

EDITORIAL SEPTEMBER 1978

Friday 1 – General Meeting. Club Hall 8.15pm

Sunday 3 – Cardinia Creek Dam KBCP 10.00am, U.F.Gully 11.00am

Weekend 9 & 10 – Wyperfeld National Park. Melton 9.00am

Sunday 17 – Stephenson Falls. KBCP 10.00am, Lilydale 11.15am

Sunday 24 – Shepparton. KBCP 8.30am

As Lance has had to retire as editor I have taken over from him. I would ask all members who submit articles to either hand them to me at meetings or mail them to: Rod Fisk, 4 Dubbo St, Sunshine, 3020.

While on the subject of articles I hope the members of the MSCAV will help me by giving me a great deal more material to put in this mag than has been coming in over the last few months.

A club needs more than the committee working for the success of the club; it needs the members to stop taking everything the committee does for granted and helping themselves.

It has been said before and probably will be said again but members have a responsibility to the club and that is to participate, show enthusiasm and generally help the club in any way they can. Two ways spring to mind and they are: 1/ Support the club at General Meetings and 2/ Support the club on day and weekend runs. A third way to support the club is to support the CLUB MAGAZINE.

Yours in anticipation,

Rod

Editor

TREASURERS TOUR JULY 9, 1978

Seven thirty – no need to get up yet. Back to sleep for another hour. This of course turned into one and a half hours. But then the peace was shattered: “Thought you were getting up early for the club run? It’s nine o’clock.” And to emphasise the point and dispel any tendency to sleep on, my two dogs started evicting me from a nice warm bed by having a tug of war with the bed covers. So – into the shower, nearly drown a cat drinking from the tap drops – into the kitchen for a quick bowl of Corn Flakes. Cat jumps on lap - scream – end of corn flakes (and bowl).

It’s now nine thirty and no ignition key. Eventually we get the machine out through the junk in the garage and “Hondaway” to the KBCP (sorry about that). The bike was not cleaned before the run (working late) but the real reason was at the July meeting people were talking about goat tracks and fords of the Trevor Vinet type.

Arrived at the KBCP minutes late (old habits die hard) for my second club run this year. Second because I am riding a 4200cc diesel on interstate furniture runs.

I forgot to count the bikes but it was a Honda Four day, chains and all. I noted a couple of one lungers and a trio of things that looked like twin cylinder Volkswagens, a beautiful sounding spaghetti harvester, and others.

The weather was fine although a bit cool as we headed for the Tulla Freeway. After leaving the main roads we enjoyed some excellent bitumen back roads, with good straights, curves and the gravel sections which varied between flat, dusty, rocky and slippery mud. By this time the cold was beginning to get me and I started to bang my hands on my knees. This set up a gentle sway in time with the slaps, and rather upset dad and the family in the Kingswood on the hilly bit. Didn't help the fingers either.

This area is good riding country especially on a day like this. It also stopped me selling the K6 "because I'm never home to ride the bloody thing". It's only done 7500kms in two years.

Swinging around a few more curves and switchbacks bought me up to a group of leading riders all blowing on cold fingers, puffing steamy breath and looking for something solid enough to take a prop stand.

Greg had apparently reached the 'goat-track' and had gone to check it out. Meanwhile, some of us snatched a quick smoke and swapped comments on the run so far.

No one backed off and so we headed off down the track at good intervals in case anyone got off in a hurry, but there were no incidents that I heard of. My confidence was a bit shaky, Fagan riding trials style, with the rear tyre of the Bee-Emm sliding around didn't help either. But it wasn't so bad (after it was over) and I really enjoyed it: taught me a bit about handling the Honda too.

So, on through some really great country, mostly woodland tracks, some hilly bits, slippery and quite wet in some places with the odd root or rock to add interest, until we came out again on bitumen minor roads and so into Gisborne via Riddell Creek for lunch. The cafe was soon invaded but the service was good, with fish being thrown in with chip orders. The coffee tasted like last month's sump oil and hot as warm, but so what, at 45 cents it should have tasted like GTX.

After lunch (white Kingswood boot lids make good picnic tables) and after exercising Fagan's frisbee, we moved on for the homeward leg to end at Mick and Joy's place for a welcome cup of coffee, with games of snakes and ladders going well. I decided not to join in – no head for figures.

After Greg finally got Mick's fire going, the group left for various homes, amid general approval of a really good run.

I would like to thank Greg and Noelene and suggest the run be repeated again.

Barry Barber (Honda 750 K6)

Something to look forward to in next month's mag will be a write up by John McKenna on the pleasures (?) of owning a ZIR.

WINTER WARMTH FOR SAFER RIDING

When Mick Fagan told me of the WIDDER ELECTRIC VEST and that it was available in Adelaide, I was determined to get one when I visited Adelaide during my long service leave.

When I arrived at Motorcycle Scene of 110 Pirie St, Adelaide, phone (08) 223 3329, I was pleased to find they had been discounted from \$60 to \$39, and they had a very large supply.

The vest appeared to be well made and is reversible, one side being hotter. I was told that this was due to the placing of the elements in relation to the insulation. It has elements covering most of its surface.

I attached the cord to the battery terminals of the new CX-500. The vest comes with the terminals wires, two plugs, a switch and fuse, all of which seem of good quality.

On the first use of the vest I was amazed at how fast it heats up and to how hot it gets compared to the tractor vest I use on the Gold Wing. Heaven.

I don't know how much current the WIDDER vest takes but it must be considerable, but so far the CX has kept up with the drain. I have used the vest on two long trips, one to Eildon and the other to Hanging Rock, and both days were very cold. Very, very cold.

The vest is remarkable. The warmth not only keeps the torso warm, but also the rest of the body, including the hands due to better circulation. One has a great snug feeling which allows one to be more alert. Once when riding without an electric jacket I was so cold that I could hardly work the controls and felt very confused, a very dangerous situation.

I would endorse the use of these jackets and can only say that I am amazed that more riders do not have one, and that more local dealers do not stock them. Once you try one there is no doubt about endorsing, and advocating them to other riders. They make winter riding far more pleasant.

Darren Room, V.P

CX 500 & GL 1000

HANGING ROCK TOUR 27/8/78

It was an overcast day but good fortune was with us and there was no rain.

There were eight motorcycles to start with: three Bee-Ems, two CX-500s, one Gold Wing and a Z1R being the only chain driven bike except for my Yamaha 500 single.

We set off at about 10.30am down New Footscray Road and then out to the Western Highway to the Pikes Creek turnoff. We then headed out to Trentham and on to Woodend where our exulted leader had to stop and fill "that" petrol tank.

As it was 12.30pm it was decided that it was a good time and place for lunch. Fish & chips were the order of the day and coffee was used to wash the meal down as well as warm frozen fingers. With lunch finished we headed out to Hanging Rock.

Being my first trip to Hanging Rock, I was surprised by the bolder size. I was even more impressed when I was climbing them.

Just as we were about to begin the climb we were joined by two more Bee-Ems (just one word on getting into the park, at the mention of our Club name we were admitted free - MSAV comes through again).

All of us (with the exception of two pikers) scaled the rock. When we got to the top we had a rest and chat for about half an hour before we came down for a quick drink before setting off, Melbourne bound.

We headed along mainly dirt roads around Mt Macedon bypassing Gisborne and down into Sunbury and sealed roads, and then back to Melbourne. We stopped beside the airport where Laurie (GL 1000) left us. We were told that John McKenna was inviting us for arvo tea. And so we had a cup of tea and biscuits.

All in all a great day's ride and all who attended had a great time. Our thanks to Mrs McKenna and John for the tea and biscuits. That was definitely the nicest part of a great day.

Greg, SR 500 Yam.

COMING EVENTS

PILLION SPEED LIMIT PROTEST

On Saturday September 23, 1978, the MRA will hold a protest, and all concerned motorcyclists in Victoria are asked to attend. It is aimed at repealing a dangerously out of date law. The protest will point out to the Government that the 80kph limit puts taxpaying citizens' lives at risk. In this way the protest works for fair and sensible laws. Motorcyclists are asked to drive at 70km/h when carrying a pillion passenger, and to obey all road laws in an orderly fashion.

The MRA will be at the corner of Toorak and Auburn Roads from 8.00am to 5.00pm to organise riders. The protest will not be a large column of bikes but it will be groups of 15-20 bikes riding a set route and returning to the start. This way nine hours of motorists on the South Eastern and Tullamarine Freeways will see more motorcycles than they are used to, obeying the laws by travelling no faster than 70kph with a pillion even in zones of 100kph. Mr Roger James of ROSTA. told the committee of the M.R.A that he thought the pillion speed law was ridiculous.

The motorcycle community has tried all the appropriate channels. It's time to ride. Support yourselves by supporting the MRA. The Victorian government have to see that motorcyclists care about road safety and are united in their fight for just laws and first class citizenship.

"WE RIDE RAIN OR SHINE"

THE ROUTE:

Cnr Toorak and Auburn Rds
S. Eastern Freeway
Batman Ave
Swanston St
Lonsdale St
Elizabeth St
Flemington Rd
Tullamarine Freeway.

Turn around at the airport terminus and return along the same route.

WORLDS END MOTORCYCLE RALLY

Motorcycle Touring Club of South Australia.

This year's Worlds End Rally is at Warren Gorge, in the main area this year, near Quorn in the Flinders Ranges, South Australia on the weekend of the 30/9/78 and 1/10/78.

Water available, firewood supplied, garbage bags supplied, Saturday evening meal provided.

Saturday arvo gymkhana, and the various trophies will be given out by the mayor of Quorn, Mr F. Flowers.

Badges given out upon arrival.

Closing date 13th September. Entry Fee \$3.00 per person.

NAME.....

ADDRESS.....

CLUB.....

MOTORCYCLE TYPE.....

PILLION.....

Horsham and District Motorcycle Club

The PUMA Motorcycle Club Rally will be held on the 16th and 17th of September, in the proximity of Rocklands Reservoir, approx 85kms south of Horsham.

This will be our first Rally.

Entries close, 1/10/78, but you can enter on the day.

Post entries to

The Organiser,
45 Francis St,
Horsham, VIC 3400.

NO ALCOHOL – NO CARS – ENTRY FEE \$3.00

NAME.....

ADDRESS.....

CLUB.....

PILLION.....

MAKE OF BIKE.....