

EDITORIAL JUNE 1979

Well, here we go with our second attempt at the magazine. We would like to thank the club members who have co-operated when approached and asked to submit an article. But we would like to think that others could approach us and suggest that they would like to submit something.

As you realize we have only taken the magazine over in a temporary capacity until the next elections in October (2 down/4 to go) and would like to pass it onto the next Editor as a successful "rag". So please give us your support. We cannot make it without you.

Tom & Jude

JUNE RIDES

SATURDAY 2 Progressive Dinner KBCP 5.30pm.

SUNDAY 3 Red Hill near Colac KBCP 9am.

SUNDAY 10 'Wattle Gully' Gold mine, Chewton KBCP 9.30am

LONG WEEKEND 16,17,18 Metung, Dandenong P.O. Saturday 7.30am, sharp.

SUNDAY 24 Lederberg Gorge KBCP 10am.

JULY

SUNDAY 1 'Waterfall Gully' KBCP 9.30am

FRIDAY 6 General Meeting 8.15pm. Slide Night.

RAFFLE RAFFLE RAFFLE

1st prize - Set of Driving Lights - Value approx. \$60

2nd prize- Car or bike pump - Value \$7

Tickets 50c each or 5 for \$2.

It starts tonight, June 1st, and will be drawn at the September meeting (3 months). This raffle is open to everyone, so sell some tickets to your friends.

CAPTAIN'S RAVE

It has been great to see some new faces at the recent Club rides. It is obvious that the ad. in the 'Green Horror' has been worthwhile. But I hope that the attitude of some of the older Club members towards smaller bikes and inexperienced riders doesn't deter them. Remember that the only way they can gain experience is by riding - so why not with us? The recent 250 law now gives them very little option as to the size of their bikes. Plus, I can remember some of the offenders whom themselves started on small bikes and gradually worked up to their 750's and 1000's as their ability improved.

PROGRESSIVE DINNER 2.6.79

- | | |
|----------------------|---|
| 1. SOUP | RON & ANN HAYWARD
20 HUDSON ST
MOONEE PONDS |
| 2. MAIN COURSE | BRENDAN & SALLY GLEESON
22 HUGHES ST
UPWEY |
| 3. SWEETS | TOM SAVILLE & JUDE WALLIS
6 ELIZABETH ST
EAST DONCASTER |
| 4. COFFEE & BISCUITS | GREG SMITH
5/59 SHELLEY ST.
ELWOOD |

Tickets are still available tonight from Greg Smith. \$2.50 each.

Dear members just a short blast from your friendly money hungry treasurer. As club funds are rather low, could people who have received membership renewals please pay up. The club costs money to run i.e. hall hire, club mag and shortly the printing of new reflective club emblem. So please pay up to your friendly treasurer.

KEITH HARRIS

PRODUCT EVALUATION

"DAMART THERMOLACTYL" UNDERWEAR AND SOCKS

Charles Cord told me that he had purchased some of the new Damart underwear and that it was remarkably warmer than his aircell underwear which he had been using up until then. His wife confirmed that the Damart wear was like electrically heated gear. They kindly gave me a copy of the Damart catalogue.

Next, I was reading the Gold Wing Club magazine and read a further report on Damart, clothing which was used on a recent Mt Everest expedition. This magazine said that Damart was the underclothing to wear when riding about the Rocky Mountains, and added that the Damart "Double Force" weave was the one to buy. The Damart catalogue gives a number of reasons for its products

keeping the body so warm and added that the underclothing does not retain perspiration as one reason. Naturally, despite the recommendations and reports, I did not think the claims would be fully true, and the prices for the Damart wear are very expensive but I thought I would experiment to see what it was really like.

I sent in my application and ordered a long sleeve single force vest, a short sleeve double force vest, both in white, long johns in blue, and some socks. I charged them to my Bankcard as the order was not cheap. Two weeks later a small package arrived, and yes all of the ordered clothing was in it. Each item is very light and looks very well made.

Cold weather soon turned up and I put on the double force vest, long-johns and socks and before the day was out, I could readily agree and confirm Charlie's view that they work. I remained really warm. Later, I tried the single force vest and while it is not so warm as the double one, it too does a good job. The socks are just tremendous, and they do not get clammy like ordinary socks. Their colour is blue and they are really thick.

Damart wear requires care in washing but can be machine-washed in warm water, but hot water and ironing are out. The price is the big worry, but they are cheaper and more convenient than electrically heated gear. Sample prices are as follows:

Double force vests : \$30.40

Long Johns : \$23.75

Single force vests : \$20.85

Long socks : \$12.25 pr

Damart may be found at 58 Clarence St. Sydney, where they have a shop. The company is American but seems to be honest in what it claims. They are made from Thermolactyl Chlorofibre. They would be just right for the Alpine Rally.

Darren Room, Honda Goldwing GL 1000

MT BULLER RUN 6.5.79

In spite of a good weather forecast and the prospect of a terrific ride, very few starters turned up at the Kings Bridge Car Park for the scheduled 8.30am departure time. The ride, led by Les Leahy on the Yammy 500, started out in bright sunshine but by the time we got to Box Hill we were engulfed in heavy fog which persisted right through to the Maroondah Reservoir just beyond Healesville. We had, by this time, collected a few more hardy souls at Lilydale so now numbered about ten bikes.

The Black Spur section carried the usual amount of traffic, and again as usual, in small bunches of four or five vehicles. This situation doesn't seem to worry the 'Mick Fagan's' in the group but does tend to frustrate the less daring like myself.

On through Buxton, swing off the highway at Taggerty then on through Thornton to the Jamieson turn off, where would you believe, two bikes were dropped in the same small patch of gravel at the intersection - total damage being two badly mangled turn indicators and one slightly modified points-cover plus one grazed knee. Don't worry Joy, it happens to the best of riders.

Good winding bitumen (including a section covered with fine screenings which was a bit dicey) then a longish section of gravel thru the hills slow us at Jamieson after which it was all stops out for a good fast run to Mansfield for petrol and lunch in glorious sunshine. Marcus, on his Gold Wing, joined the ride at this point.

The run from here to the top of Mt Buller is whatever you make it - slow and careful, admiring the scenery or to hell with the scenery and do it in the shortest time possible. Understandably, with most riders, it's the latter.

For anyone who has not seen the magnificent panoramic views of the Alps one gets from up here, I strongly recommend that they go and take a look see. If they don't think much of the view, then the ride alone should be enough to make it all worthwhile.

As one would expect at this time of the year, there was quite a deal of activity at the 'Villa' with people getting their lodges in order etc. for the fast-approaching ski season.

With the winding mountain section safely negotiated by all, it was but a short easy run to Bonnie Doon for coffee and a petrol refill. We also had the good fortune to meet two BMW club members returning from Benalla and their first glider flights. Both agree it was 'pretty good' so let's be in it when our time comes up later this year. (See Mick Fagan if you don't know what I'm on about.)

A wise decision by our leader to keep to a respectful 110 km/h paid off; some guy on a Suzuki passed us at a rapid rate of knots only to be pulled over and booked a little further down the road. We were soon into Yea for a brief stop and dispersal.

For myself and at least two others, identity unknown, it was a fast run to Yarra Glen, mostly on the wrong side of the white line or lines, passing an almost continuous line of cars travelling bumper to bumper. No wonder they hate our guts when we go ripping past leaving them to sweat it out at a slow crawl. I trust that the rest of the group, on whichever road they took from Yea, had a good run home to round off a very pleasant and exhilarating day tour.

I just wish I could explain to non-riders why such a day is so different to a day's outing in a car. Maybe someone, someday, will come up with the answer - but then again, I doubt it.

The old guy (John Jarrold) Honda 750

ORGAN PIPES 13.5.79

Nine bikes and one car turned up for this nice short ride which Tom Saville lead on his smokescreen Kwaka. Out onto Ballarat Road to Bacchus Marsh where we turned off for Gisborne. It was quite cold through the hills. On reaching Gisborne we had lunch: hamburgers, chips and coffee.

Satisfied, we continued heading towards Melbourne, running into a somewhat strong head wind, with a few spots of rain at Diggers Rest.

Not long after, we arrived at our destination, parked and started the walk down the hill to the 'Pipes', where we were given a history by our tour guide, Mr Leahy. (while Greg turned Keith on!) The walk back was hard, uphill all the way.

I took over as leader (as Tom had to go back for Mother's Day) taking a small group back to Footscray for a couple of games of ten-pin bowls. Les was the outright winner. Scoring was Les 165-152, Big D 128-136, Greg 126-113, and Peter GL 126-105.

Marcus watched the games rather than ask if they had size 13 to fit his feet. Afterwards we went back to Greg's place for coffee to finish what was a most pleasant but cold day.

Big D. Honda 750

TOURING IN NEW ZEALAND

After a six-week motorcycle holiday in NZ it was suggested that I write an article for the possible benefit of anyone else considering such a trip.

Deciding it was worth the \$300 (66 cents/kilo) to fly my bike there and back, I went to the Department of International Motoring at the RACV and applied for 'Triptyque', a document which permits temporary importation of a motor vehicle into NZ without payment of a bond to cover import tax. Instead, \$1800 was held in my bank account, payable to the RACV in the event of the bike not being exported from NZ. They said I would have to join the RACV but after some arguing I ended up paying \$11 for the service instead.

There are camping grounds in every national park and main town, most with first class facilities including communal kitchen, shop, and TV room. Also, most camps have 2-4 berth cabins for around \$6 per night. NZ can really turn on the rain, so a good tent is needed; also proper water-proofs and tyres if you want to ride in the stuff. Good tyres are about \$70 each over there.

There are not many straight roads and generally they are better engineered and looked after than ours, which, coupled with the spectacular scenery and mild climate, make it one of the best motorbike countries in the world.

On the South Island roads are quite empty and fast but watch out for livestock!

Places to see and roads to travel include:

South Island

Queenstown - Arthurs Point motor camps, much quieter than the place in town. Take the 5-hour walk up Ben Lamond, you'll never forget it. (The view I mean.)

Te Anua - camp here for day rides to Milford Sound and Manopouri. West coast road, stopping at Franz Josef and Fox Glaciers; Arthurs Pass road; Haast Pass road; Clutha Valley Road through Alexandra and Cromwell; Mount Cook road - one of the best but there's no camping on Mount Cook itself; coast road between Kaikoura and Picton.

There are several ferry crossings every day from Picton, and it is not necessary to book for a motorbike. Really tie the bike down because Cook Strait crossings can be more than rough.

North Island

Egmond National Park - good camp at Stratford before early morning ride through park to lookout.

Rotorua - camping ground with thermal pools about two miles out on the Old Taupo Road. Lots of thermal parks but the one at Waiotapu was the best I saw and also the cheapest.

Bay of Islands - good swimming and fishing at Russell, reached either by ferry or the coastal road which offers good views but long stretches of very deep gravel.

Cape Reinga - camping at Tapotupota Bay, just before the Cape. Coromandel Peninsula; Awakino - New Plymouth road; West Coast road through Waipoua Kauri Forest; Road from Wanganui through Tongariro National Park to Lake Taupo.

Auckland - try Romuera Motor Camp, a nice spot off Romuera Road only three miles south of city.

Ted Marshall BMW 750 Ducati 900

Editor's Note. Please excuse any spelling mistakes in the NZ place names. They are quite difficult.

MOTHER EVENS SURPRISE RIDE 20.5.79

The day started the same as they usually do and to add insult, I was running late. I just made the car park to catch the last of the 'before the ride' speech. I need not have turned my bike off as we left almost immediately. Basically, the run was up to Kerang, across to Shepparton via New South Wales (we visited for a couple of minutes and returned to our own fair state of Victoria) and home.

Simple, wasn't it.

The city traffic and fog near the Calder Raceway made things very interesting but it cleared up to a fine day. In Bendigo, our first stop, everything was going well until the local traffic cop cruised past everyone in his yellow Falcon to make a point of pulling over Keith on his Honda 360 and booking him for exceeding his rights as a 'P' plater. Nice one.

The run up to Kerang was ace and a pleasure to ride. It was difficult to cruise at 120km/h (or was that 130km/h) but it gave everyone an appetite, however they rode.

Bathed in sunshine, we ate lunch. The only things that buzzed in the Kerang main street were the local bikers with their modified exhaust systems. The local hound by the name of 'Shifty' came along looking for a cheap feed but with not much success. About the only interesting thing in Kerang is the price of petrol, which at 28.3 cents per litre is not cheap.

A visiting Ducati Super Sports had the only mechanical trouble thus far with what was diagnosed as a dislodged valve guide which made things sound very unhealthy. A slow ride was in order but just after our quick visit to NSW, heading for Echuca, the same duke died of natural causes. The bike was left with a kind farmer, and the rider pillioned from then on.

A breezy ride through to Shepparton kept people awake. The sun was low but the ride was perfect. The only thing encountered was some road works that had been conveniently watered down just before we arrived, which made the bikes muddy as if we had been bush bashing.

We regrouped for the assault on the homeward run but our friend on the Suzi 500 was having problems with fifth gear so was cruising in fourth which does wonders for the fuel economy.

As we neared Melbourne, night was setting in, the cold chills creeping through vented lengths and unscarfed nooks. Only one speed cop on the highway. Very unusual.

Twenty-four bikes was the total count, including some newcomers. It was a day ride of four hundred odd miles and for most of us an enjoyable one. But riding from nine till seven does take its toll. I can only thank our organizer for a great run, but the weather did help.

Dave 860 GTS

Are you an active member, the kind that would be missed?

Or are you just content if your name is on the list?

Do you attend the meetings and mingle with the flock?

Or do you sit at home and criticise and mock?

Do you take an active part to help the work along?

Or are you satisfied to be the kind that just belong?

Do you push the cause along and make things really kick?

Or leave the work to just a few and talk about the clique?

Think this over members; you know the right from wrong.

Are you an active member or do you just belong?

ANON (taken from Good Vibrations May '78)

CHANGE OF PHONE NUMBER

Our Social Secretary, Greg Smith, wishes to notify us that his phone number is now 5316 4608.