking in braking areas such as arrows or "zig-zags" before intersections and pedestrian crossings. The use of non-skid paint is recommended, as are white border lines on road pavement edges. Many median strips and road dividers present a hazard to motorcyclists, particularly Armco type railings, as a rider may pass underneath a rail with risk of serious injury, such as loss of limbs as he does so. Such railings should extend to the ground or concrete walls moulded for safe deflection should be used, e.g. highway dividers on Laverton section of Princes Highway, Vic.

Better definition of road surface, e.g. warning signs of gravel surface, pot-holes, road work etc is also important.

The writers of these submissions have drawn upon the experience of many miles of safe and enjoyable motorcycling, and trust that they will be of use to the committee. It should also be pointed out that if requested we are prepared to send representatives to Canberra to appear in a public hearing.

Yours sincerely,

Howard C Higham
p.p. Secretary
Motor Scooter and Cycle Association of Victoria

CHRISTMAS PARTY 1976

From our club President Peter Philferan

It turned out to be a fine evening for our Christmas Party, which was held at our club secretary's home and I was glad to see that a good crowd turned up. Just blowing up the balloons was a sight to see in itself. The T shirts were on display and looked quite OK I might add. The music was just right to make the party scene, and once the giant bonfire was lit the sparks really made things fly.

The party started to end around 12.00 and people started to wind their way home. One person was glad to get to bed, I can tell you that much. Thanks to Trevor and his parents for letting us have our Christmas Party at their home. Also special thanks to the girls for the lovely spread that they brought along.

BIG DADDY

CAPTAIN'S COMMENT

Over the past year that I have been captain of the MSCAV I have noticed a vast improvement in the riding of club members. While this in itself is very good, there has been some slackness on a part of a very few members, which mars the overall aims of the club. I am sure this will not affect the club as a whole. The year 1976 has been a most accident free year (with a few minor exceptions). I hope you all will ride with safety first and foremost in your minds for 1977. I wish you all safe riding and a most happy Christmas.

Bob Evans

Christmas Party

I wish to thank all those who helped to make the 1976 Christmas party a great success. I also would like to thank Mr and Mrs Vienet for allowing us to use their home to have the party. It was most appreciated by all those who went.

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Don't frown in the rain - - it's the only thing coming down.

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LAKE GOLDSMITH

Sunday showed promise of being perfect, weather wise, and so it turned out to be. We left the car park with Bob Evans leader, and Big D rear rider. After picking up a few riders at Melton we were approx 15 in number. We were also the hard core of real enthusiastic riders, who we see on runs practically every run. Where were the others? We were also a fairly experienced bunch of riders.

Roger wanted to know before leaving where we were stopping for food, others for petrol. The answer was Beaufort for petrol and Lake Goldsmith for food. We arrived about 11.45 after paying \$1 admission. It was not my first time there, and I still found it interesting, as did most of the members.

We saw quite a lot of motor cyclists there, including members of the BM Club who camped there overnight. We left at 3pm with some of their people riding with us on our return to Melbourne via Geelong.

It was around Geelong that a short route turned out no quicker, as Jo dropped her 400 on a stretch of dirt which we all agreed was a bit dicy in places. No major damage to Jo or bike, but a few dollars in repairs nevertheless. Paul, our vice-captain, led from the Lake on our return trip.

At the scene of an accident on the Geelong Road a cop pulled up Les Leahy and Dick Bloxham for almost passing a car on the left, but after hearing their excuses, let them go – no doubt being respectable upstanding looking citizens, not to mention being on BMW cycles made him decide what they said was right.

Quite a lot of people went to the cafe to finish off what was a good day's riding and two successive weekend runs of good weather.

Lloyd now 750/4 FI

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Looking over the rim of the volcano's crater, the American tourist remarked, "Reminds one of Hell, doesn't it?" The guide threw up his hands and exclaimed, "These Americans. They've been everywhere"!

WHITFIELD ROUND TOUR

Fifteen or so bikes left South. Morang with Trevor Vienet in the lead, and Big D inevitably bringing up the rear. Mansfield was the first stop for petrol and food, then it was on to Powers Lookout via secondary, unsealed (polite for dirt) roads.

The rain finally came as we were approaching the Lookout, but thankfully eased on the way to Whitfield. The Lookout itself gives a fantastic view up and down the valley between the ranges. Looking south, (I think it was south), all you can see is mountains and more mountains. One felt a pang of sympathy for the early pioneers (and of admiration for those bushrangers who travelled hundreds of miles through such country just to make a living!)

At this stage I should make a mention that one new rider on a 750/4 had ignition trouble back at South Morang, which was apparently overcome by hotwiring the bike. On the way down the mountain from the Lookout to Whitfield, this chap had the unfortunate mishap to approach one curve a bit too fast, and came down. He was unhurt, and the bike was rideable, but a few dollars to replace the usual things will have to be spent.

At Whitfield, the local constabulary cornered us, thinking we were another mob that had apparently caused some noise the night before. In an effort to present a respectable image, we catered to his raving about bikes, (“When I was a young bloke..” and “The young cops on bikes nowadays..” O for ages and ages. I wondered if it was all worth it. Anyway, a few of us eventually donned helmets and started up our machines in an effort of our own to get Trevor moving. It worked, thank God.

At Moyhu, Trevor missed the turn off to Benalla, and did a u-turn back to the right road. I don't know if that was the beginning of the mix-up, but Roger, Big D, Mick, Ned, Paul, Les and myself were the only ones to get to Benalla. After waiting about half an hour, Mick, Ned, Les and myself set off for a quick trip down the highway to Preston – 2 hours give or take 10 mins.

The end to a good days' riding was spent eating Mick's version of spaghetti bolognese in front of his new colour TV.

Jo 400/4

FOOTNOTE to Whitfield Round Tour:

After the main group left Whitfield, Peter P (who was rear rider) and myself were all ready to go when we noticed that the chap who had fallen off was having trouble starting his bike. After kicking it for about 20 minutes it caught and he went down the road at 25-30 km/h. About 4km out of Whitfield it died, and although we tried, it wouldn't start again. After a short time, 2 of the corner markers came back, and they tried to start the bike, but to no avail. Flat battery was the cause – change of batteries was the answer. At last we were off. Rain came, we rode on. Rain came down harder, and we still rode on.

We missed the turn off to Benalla, so ended up at Glenrowan once again. The bike started to make noises like broken rings in one of the two middle cylinders. We stopped once again, fired it up once again. 80km to Benalla. Got there and saw some of the club members who waited at the service station. Michael Formaini said “What's wrong?” When he was told what we thought it was, he got his wrench out. This is when I left as I did not want to be a party to what was going to happen. I also had a dinner date, and was already late.

I am led to believe that the 750/4 had to be towed home from Benalla at a sedate pace. Some club members stayed and made sure that the unlucky rider got home safely. Unfortunately, this was the result of the bike being dropped earlier in the day. We hope this chap's bike will not be off the road for long, and hope to see him on future runs with the club.

Bob

(the much waited for...)

MSCAV SPORTS DAY 1976 RESULTS

Firemans Race.....(winner) Anthony Rae
Leap Frog.....(winning team) Mick Fagan, Kelvin Moore, Gary
Osborn, Damien ?
Weaving Fast SoloLyle Rae
Weaving Slow Solo.....Alan Watson

LUNCH

Obstacle CourseMick Fagan 38 seconds
Musical Bikes.....men Trevor Viene, women Julie Rae
Tug of WarTeam 1 anchor man – Dick Bloxham
MSCAV Gift.....men Gary Osborn, women Noelene
4 Leaf Clover Timing.....John McKenna 18 seconds.

The committee would like to thank all those who participated in the Sports Day, and helped to make it a day enjoyed by all.

LAKE GOLDSMITH TRACTION AND BIKE RALLY 7/11/76

Approximately sixteen bikes left KBCP at 9.30 on a fine day with blue sky. We did not stop at Melton, but waved those waiting there to catch us up. Lyle Rae was seen heading back to Melbourne on the Bacchus Marsh By-Pass Road. Ken Hewitt, 550 Honda, was doing 130-140kmh for some time, blowing the cobwebs out. I was corner marker at the corner of Ballarat and Geelong roads, and did not catch up to Bob till after Ballarat, so the pace was brisk.

Filling up the bikes at Beaufort about 11.30 saw Lloyd taking \$1.90 worth of petrol compared with Bob's \$1.30. The F1 can sure use the petrol.

After filling all the bikes, we rode to Lake Goldsmith which was only 15kms down the road towards Skipton. On arrival, after paying \$1 entrance fee and receiving our programs, we were told to be back at the bikes by 3pm. The fast trip up paid off as it was still only 11.45am, so we had plenty of time to look around.

There was an enormous number of steam engines of all types, ranging from huge traction engines to miniature steam trains. They had a gold battery crushing quartz, which after finer crushing was washed down on to a moving table with slats in it. The action of the water and motion of the table separated the gold from the other lighter minerals, and the gold was washed into a trap. The machines and the water was pumped by means of a steam engine just as it was done in the outback of 100 years ago.

Sheep were being shorn by means of early mechanical shears, which was powered by I think you can guess what. Someone offered to give Mick a haircut.

There was a Ladies Steering race, which meant steering the traction engines up a paddock, turning around, and heading back to the finish; one of these engines had the name Tiny painted on it. After a near collision, and just being beaten in a close finish, one of our number was not too happy about the result.

The Grand Parade was next with anything mobile driving or being ridden around the paddock. Yes, there were some old motorbikes, some being belt driven, the controls of which I would have no idea how to use.

The BMW Club had camped up there overnight, and Greg Moore was telling me how they had been shown an old Marx Bros movie and also some pictures of the 13th Traction rally (this years was the 28th) that showed 150 people in a tug-of-war with a traction engine, which was also at today's rally. The people were no match for it as these machines were used for pulling trees out by the roots.

3 o'clock came all too soon, and 26 bikes headed back to Melbourne via Skipton and Geelong. Paul, vice-captain led the run home. The roads were mainly straight, and the bikes were fairly close, so as far as you could see ahead and behind were bikes.

Near Geelong, on a dirt road, a patch of loose dirt caused Jo to drop her 400 Honda. Jo was unhurt, the bike had bent handlebars, tacho, tank and foot peg. After checking the bike out, Mick told Jo how to get out of a similar situation by dropping down a couple of gears and powering through; hard to do that in the middle of a tank slapper though.

After that, we continued on to Melbourne, and the cafe where Tiny, after waiting 45 minutes for a hamburger, was told 'no more meat' – should have eaten more of those 'Steam Burgers' at the Rally, Tiny.

So that was the end of a good day for everyone, with the exception of Jo of course.

Ken GL1000

Wee Willie Winkie

Wee Willie Winkie
Guns up and down
On his souped up Honda,
Waking up the town;
If you think that Willie
Makes a racket, Mister
Wait till Willie's brother
Turns on his transistor.

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Solomon Grundy

Solomon Grundy, breathed on Monday,
Wheezed on the Tuesday, sneezed on the Wednesday.
Coughed on the Thursday, gasped on the Friday,
Gagged on Saturday, heaved on Sunday.
And that was a good week for Solomon Grundy.

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Taffy was a rich man

Taffy was a rich man;
Taffy was connected;
Taffy spent five hundred grand
To get his man elected.
Taffy's now Ambassador
And struts around with pride;
So why don't you spend five hundred grand;
And you'll be qualified.

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SPORTS DAY '76

With extremely fine weather, and the promise of a very competitive and exciting day, a very poor show of bikes was in attendance at KBCP when I arrived. We set off for the site, which was near Lancefield, after being warned by Bob that the site was treacherous, and full of bottomless chasms, and for peoples to watch themselves.

Arriving at Lancefield, we proceeded to stock up on goodies for the picnic type lunch. Or in the case of a select few (about 90 percent) buy it and eat it there. Whilst at Lancefield, the odd member or two started to roll up – included were three road bikes on a trailer.

When we finally got to the sports day site, we were greeted by Big Daddy, who had erected his tent in case of inclement weather. He, along with a few members, had also erected the poles for the slalom events and marked out the 'observed' trial etc.

The events got underway with the Fireman's Race, which is the event which has started every sports day for as long as I can remember. After that, a new event called Leap Frogging – (sounds like frigging, eh?) – In which a team of four advanced while leaping each other. From that we advanced to the slalom events etc.

After lunch we had musical bikes for guys and gals (with footballs). One of the main attractions was the observed trial course, which during lunch, was attacked by just about everybody with shovels, tyres, tree-limbs and corrugations etc. The object was to go around the course twice without putting one's feet on the ground in the shortest possible time.

Later on in the afternoon, we came to the observed clover leaf time trial, which is a timed race around a clover shaped course. It was whilst having a dry run over the course that I dropped it for about the fifth time that day, only I bruised my ribs and left kidney as well as winding myself. At this stage of the proceedings my Sports Day activities ended. I would like to thank the people who helped me, and who came and visited me, etc.

The Good News and Bad News Part

Each Sports Day, like any club ride, has its good points and bad points.

First some good: right time of year, out of way place, emergency tent in case of bad weather, and (I believe) effort made to ensure some form of first aid handy.

Some bad: a bad choice of site as far as any form of competition where more than one machine was involved at a time. Some of the events were timed, and a watch without a stop-watch inbuilt was used as the official timing device. This is bloody useless when the timing is in tenths of a second. Some of the competitors were placed first, second and third etc by 0.5 of a second or less, which is virtually impossible without a proper stop-watch. Next time get a proper stop-watch or forget the timed events. It would be advisable if the next Sports Day was held on a ground slightly smoother, although the shade from the trees was great. As the Sports Day has always been a competition day, it is only proper that events be conducted and scored in a competitive manner. The competitors, at times, knew more about certain events than the committee, but, at no time did it seem that anyone had any idea of who was winning. There appeared to be no scoring system, apart from individual events. I would like to see the same type of system as was used on the 1971 sports day. This is a points system for certain events. There are two types of events; one is group types e.g. tug of war, the other is individual types e.g. slalom and slow race etc. Tug of wars' and things should be non-scoring events for the sportsman award. Individual events should be scored on a sliding scale – e.g.

1st 5 points, 2nd 4 points etc. At the end of the day, the person with the most points is the overall winner, whilst you still have individual winners.

Now that I've had a bit of a bitch, one would like to thank the committee on account of the fact that one had a marvellous time.

Mick R90s.

P.S. Roomy looked funny being dragged through the dust yelling "Heave, heave" etc.

SOMETHING DIFFERENT?

The Harley Club of Victoria held their Grass Track Championships up at Romsey on Sunday 28th November and just for something a bit different, Les and myself went for a looksee. I have only seen bitumen-type racing, and although some people get ecstatic about it, I tend to get bored after about 30 minutes.

The set up of most of the bikes (there were some trail bikes) was different to anything I've encountered – "what's that bike doing with two chains?" I asked in all innocence, to be told patiently it was the exposed timing chain. (Well one must learn).

I won't go into any detail about the different engines used and their performance, but for over four hours my interest was held. I wonder if any other members would be interested in including some dirt or grass track race meetings in future itineraries? The sport is still not backed as much as it should be, and surely it is better than sitting around some country hamburger joint for two hours, trying to fill in the day.

Jo 400/4