

Good Vibrations

APRIL 1977

We the editors thank the people who have written articles to be put in the mag and hope that more people do likewise.

As promised here is Beth's and Howard's address.
10 Loye St. Toowoomba. Queensland. 4350

Coming up next month on the new Itinerary.

APRIL 16: Drive In Nite. Kings Bridge Car Park. 6.00pm

APRIL 17: Turpins Falls. Kings Bridge Car Park. 10.00am

APRIL 23rd, 24th, 25th: Warracknabeal. 7.30am Keilor Town Hall.

APRIL 30: TASMANIA NITE. MODEL RAILWAY HALL. WILLS ST. GLEN IRIS

MAY 1st: Walhalla. 8.30am Kings Bridge Car Park. Sunday Run.

MAY 8th: Economy Run. Leader, Paul McKenna. 9.00 K.B.C.P Sunday.

Would the people who are writing articles for the special Tassie Mag please have them ready on or before the 26th of April as that is the closing date.

As the captain of this great club I am glad to see more members, and new faces, coming on club runs. Remember if you have any ideas about where the club could go on runs please make sure that you tell one of the committee.

With the coming Easter break the committee wishes everyone a happy and most of all a safe and enjoyable holiday wherever they are going.

EDITORS

JO AND BOB

TASMANIA NIGHT APRIL 30TH

PLACE: Model Railway Hall, Wills St., Glen Iris. (opposite station)

TIME: 8pm SHARP (door prize tickets cease to be given at 8pm)

FEE: 50c for non-Tassie-Tourers. (Supper provided)

SEX TOUR (Do it in the Dirt) 27-3-77

We left KBCP at 9.35 with twelve members, with the mighty 550 in the lead. (fully recovered from her drowning at Dargo) Big Daddy kept up the rear. We stopped at Whittlesea to top up and to get a snack. Big D. was talked out of placing his milkshake in his pannier for the 60km trip to Murchison Falls, which involved 15km of dirt road. He honestly thought that the milk would remain in place for that distance. Maybe the 9.00am meeting time was too early for Peter.

We toured on through Wandong on the Broadford Road, and turned off onto the Spur Rd, which took us through winding bitumen road to Mt. Disappointment State Forest. The road follows the spur and rises sharply. The dirt road soon began and was a bit hairy because the Forestry Commission had dumped screenings on the road for winter use. The track down to Murchison Falls has a steep drop that was a good hill-climb for Paul and Tom.

We spent about twenty minutes at the falls and had a bit of a look. The falls are quite high, but there is little water at this time of the year.

I led the club into the unknown through a maze of un-signposted forestry and logging track towards Strath Creek. The steep dirt track down from the hills finished in some cow paddocks. We stopped to investigate a gold mine which is still in operation, and poked around some other disused tunnels.

From Strath Ck we caned up through Murchison Gap to Broadford, and then onto Seymour along the freeway.

While we were having lunch, Bob Evans and Barbara (200 Honda) arrived. Bob gave some poor story about missing the club because Barbara kept him waiting. You should know better Bob. Bob brought his own rainstorm with him. After a general discussion, we toured into the distance to inspect the Tank Museum at Puckapunyal.

The Tank Museum was great stuff, with a large range of tanks to choose from. The museum is free to enter and is well worth a visit.

We headed home via dirty back roads. We were over shadowed by a large black cloud, and by the time we got to Broadford, it came down solidly.

With typical bad judgement, I decided to lead the club over slippery dirt goat tracks to Melbourne via Reedy Creek. The rain continued to fall and when I stopped with Paul to wait for the rest of the club to catch up, I am sure I saw steam come out of his ears. He wasn't very pleased with my choice for a route home. Greg Moore yelled out something about me leading the club on goat tracks and I replied that anyone following me is a goat anyway. (Not exactly a responsible attitude ...Ed.)

Because of my bad choice of roads (or good choice if you like dirt) Barbara unfortunately parted company with her CB200. She was unhurt, but the front forks were injured and a blinker suffered badly. I now realise that I did the wrong thing by leading the club onto a road that was not safe for the majority to ride on.

Gail broke the law of gravity and nature by riding her 350 Honda on baby-bald Bridgestone's through hazardous slippery dirt roads.

Finally we got back onto the Freeway for an easy cruise home. Over all it was a great day, and I am sure those who went appreciated going through country that they had not seen before. The sex tour ended with an extra 300km on the clock.

T.V. & revived 550

P.S Thanks Tom for opening the gate.

NEW STANDARD FOR SAFETY HELMETS

A new Australian Standard will apply for protective helmets for vehicle users from January 1, 1978. From the date, only those protective helmets complying with the Standard 1968-1974 will be approved by the Chief Commissioner of Police for motorcycle riders, pillion passengers and for the driver of two or three wheeled recreation vehicles driven in a public place.

The words "Vehicle User's Helmet" are to be permanent and legible marking on the helmet together with the name of the manufacturer, model designation, month and year of manufacture, instructions to user, size and certification mark "Approved to Australian Standards 1968".

In preparing the new standard the Standards Association Committee on Protective Helmets for Vehicle Users considered all available standards with a view to adopting that which was considered

to be the most suitable for Australian conditions and which would contribute most towards reducing casualty rates amongst motorcyclists.

Licences under the SAA Certification Marking Scheme have been issued to the following firms in respect of helmets manufactured to new standards, AS 1968, Protective Helmets for Vehicle Users.

Manufacturer	Licence No.	Model
ARAI HIROTAKE LTD 12 Azuma-cho, 2- chome Ohmiya	370	SP-21, SP22, TX-7, X-7, S70, R-6m, XR "Protector" S21, S22
Stadium Ltd Queensawy, Enfield, Middlesex, UK	371	"Scorpion No. 277" "Project 9", "Project 10"
SHOEI MAKO CO. LTD 2-9-2 Shimbashi Minato-ku, Tokyo, Japan.	393	S12, S-20, S-21, S-22 H-1, S-25
D.i.W.S 20081 Abbiategrosso, (Milano), Strada Robecco, Italy.	395	F-IEG Integral (full face) G310S Jet Master 3 (full face)
NAVA & CO. SAS 22050 Verderio Superiore Como, Italy	396	30.32.05 Integral 30.32.26 Jet 62.004 Super Jet
NICHIEI PLATIC CO. Saitama Factory 1000 Watarase, Kamikawa-mura, Kodama-gun, Saitama-ken, Japan	404	"DIC" FS-5, CS-5 FX-800, CX-500 "Eldorado" E77, E79
BELL HELMTS INC 2850 East 29 th Street, Long Beach, Calif. USA	417	"BELL" R-T, Super Magnum Star 120, Star, Moto Star
THETFORD MOULDED PRODUCTS TD. Mill Lane, Thetford, Norfolk, UK.	426	"Centurion 150"

LONG WEEKEND 12-14TH OMEO AND OTHER PLACES

Don Spencer, Z900, Chris Wells, 750 Donnie and myself left Hallam at 5.30pm Friday night. A slow ride down the highway in heavy traffic saw us arrive at Omeo by midnight. Paul McKenna, 650 Yam and Ian Taylor, 400/4, were already camped.

Paul came out and chatted to us as we put our tents up. Paul and Ian had come up separately. After getting the tents up, we all hit the sack.

In the morning, after breakfast, all 5 of us went for a ride up to Lake Omeo and a few other places, and ended up at the pub for a counter lunch.

After lunch, Paul and myself rode down to Tambo Crossing to meet the club. We left our bikes up at the road and walked down to the river, only to have the club arrive. They were Darrell, 750 Honda, Gerard, Z1000, and Greg and Noelene, 750/5 BMW. We rode up to the camp with them. This road to Omeo is a great motorcycling road.

After the "Club" had got their tents up, the Four Owners arrived. They had the same run on their itinerary, but the membership was down and only 2 had turned up. They were Keith Anderson, 750 Honda, and Colin Hopkins, 750 Honda. Because of the lack of number they stayed with us for the rest of the weekend. After a while, some of us went up to the pub for a counter tea and some lemonade. Some people had headaches all the next day. Sunday saw us break camp after paying 60c a night camping fees.

After filling up with petrol, we headed out for the hills, only to be stopped for a survey on the National Park. Strange place for a survey, before you see the National Park. After confusing anyone reading our answers, we headed off, keeping a 200 yard distance at least between us as dust was a slight problem.

Stopping every 30 minutes gave everyone a chance to catch up, and also to have a good look at the scenery which was very interesting, but not up to that on the Lake Pedder run in Tassie.

We also stopped at Mt. Hotham, and had a look at the ski slopes. A bulldozer was at work up there, and all the lodges seemed to have men working on them in preparation for the snow season.

About 3km down the road, Don got a puncture in his front tyre. We also saw that his mag wheel rim had bent, and when he took the tyre off to replace the tube, we found that the rim had fractured also.

The rest of the ride was uneventful, except that we got back on to the bitumen again winding down to Harrietville, where we had lunch.

After lunch, we went over the Tawonga Gap – a road made for scraping. We made camp at Tawonga Caravan Park, which I had no idea was as good as it turned out to be.

When we had all had a shower (much needed) and tea, we were invited over to watch a film of the Southern Cross Rally. It was shown by a vintage car club, which was having a rally up there – the North Western Club, I think.

We made a campfire back near our tents after we had seen the film, and raved on til 11.30pm about all sorts of subjects. The stars were very clear, and everyone had a great time.

Monday saw us pack up, and head back to Melbourne. Darrell and I went up to Cabramurra NSW; I had not had enough of those roads on the Corryong weekend. At Khancoban we met Mary from the Qld BMW Club touring around NSW on her black 90/6. As she was going to Cabramurra also, we all rode up together, and by the time Darrell and myself felt like leaving, it was 20 to 4 in the afternoon.

After getting on the Hume highway at Glenrowan, we had to sit on 80km/h all the way home, and I arrived home at 11.30pm after a not so wasted weekend.

Ken Markham Waterbottle.

P.S To the large number of bikes that were not to be seen on this weekend, the weather was prefect with blue skies every day, and clear nights. Those who didn't come missed out on another ripper weekend.

THREE WEEKS HOLIDAY

Our two heavily laden motorcycles left Melbourne at 3am, Sunday 27th February. At Numurkah we obtained petrol, and just as the sun was beginning to rise, we crossed the border into NSW. Petrol stops every 200km were the only interruptions to the otherwise constant riding – police and flat tyres must have been somewhere else.

Parkes was the venue for stale bread sandwiches and ICED milkshakes. We were sitting on a steady 60-65mph, and so were able to relax and enjoy the incredible countryside – especially from Gilgandra to Coonabarabran, where the unbelievable profile of the mountains of the Warrumbungle National Park dominates one's attention.

The weather was hot and sunny for the most part of the day, i.e. after we left Victoria and before we got to Tamworth, where it started to rain. This was a pity because we rode through the Moonbi ranges just after Tamworth and so missed a lot of scenery. We decided to make camp at Uralla, and about 7.30-8.00. I thankfully turned the key in the Honda's ignition switch to LOCK instead of just OFF.

Monday was as sunny as Sunday, and again sitting on 60mph, we set out for an easy 5-6 hours ride to Alstonville via Glen Innes, Tenterfield and Lismore. Alstonville is a small country town set in some of the most incredible mountains and valleys I have ever seen. The town itself is on a little range, so that the road to Ballina winds down and around to the highway. The roads up there are really good and the traffic is negligible most days of the week.

We slacked off for most of the first week, then on the Friday we headed for Toowoomba via Casino, Kyogle, Woodenbong and Warwick. Up until Warwick, one rides through rain forests and mountains. After that it is as flat as a pancake apart from the Great Dividing Range in the distance. The acres of sunflowers fascinated me, just as the banana plantations on the way to Alstonville did.

In Toowoomba, we parked the bikes in the one metered spot, being careful to put in enough money to cover us to have lunch. We returned to find that both of us had been booked for parking in a spot where another vehicle was parked. Needless to say, the Town Clerk is still short two \$2 fines.

About tea time the sunny, hot weather gave way to dense fog (if Les hadn't known his way around we wouldn't have found our way back to the caravan park) which to my surprise wasn't as cold as it looked.

After phone calls the next day to Howard's boss, we got an approximate bearing on the Higham's new abode. A helpful neighbour said that the people behind them had only just moved in, and sure enough, on inspection the garage housed a BMW and an AG 100 Yamaha. The VW wasn't there, so a walk down town filled in some time, and meant that we bumped into Beth and Howard (after all our phone calls and riding around!) anyway.

Both are looking particularly well, and send their regards to all in the club, and invite people who are travelling up that way to call in. Their new address is 10 Loye St, Toowoomba. 4350.

We stayed at Howard and Beth's for the weekend, then on Monday set off in the drizzle that had befriended us the whole weekend. The trip home took us almost to Brisbane, then down to Beaudesert, through to Beechmont, Canungra and the Natural Arch (they tell me people actually jump from the arch to the water below). From Canungra we headed due south, and rode through the McPherson Ranges and the fantastic Numinbar Valley. We hit Highway One at Murwillumbah, and made quick time along this mainly two-laned, superbly surfaced road to Alstonville.

Again, we slacked during the next week. The following weekend I went to Brisbane to see a friend, and was not particularly impressed with the State Capital of Queensland, although others assure me that with the proper guidance I could see suburbs and parks as nice as Melbourne has to offer.

We set off on Wednesday 16th March for the trip home. Taking 4 days to do the coast road, we were able to ride 6 hours, make camp and see some of the town before retiring. The first night we stayed at Port Macquarie, the next night at Bulli and the last at Eden.

The air temperature got cooler, despite the sun shining, as we travelled south; we kept adding clothes as we went, so that for the Victorian leg of the journey we had jumpers, scarves, body belts etc. that we hadn't used for most of the previous 2 weeks! I hate to say it, but the most boring part of the 3 week's riding was the last day, from Bairnsdale to Melbourne. It must be discouraging for interstate travellers to have to come through all that to get to Melbourne.

Seeing as I had had two flat tyres in the month just before the trip, I was expecting at least one more for good measure somewhere along the trip, but, both bikes behaved themselves. The Honda proved itself to be a lot more comfortable than I had dared hoped – though still a long way from encouraging one to do the trip again in a hurry. The only expense apart from petrol and oil was a rear blinker bulb.

So, I had a terrific time, and apart from memories and photos yet to be developed, that's about all there is, or was to the trip.

Jo 400/4

Australian Touring Motorcyclists Association **PO Box 23 Aldinga Beach, SA 5173**

The Association has been formed to enable members to find basic overnight accommodation, aid in emergencies and friendship whilst touring their own state and interstate. The anonymous book concept enables members to extend mutual hospitality without the risk of the system being mis-used by non-members. The listings supplied contains phone numbers and first names. Therefore the prospective "host" can make positive identification of that person as a member.

The extent of hospitality offered to a member past the stage of basic shelter overnight, is entirely up to the host concerned, and visiting members shall conduct themselves in a manner which will make any return visit welcome.

Directors will be arranged in each state so that members will have a personal contact in the organisation wherever possible and any suggestions or comments may be passed on to us.

It is proposed that after the initial stages, the positions of State Directors and our organising committee will be subject to annual elections. The present committee consists of Bob Evans, Martin Bell, Marion Longman, and Steve Evans. We are sure that the Association will be rewarding to all concerned.

Membership Application and Renewal Form

Please fill in completely in both cases of renewal and initial application:

- Name in full:
- Initial Membership/Renewal (strike out as appropriate)
- Address: (Please state if suburb of country town, etc)
- Post Code:
- Phone Number AH :
- Phone Number BH:
- Date of Application:
- Club (if any):
- Type of Motorcycle:
- If no phone contact is given, are you willing to have your address printed? Yes/No

I offer the following:

- Open invitation for coffee and conversation []
- Tent space for []
- Sheltered bed roll space []
- Spare Bed []
- Tools for repairs []
- Sheltered workshop space []

My mechanical skills are:

- Poor []
- Fair []
- Good []
- Professional []
- Any particular “one brand” experience or special tools. []

I have trailer or similar to transport a disabled motorcycle.

I am willing to travel [] kilometres to help a stranded member.

Signature:

I enclose joining fee \$2.50 and annual Membership fee \$4.00, total \$6.50 (or \$4.00 in case of renewal).

Joining Fee includes one badge and one vinyl folder for anonymous listings.

Annual Membership fee includes membership card, annual subscription to “Connecting Link” Newsletter and anonymous listing.

Additional badges are available at \$1.50 including postage. Couples, (married or otherwise), residing at the same address may pay 2 joining fees and one annual membership. Application will then be treated as separate memberships but only one newsletter and listing is supplied.

For use by Committee only

Membership Number:

Date of initial Membership:

Omeo Round Trip 12//3/77 to 14/3/77

Although the leaving time was Saturday morning, I decided to leave Friday night at 4.30 pm. The traffic down to Bairnsdale was fairly heavy, but after that it wasn't too bad. When I arrived at 9.45 pm, Paul McKenna was already set up and asleep in his tent. At about 11.30 pm, Ken, Don and Chris rolled up and tried to raise the dead with their quiet (?) unpacking.

Despite two loud mouth kookaburras at 6 am, we slept in till about 7 am when upon inspection Chris found that the bracket on his exhaust had broken (Triumph quality?). So he went down to the garage to fix it whilst the rest of us proceeded to eat breakfast.

He returned about 9.30 am, when we decided to tour Omeo. After this two second diversion, we headed off down the nearest road out of town. You have heard the saying that “All roads lead to Rome”, well this weekend all roads from Omeo lead to dirt.

After exploring all possibilities, and a bit of a fang during which Don didn't like the handling of his Z900, we headed back for a counter lunch, then to camp.

Ken and Paul decided to go for another ride whilst we laid around in the sun waiting for the rest of the Club. They finally arrived at 3 pm – the whole 5 of them – and about 15 minutes later two Four Owners arrived. They all had dead defying tales of millions of suicide crazed grass hoppers leaping towards bike riders, which we had found out that morning.

Tea on Saturday night was slack with some going to the pub or the café and the rest cooking it.

Sunday was another beautiful day and we left about 10am. Just outside town, we stopped to answer some questions on a Visitors' Survey questionnaire, but Ken didn't – the rumour is that he can't write!

It wasn't long before we hit dirt road, which was good at first, then got a little bit rough after Mt Hotham. Gerard's Z1000 decided his load was too great, so it threw his camera and a bag of clothes off the back. Luckily, Don and I were following and picked them up before someone mistook them for rocks.

After a few stops we reached Harrietville, and got the news that the front mag wheel on Don's bike had a large dent in it and a flat tyre. A few had stayed with him so we had lunch for about an hour before they turned up and proceeded to devour the café.

We finally left and the road to Tawonga was good, especially the Tawonga Pass – a scratchers' delight.

After setting up camp at the caravan park, four of us brave (?) lads decided to go for a swim in the river. Paul and I were eventually coaxed in by Greg and Keith when a rope was found hanging from a tree to enable us to do our impressions of *Bomba the Jungle Boy*.

Tea was another slack affair, but afterwards a vintage car club staying in the park had a film on the latest Southern Cross Rally. The dirt reminded us of the day's ride. After this, most sane people retired but a few of the other type tried to start a log fire, with no great success, until petrol was added.

Next morning promised a beautiful day. Because of Don's damaged front wheel we wanted to travel slowly, so Chris, Don and I left at about 8.30 am. We went back through Whitfield, stopping at Bonnie Doon for lunch, and met Les and Ron from the Four Owners.

Traffic back through Yea and Yarra Glen was heavy and we arrived at Lilydale at 2.10 pm.

A few interesting things came out of this weekend – on the Labour Day weekend last year we had twice as many riders and the weather was worse. And out of the 13 that went, 5 had been on the previous year's run. So where are all the new members? Also, a turnup of 13 for a long weekend trip is pretty weak, considering the beautiful weather all the time – maybe it was the 79 km of dirt that kept everyone else away, who knows? Anyway, those who went had a fantastic time, and those who didn't will never know what they missed out on.

Ian 400/4

Slides or Films for the Tasmania Night give or send to:

Michael Formaini,

425 Clarke St Northcote

before 15/4/77 for sorting out.