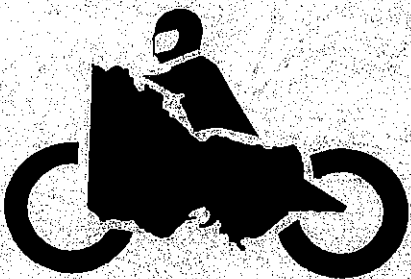
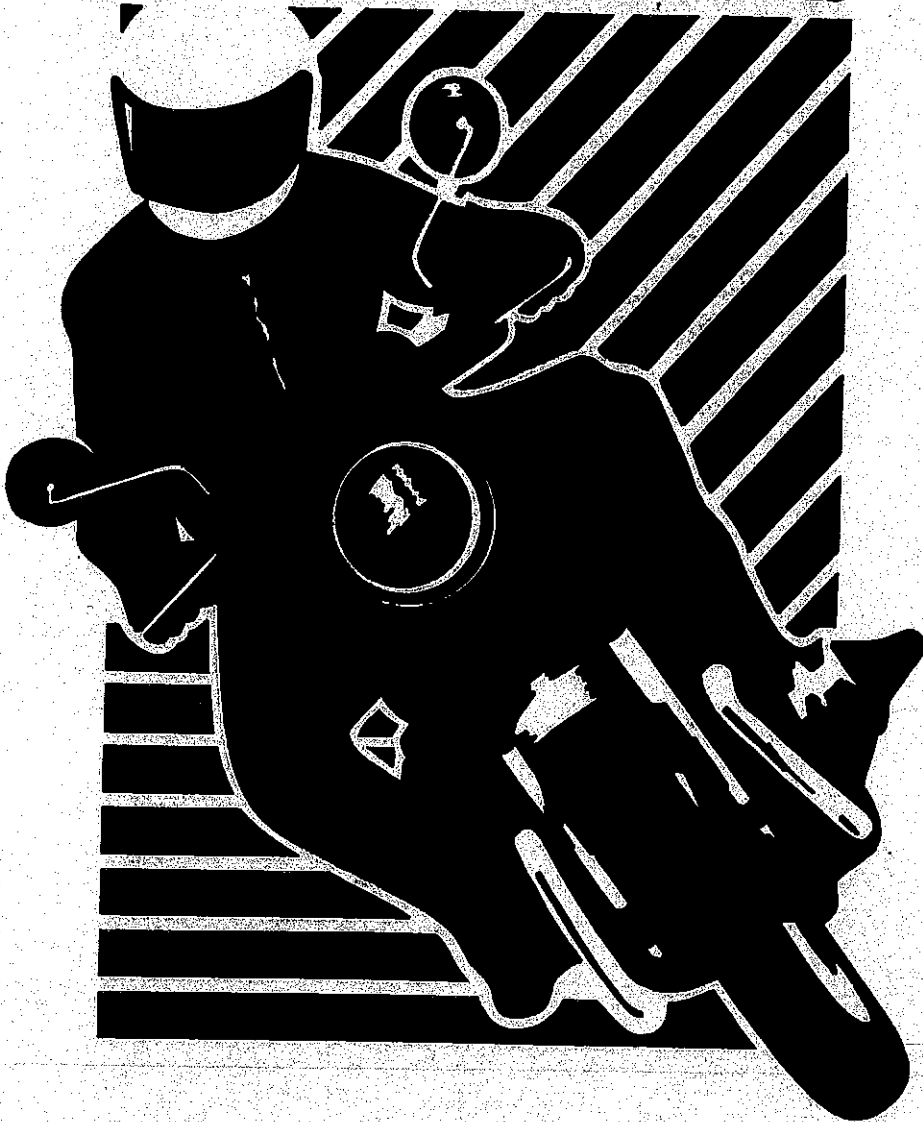


# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

## DECEMBER 1986

- SUNDAY 7th. GREAT OCEAN ROAD.  
9.00 KBCP.  
10.00 Laverton. Here's your chance to check the accuracy of the bikes speedo on this Odometer Calibration run.
- SUNDAY 14th. WONTHAGGI STATE COAL MINE.  
9.00 KBCP.  
10.15 Hallam. Join Ian Payne as he takes you on the scenic backroads through Cardinia, Loch and down to Wonthaggi for a conducted tour through the Mine  
\* Entry Fee charged.
- SUNDAY 21st. REEFTON and BLACK SPURS  
9.00 KBCP.  
10.30 Yarra Glen. Here's where you test the handling limits of the bike and yourself by joining Ben on his Twisties Mk 6.
- THURSDAY 25th. MERRY CHRISTMAS TO ALL MEMBERS and THEIR FAMILIES.
- FRIDAY 26th. CLUB CAMP - POREPUNKAH.  
to SUNDAY 4th. Make own way, refer Nov. newsletter fot Details. Members are invited to this years camp at the MOUNT BUFFALO CARAVAN PARK, Mt Buffalo Rd. Porepunkah Ph. (057) 56-2235.
- ## JANUARY 1987.
- SUNDAY 11th. LINTON.  
9.00 KBCP. Come along to this scenic spot 15-20km from Ballarat along the Glenelg Hwy for a swim or a walk along the disused railway line.
- SUNDAY 18th MORNINGTON PENINSULA.  
9.00 KBCP. Come with Ian Payne for a leisurely tour through the South Eastern suburbs and down the Peninsula with stops at Crib Pt, Somers & Arthurs Seat. Break up at Frankston. If HOT bring Bathers for a swim.
- WEEKEND CLUBMAN RALLY  
24th - 26th. Make own way and camp at Club Flag. Join with Club members at this Rally and either laze in the sun, swim in the Murray or ride the Snowy Mountain Hwy. See where Hans FELL off.

# Itinerary cont.

FEBRUARY 1987.

SUNDAY 11th. WELSHMAN's REEF via DAYLESFORD. Come along with Peter (Big Daddy) Philferan as he leads us to this excellant swimming spot between Newstead and Maldon.  
9.00 KBCP.

THURSDAY 5th. GENERAL MEETING  
Club Hall 8.15 Sharp. Join with members for the FIRST MEETING of the New Year at the Club Hall Cnr Plant & Union St Northcote.

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## WHO's NEWS.

The Constitutional discussion at last months meeting resolved most of the problems faced by the committee. Only one remains and hopefully this will be dealt with at the December meeting.

Some comments overheard:-

The smarties are only out there to race.

What we need is more Beer and wider roads.

We haven't obeyed Club Road Rules for the past 30 years.

Since Ben got rid of that H--P of SH-T 550, there have not been any Unroadworthy bikes on Club runs.

As part of the Incorporation procedure, Ross Bradshaw has been appointed Public Officer.

The TRUTH's out. Jack Youdan only buys AMCN for the AVON TYRE Ads..... Like the smell of burning rubber , eh Jack!

Apparently the Cricket Match wasn't a complete fizzle, Mick tells me."As we ended up PLAYING WITH this Dutch girl!!!"

Lucky those XJ900's are so reliable, as halfway through his epic trip up North Tony discovered, he had left all the Bike Spares at HOME.

# Who's News cont.

BIRTHDAY GREETINGS to Club Members John Arrowsmith, Geoff Webb and for January , 1987, Sue Moreland. (Sue, you will be like Asia....Sultry, hot & mysterious!)

At the November meeting, President Wurster extended a VOTE of THANKS to Vince Green and wished him every success on his new venture.

Interested in a MOTORCYCLE TOUR of NEW ZEALAND? A company operating in that country can help you. Contact Ross King for details.

## RAFFLE PRIZE WINNERS.

1st Prize... J. McKENNA, Ticket No. 101.

2nd Prize... S.ANDERSON, Ticket No. 167.

3rd Prize... R.MALINAWSKI, Ticket No. 54.

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To all Members, Well about my trip.

Sunday 2nd November, left at 9 am. heading towards Echuca, Honda going well. Arrived and had some lunch and a smoke, weather quite nice. Started moving on towards Deniliquin, there about mid afternoon. Browsed around there for the remainder of the day and stayed there that night. The Motel very comfortable. The next morning after breakfast headed towards HAY, going via MOULAMEIN over 20km of good dirt before hitting the main highway. It was no time before I was at HAY having lunch, stayed there about an hour before continuing on, heading in the direction of WEST WYALONG. The country side very pretty.

Went through a couple of places before coming to a small little town called RANKINSPRINGS, decided to stay there for the night as the accomadation at the motel was only \$20 and the Pub was next door, very convenient, and this on Melb. Cup Eve.

The following morning went to WEST WYALONG then West towards CONDOBOLIN, arriving late morning. Had a bite to eat and decided to listen to the CUP while out on the road.

I was now out in the middle of the sticks and going over a lot of dirt, heading in the general direction of TOTTENHAM, on the COBAR rd. I continued on and eventually came out at a "T" intersection and decided to turn left, then right, thinking, a town cant be that far away. After travelling quite a distance saw a few farm houses and went to check my location. They told me the nearest town was 36 miles away, "the direction I had came" and if I went on it was another 40 plus miles of dirt. After having a drink of water and being supplied

cont.

My Trip cont.

with a gallon of petrol I started heading back the way I came. Had done a good 10 miles or so and travelling at about 80kph, when the rear tyre started to slide didn't give it a thought as I was on dirt, until front end started to "snake" down the road, I knew I was going. It all happened so quickly. The Honda laying on its side in the middle of the road with all the gear still on it and me holding my left arm, as it was damaged. Had to wait and within half an hour a car came along and got assistance from a nearby farmhouse. A ute came with 3 boys and they picked up my bike. The instruments were damaged, broken Lh. mirror, etc. They couldn't move the bike for some unknown reason, until one of them realised the Back Tyre was Flat. It had picked up a Big Nail, so your guess should be as good as mine as to what had happened.

An Ambulance came and took me to TOTTENHAM, they also arranged for my bike to be taken to a dealer there. The following morning, at the Hospital, they found they could not do much for me there, as the injury was more serious than first thought, as I had a COMPOUND FRACTURE of the LEFT ELBOW which required surgery, so had to be transported by car to DUBBO, a hundred miles away.

The operation took place on the 5th of November about 2pm. My stay at the hospital wasn't bad as the meals were good and the Nurses, looked after me pretty well, "they were nice", and a girl from the Social Office came to see me and it was through her that the M.R.A. are looking after my bike and arranging to get it back to Melbourne in due course. Also with her help, arrived back in Melb. by Bus on Saturday the 8th at 9.15am.

So not a very nice story to tell you and I will be out of action for the time being.

Peter P.

= = = = =

For all you K-series BM owners, something for you.

The pulse-tuned, LUFTMEISTER, four-into-one exhaust system claims to offer 7 kW over stock, and is 4kg lighter than the standard system.

It's finished in BLACK CHROME with a PORCELAIN HEADER System.

If you have a spare \$550 contact:-

Alpar Enterprises NSW. Ph (02) 632-4498

LLOYD WISSMAN 1928-1986

Members of the Touring Club will be saddened to learn of the sudden and unexpected death of Lloyd Wissman. Lloyd was on the way back from a motorcycle visit to his brother in Bundaberg when he suffered a heart attack; he died very peacefully at Ballina, N.S.W., on November 12th. He was only 58 at the time of his death.

Lloyd joined the Club in the early 70's and was always a keen and enthusiastic member, taking part in very many of the rides and excursions. He took part in the famous Tasmanian Tours of the mid-70's, and was always a regular attender at the Club's Christmas camps. Lloyd was in fact a great traveller and apart from Club tours he made frequent motorbike trips to Queensland or Adelaide or to the remoter parts of Victoria; he often travelled overseas, particularly to New Zealand and the United States.

There were many sides to Lloyd; he was a well-read and cultured man - he used to say that his rather undemanding shift-work job in the boiler room of Prince Henry's Hospital gave him ample time for reading. He was a keen member of the Railway Historical Society. Perhaps a little more surprising was his musical prowess. He was very interested in organs - both electronic and traditional varieties - and at one time he built his own electronic organ. I remember one occasion when he rode his bike to Paul Hayward's Musical Centre in Mitcham, walked in, sat down and, resplendent in bikie gear, played Bach fugues and Elizabethan cantatas to the bemused staff.

He was also a very kindly and considerate man. When he moved in to his own small house at Elwood he let out rooms to boarders - mainly students. These people have told me of his care and helpfulness, and of his trusting nature.

My most enduring memory of Lloyd is of a party he held at his previous flat in St. Kilda. This would have been about 1974. One of the organs was being demonstrated - I think he had two in those days - and, at request, Lloyd sat down and gave a rousing performance of "I was born under a wandering star" for our benefit. Maybe that should be his epitaph; he would, I think, have chosen to die as he did, under a wandering star.

Mike Davis

The Sun, Thursday, November 13<sup>th</sup>

**DEATHS**

**WISSMANN.** — Lloyd William John. Late of Byron St, Elwood, Melbourne and formerly of Lovers Walk, Bundaberg, Qld. Passed away unexpectedly at Ballina, NSW, on Nov. 11, 1986. Son of the late John and Eva Wissmann, dearly loved brother, brother-in-law and uncle of Lorna and William Purcell (Goldcoast), Raymond and Gwen (Brisbane), Brian (Bundaberg), Allan and Delwyn (Bundaberg) and their families. Aged 58 years.  
At rest  
Interment at Bundaberg Fri., Nov. 14, 1986.  
F. C. BROWN & CO.  
Bundaberg (071) 71-3357

Thanks Mike,

I think most members would agree with your sentiments.  
Ed.

Walhalla Cricket Match 16 th November.

M.T.C.V. vs. Four (three actually) Owners.

Batting order: Murry (captain for the day), Tony G., Gary O/Brenda, 3 X, XJ 900.

Wayne GS 1100; Gary Clifton K 100; Mick/ Barbara CS 100 (with shiney new exhausts); Ted Marshall R750; Robyn Duffy/son CX 650; Geoff Z 500 (twelfth man).

Standard escape route out to Hallam, where we found the remainder of the team.

Various offers were made to go up to Brisbane to assist the Australian team, as they could do no worse.

Along the Princes, with Murry still leading, to Pakenham, then along the back roads through the staging towns Nar-nar-noon to Longwarry. Morning tea at Drouin, with some criticism for stopping so early.

Back onto the Highway, to Moe, then north to Erica, a section of dirt out of town, 200m of sealed road then a few more km's of dirt. (Zoom, Zoom went Gary O, and Mick will they never learn, see Lake Mountain (snow Ride) September Mag.). the remainder of the road into Walhalla was quite a good sealed road.

We parked near the Band Rotunda in the main street (the only street) where the short cut UP to the cricket ground is. After ten or so minutes the opposition arrived, three of them (rider and pillion on a Lead (gold) Wing complete with CB radio, \$800 stereo radio, ect., ect.,) Doubt were expressed about

a) walking up to the pitch, the 4 Owners had made this a family day .

b) riding around the back road to the grounds, after previous years efforts.

c) the weather.

since there wasn't enough room to swing a wombat by the tail, let alone play cricket in town, the future of the game seemed uncertain.

Never the less the decision was taken to attempt to ride up to the ground. So we (M.T.C.V.) set off towards Abberfeldy for about 5 km, then turned right into this bush track. The track offered the rider a variety of riding surfaces, loose gravel, deep wheel ruts, deeper pot holes filled with water, and clay covered slopes.

Messrs Fagan and Osborne were in the lead, first chose the right -hand fork of the track and we dutifully followed, but no Mick decided that this track was becoming too steep so we all turned around (which was not easy), the left side proved even less fruitful, as about 200m on the track started to drop steeply and was covered in slippery clay, producing an instant two wheel slide. Mick, Gary, and myself had already past this point of no-return. (just to make things more interesting there was a trench cut diagonally across the track, as a water runoff, half-way back up the hill.)

Gary and Mick made it back up the hill with a bit of side ways movement, but I failed to get enough run-up (chickened out) and required assistance to be pushed back up.

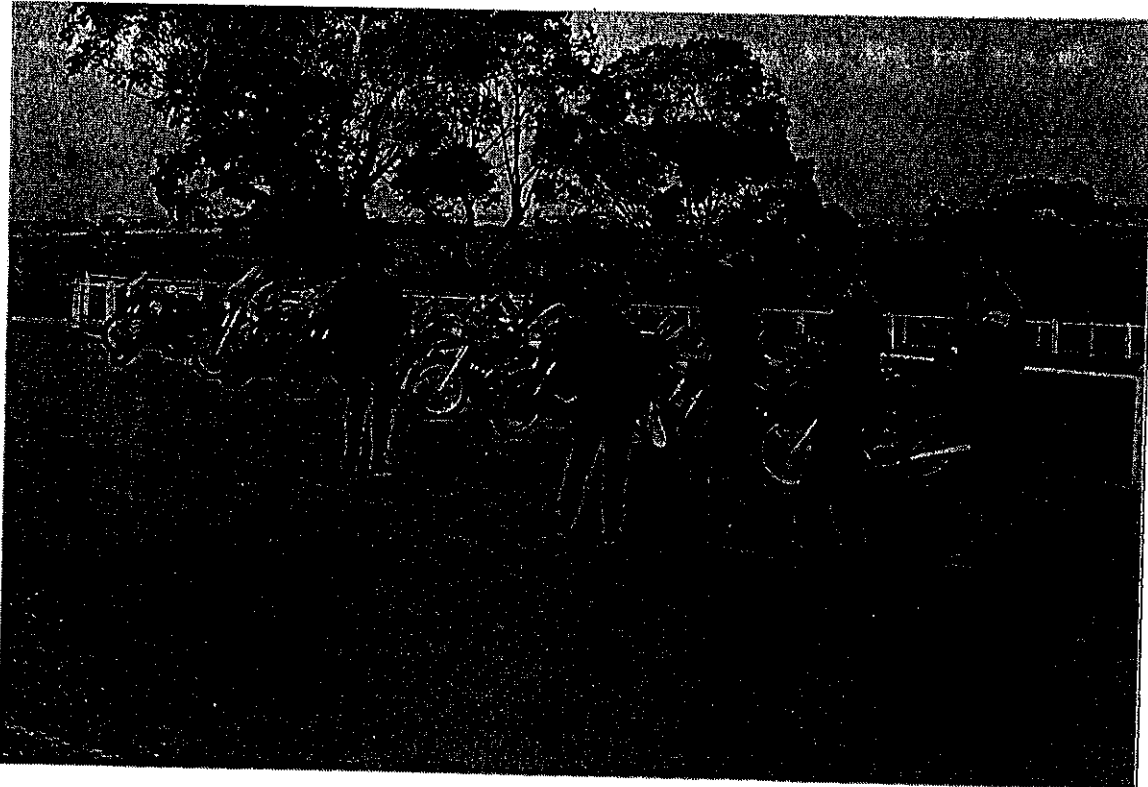
Thank you Wayne and Ted. So we returned to the main road, Mick went on to make a second successful attempt on the original route. Somewhere along the line Gary decided to take in some of the views the country provided with some rather damp results, as he and Master Duffy were dumped into a pothole full of muddy water.

Mean while back in town there was a split , some decided on the walk up to the grounds others thought better of this idea and stayed put. The Four Owners decided the afternoon could be more productively spent at the local hotel. After playing with the frisbee in the rain for a while, some lunch (a  $\frac{1}{2}$  warm pie at the shop-their generator wasn't working properly). I decided to take the stroll up to the grounds, Gary Clifton followed me for about 500m then returned just as he was getting to the easier bit,) just in time to walk back down with the others. Some cricket was played for the day, with a stick and tennis ball., no scores were given though.

Regrouping in town , we then returned via the same route, after a short stop at the Walhalla cemetery, where there is a huge number of unknown graves(ask Mick the actual number ).

Tony G. XJ 900.

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Some of the troops at Woodlands Homestead, August 1986.



Well? What do you think

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This article is not intended to be a road test , just some brief ideas on the various bikes i have ridden in the last couple of months . They include the following .

GPZ-900 . GS1000G . RS 250 . GSX 750 R . GSX 1100 R . Suzuki go-faster 250 . XJ 900 .

These bikes are one only examples and not always typical examples of the model reviewed .

The GPZ 900 was Bens , a unique example perhaps but none the less a GPZ 900 . The ride is a little bit on the firm side for my liking , just a bit unstable on rough stuff due to the firm suspension , it impressed me on long sweepers . The bike didn't wallow at high speeds . The performance of the engine was very good it had abit more go than my XJ 900 . You sit in the bike quite different from the XJ 900 .

The GS1000G belonged to me . The bike weighed 256 K this made it quite a hand full at slow speeds . The performance was down on the GPZ and my XJ being a 1981 model it came in about the time bikes really started to come with Zap and your gone type performance , Still it gave the feeling of being very capable of coming off best after hitting a truck . The handling at legal speeds proved to be OK at high speeds it wallowed in corners , this didn't really inspire confidence .

The Suzuki and Yamaha 250 Pocket Rockets surprised me with the get up and go , they both had quite remarkable punch . If you ignored the revs (within reason) they both performed very similar the Yamaha did have abit more grunt . I wouldn't say no to riding the Suzuki or the Yammy on a club run .

The Suzuki GSX 750 R was the bike that inspired me to trade the old GS1000G not because i intended to buy one , but the handling and Zap and i'm gone showed how much bikes had improved since 1981 . The suzy would have to rank at the top of the most uncomfortable bikes i have ever ridden . The knees under the armpits style didn't really suit my type of riding . Wow did it go like a bullet when you gave it a hand full , the handling was miles ahead of the old GS1000G .

I forgot to mention the FJ 1100 . This bike gave the feeling of being a fast 900 more then the grunt of my GS1000G . Until you get to 180K it felt very similar to any of the latest Japanese 900s after 180k it just kept going . The riding position was the sit in style similar to the GPZ 900 my XJ 900 feels more like a sit up and look around seating position . I liked the feel of the FJ at the moment it would be near the top of my choice of next bike .

The latest ride was on a 2000k old GSX1100R . The seating position being similar to the 750 with abit more room to spread

out . Maybe not on paper but by seat of the pants this would be the fastest bike i have ridden . It didn't seem to have any real powerband unlike alot of bikes that get up and go at 6000 RPM + this thing just went ! regardless of what the tacho said . The tacho doesn't start till 3 grand . After leaving my mates driveway i headed down the highway the tacho needle just bouncing off 3 grand about 80 kph . The seating position is very lean forward my wrist told me that after just 5 kilometers , clearing the heavy traffic i gaved the go grip about half throttle whoosh still in second gear very quickly reaching 140k . The front end felt very insecure , this i discovered was caused by the fact it was off the tarmac . Nice bike but very tiring with so much weigth on the wrists .

Thats all folks , as stated just my impressions of various bikes i have been lucky enough to ride in the last few months . NO bias is intended towards any brand . Bikes being such a cut throat game now days you get what you pay for . Having owned 14 different bikes including BMW , Moto Morini , Honda , Yamaha , Kawasaki , Suzuki and even a Vespa i buy the bike that suits my needs not because of brand .

Gary O XJ 900

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KEITH's POST BIRTHDAY RIDE or BEN's I Know Where I'm Going  
You Don't! 9th Nov.

The Entrants. Ben Gpz900, (leading), Ray Gpz900, Jack 1000RX, Hans K100,  
Gary XJ900, Sydney CB1100F, Rod VF1000F2, Frank R80GS. (rear).

The Route. KBCP to Yarra Glen via, Kew Blvd, Ivanhoe Blvd, Back roads to Eltham, Kangaroo Ground and Yarra Glen pickup. Then back to Kangaroo Ground, North Hurstbridge, St Andrews, Kinglake, Flowerdale, Yea, Ghin Ghin (6km BAD dirt), Whitelands and Seymour for lunch. From Seymour to Avenel, Longwood, Euroa and Strathbogie. Back to Euroa / Merton Rd to Merton and Molesworth. Left at Molesworth for another 24kms of twisty road to the Maroondah Hwy and a stop at the Lookout near Taggerty. Head for home via Buxton, Black Spur, Healsville and on to Yarra Glen where the ride broke up.

The Conclusion. 450km of tight twisty roads with great weather, with all who participated enjoying themselves. (Even Ray enjoyed himself as he never stopped complaining).

# welcome to Gumbuya Park!

23rd NOVEMBER.

Rod and Libby (leading), Hans K100, Frank R80G, Ben GPZ900, Ross XJ900, Andrew K100, Wolf GPZ 750 and wife Carol GT550 - first ride with club.

Leaving KBCP about 9.35, Rod led us on a fairly direct route down the South Eastern freeway and then to the Mulgrave freeway to Hallam.

There was no one waiting at Hallam. While there Hans recalled the last time he was here when it poured with rain soaking both him and Tony and they almost decided to call off their ride. No sooner had Hans finished telling us the story when it started to rain. Fortunately only a brief shower, hardly worthwhile putting on wet weathers.

Just as we were about to leave, Andrew arrived on his K100 for the short run from Hallam to Gumbuyer Park at Tynong.

Arriving at the park Hans decided he was not going to stay and left for a ride in the hills. After parking the bikes we went and had some morning tea, followed by a walk around to look at the birds (a good collection of Peacocks), Kangaroos and other wild life.

The Toboggan rides did not start until 12-00 so we met at the Tobaggan rides about 12-30. Ben, Frank and I were the only ones game enough to venture onto the tobaggans, giving Ben a chance to demonstrate his cornering technique - a good thing he was wearing leathers, some of the corners were a bit tight!!

Ben enjoyed the ride so much he went back for a second run. Some of the young kids riding were well into it and weren't too concerned about using the brake, others were very cautious. We'll have another opportunity to ride on toboggans when we visit the Alpine Toboggan park early next year.

From the toboggan rides we had a look at the mini-bikes (Trikes) and water cycles which looked like a lot of hard work, particularly into the head wind. Libby spotted the horse rides and after a bit of fast talking convinced Rod that he should at least once in his lifetime try horseriding. At this point Frank, Andrew, Wolf and Carol decided that horse riding wasn't for them and left the run. However, Rod, Libby, Ben and I mounted our 'trusty' steeds for a slow ride through the bush. I usually have trouble with the front brake on horses but I think the throttle was jammed on idle on my horse, on this occasion.

By this time tummys were rumbling and bums were a bit sore, so it was time to sit down for an afternoon snack. This officially ended the run.

Ben, Rod and Libby left and rode home through the Dandenongs and I headed straight up the highway after a very pleasant day and something a bit different.

Ross K. XJ 900.

\* \* \* \* \*

Ben was fortunate on the toboggan ride, having 3 spills in 2 runs without any injuries, Still with all the PRACTICE he knows how to FALL.

A N S W E R S

A PERSONAL CHALLENGE

This TEST does not measure your INTELLIGENCE, your FLUENCY with WORDS, and certainly NOT your MATHEMATICAL ABILITY. It will however, give you some GAUGE of your MENTAL FLEXIBILITY and creativity. In recent years since the TEST was first Developed it has been found that few people could solve more than HALF of the 25 QUESTIONS on the first TRY. Many however, reported getting answers long after the test had been put aside, particularly at unexpected times when the minds were relaxed, and some reported solving ALL the questions over a period of several days. Note; some QUESTIONS are Americanised.

- Example; 16 = O in a P..... (16 Ounces in a Pound)
1. 26 = L of the A "LETTERS OF THE ALPHABET"
  2. 7 = W of the A W "WONDERS OF THE ANCIENT WORLD"
  3. 1001 = A N "ARABIAN NIGHTS"
  4. 12 = S of the Z "SIGNS OF THE ZODIAC"
  5. 54 = C in a D (with the J's) "CARDS IN A DECK (WITH THE JOKERS)"
  6. 9 = P in the S S "PLANETS OF THE SOLAR SYSTEM"
  7. 88 = P K "PIANO KEYS"
  8. 13 = S on the A F "STRIPES ON THE AMERICAN FLAG"
  9. 32 = D F at which W F "DEGRESS FARENHEIT AT WHICH WATER FREEZES"
  10. 18 = H on a G C "HOLES ON A GOLF COURSE"
  11. 90 = D in an R A "DEGREES IN A RIGHT ANGLE"
  12. 200 = P for P G in M "POUNDS FOR PASSING GO IN MONOPOLY"
  13. 8 = S on a S S "SIDES ON A STOP SIGN"
  14. 3 = B M (S H T R) "BLIND MICE (SEE HOW THEY RUN)"
  15. 4 = Q in a G "QUARTS IN A GALLON"
  16. 24 = H in a D "HOURS IN A DAY"
  17. 1 = W on a U "WHEELS ON A UNICYCLE"
  18. 5 = D in a Z C "DIGITS IN A ZIP CODE"
  19. 57 = H V "HEINZ VARIETIES"
  20. 11 = P on a F T "PLAYERS ON A FOOTBALL TEAM"
  21. 1000 = W that a P is W "WORDS THAT A PICTURE IS WORTH"
  22. 29 = D in F in a L Y "DAYS IN FEBRUARY IN A LEAP YEAR"
  23. 64 = S on a C "SQUARES ON A CHESSBOARD"
  24. 40 = D and N of the G F "DAYS & NIGHTS OF THE GREAT FLOOD"
  25. 42 = M of L "MEANING OF LIFE"

**IMPORTANT:**

M.T.C.V. General Meeting Friday 7th November, 1986  
Fairfield Dispensary Hall.

All Members are urged to attend this meeting, as final discussion on proposed changes to the Club's constitution will take place.

Also the Incorporation Documents for our Club are to be finalised.

This will be YOUR last chance to have a say on these important matters, therefore your attendance is vital!

**CLUB MEETING HALL**

Due to the Sale of the Dispensary Hall and the non-renewal of the Club's monthly booking, the November meeting will be the "LAST" held at this Venue.

The DECEMBER meeting and Christmas B.B.Q. will now be held on:

**THURSDAY 4TH DECEMBER, 1986**  
at the JIKA JIKA  
Community Centre  
cnr. Plant & Union St.,  
NORTHCOTE. (Melways P.30 F-11).

This Venue will be the new meeting place for the Club's monthly meetings (modern premises and facilities with ample street parking in well lit quiet location).

Which will NOW take place on the "FIRST THURSDAY" of the month.

New Hall

Dispensary Hall

