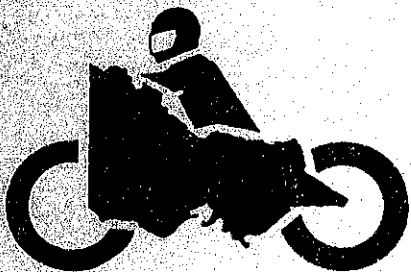


JUNE 36<sup>3</sup>

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

# Itinerary

JUNE/JULY 1986

- |                           |  |   |
|---------------------------|--|---|
| SUNDAY 8th.               | Mt. DONNA BUANG.<br>9.00 KBCP<br>10.30 Yarra Glen. | Come along and get some fresh Mountain air, and , maybe take in the "SPUR'S" on the way.                                  |
| SUNDAY 15th.              | CAPE SCHANCK.<br>9.00 KBCP                         | Here's your chance to travel EAST (southerly?) down the Peninsula and Arthurs Seat.                                       |
| SUNDAY 22nd.              | MIRBOO NORTH.<br>9.00 KBCP.<br>10.15 Hallam.       | Fancy a trip to the "Far East"? This run is for you, Travel on some of the best motorcycle roads in Gippsland.            |
| WEEKEND<br>28th , 29th.   | RUTHERGLEN.<br>9.30 KBCP <u>SATURDAY</u> .         | Get in the grip of the GRAPE, join with Club members a W/End to remember. refer seperate article, below.                  |
| <u>JULY</u><br>FRIDAY 4th | GENERAL MEETING.<br>Club Hall 8.15 Sharp.          | At this months meeting, we have; <u>Paul from PABLO'S TYRES</u> in Richmond, get an unbiased view on your favourite Tyre! |
| SUNDAY 6th.               | POKIES BUS TRIP.<br>ALBURY.                        | To reserve your seat, forward money to Ross King. (\$13/person)   |

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RUTHERGLEN WEEKEND 28th and 29th JUNE.

The Victoria Hotel is NOW fully booked, members still wishing to come on this run can make their own arrangements at the folling;

Star Hotel Rutherglen.....Tel: (060) 32 9625

Red Carpet Motor Inn.....Tel: (060) 32 9776 approx \$39.00 a Double.

Woongarra Motel.....Tel: (060) 32 9588 approx \$36.00 a Double.

Meals are NOT included in the above tariffs.

# WHO'S NEWS

## NEW CLUB COMMITTEE 1986/87.

PRESIDENT.....Hans Wurster.  
VICE PRESIDENT.....Tony Gustus.  
SECRETARY.....Ross King.  
TREASURER.....Peter Dwyer.  
ASSISTANT SECRETARY.....Geoff Webb.  
SOCIAL SECRETARY.....Sue Moreland.  
CLUB CAPTAIN.....Rod Miskin.  
VICE CAPTAIN.....Peter Moreland.

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CLUBMAN of the YEAR.....Ben Warden.  
DESTROYER AWARD for 1986.....Ken Wurster. (That trophie looked familiar)

Congratulations to all.

Tony Gustus is now riding a Yamaha XJ900. Tony has the GT750 for SALE, so if interested contact Tony.

John Paynter has another Kawasaki 750 TURBO. John's previous bike Suzuki GSX-R750 won the BURNOUT comp. at the Centre Rally, 9,000RPM in 6th gear and still smoking. The prize, oddly enough a NEW TYRE!!!!

ALPINE RALLY is on again, usual spot. Queen's Birthday Weekend 7th/8th/9th JUNE.

BMW ICICLE RIDE 28th June, 12AM!! Start at Lilydale. \$6.00 Entry.

Who said; Own a BMW and loose your SELF RESPECT?????

Heard Mick Fagan was running a LOW PRESSURE tyre while on the Apollo Bay ride.

Can't keep a good motorcyclist down. Craig Williamson seen on Apollo Bay ride, last time out Craig dropped bike in a BIG WAY.

Daryl Thompson, a long standing member of the Club, has WON a NEW 250cc Kawasaki courtesy SUN Newspaper competition.

Fancy residing in Elwood? Club member Lloyd Wissmann is seeking someone to share his home. Contact Lloyd on Ph 531-7003 (H).

The Club Library has been lost/misplaced! Therefore, any Member who has old magazines they wish to donate or loan for copying, please contact a Member of the Committee.

# MORE Who's News

All you OUTFIT converts get out and have a GO at the ROUND AUSTRALIA RECORD, The record now stands at 14days, 1hour & 50minutes.

The SLIDE NIGHT at Mick Fagan's was a great success (only 400 slides were shown). Perhaps we could have a repeat for those who missed out?

Please return ANNUAL SUBSCRIPTION's as soon as possible. Look what you get for 15 BUCKS, This fantastic Mag. twelve times a year. A ride every Sunday, great bunch of people, etc, etc, etc, etc, etc, etc, etc, etc, etc.

Suggestions for Club rides are still required for inclusion in next Itinerary, suggestions to Club Captain Rod Miskin. Ph 874-5569 (H).

Likewise , suggestions for Social outings to Social Sec. Sue Moreland. Phone 221-6346 (H).

Whilst returning from Tasteful Trek ride, a motorist attempted to occupy the same piece of road we were on, to say he was reprimanded would be an understatement.

The Club Committee are endeavouring to update the Constitution. If any members have relevant information regarding this, could they please notify Hans Wurster or Tony Gustus.

HAVE YOU CHECKED OUT THE PICTURE PAGE? Not bad for a first off! If members have suitable photo's (B or W, or high contrast colour) they feel could be of interest to members contact the Editor. "Photo page Mystery Vehicles"- first correct answer WINS a FREE guided tour of the Art Centre - Urinals. (Answer in next months mag.)

Jack Youdan, unhappy with his BMW, sought Hans advice on best approach for procuring a New K100RS. The complaint, it seems the ignition key on Jack's bike is going RUSTY.

ATTENTION members going to Rutherglen. Take a spare helmet, as two female friends of mine (the editor) are driving up to indulge in the weekend activities with us and are keen for a ride! They are experienced.....pillions.

Six of us braved the cold and wet conditions for the journey to Lake Goldsmith, heading out the Freeway with Tony leading and Lloyd bringing up the rear. We went to Diggers Rest where we did a sharp left after the railway crossing and went the back way to Ballan and a stop for a welcome cup of coffee and a thaw out before going on. Taking the Daylesford Rd for a few miles and turning of in a Westerly direction over some good narrow roads until we came to an intersection? Here we turned left onto GRAVEL, and if your bike was clean it certainly wasnt after that.

Eventually we came out at Ballarat, stopping for fuel, before going a round-about way to Beaufort which brought us out at the entrance of the Steam Rally.

The entrance fee of \$4.00 was well worth it for what you saw,as there was a lot to see. TRACTORS; STEAM ENGINES; way down to model traction engines which was taking kids for a ride around the paddock, Classic Motor bikes, with the one catching my eye, being the OLD U.S. ARMY machine,plus many other contraptions. The catering was very good with "Steamburgers, Hot Dogs, Donuts and Coffee ect", for sale. Left around 2.30 for home (After watching the Mighty Grand Parade-Ed) going through Snake Valley and Ross Creek,afterwhich we SUDDENLY came upon a section of Heavy Loose gravel on the road ,"not very nice",and eventually came out at Meredith. On to Bacchus Marsh where we dispersed after a pleasant days outing. Nice to see Lloyd on the run.

Members present;

Tony Gustus GT750 Kawasaki.

Ian Payne and Kerrie GT750 Kawasaki

Jack Youdan BMW K100RS

Lloyd Wissmann CX500 Honda

\* Ron Purcell VF500 (1st Ride).

Peter P. GT750 Kawasaki.

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\* Sad to report, Ron Purcell, friend of Tony Gustus and prospective new member, was fatally injured in a collision between his motorcycle and a car. Deepest sympathy to all his friends and family.

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## WINTON RACES

Sunday May 4

Hans K10ORS, Jack GPZ100ORX, Rod VF100OF2, Gary K10ORT,  
Ken GPZ90OR, Ian and Kerrie GT750, Jeff Z500, Murray GPZ90OR.

Six bikes departed KBCP on a day that promised to be fine and sunny. The ride was headed for Winton led by our newly elected club captain, Rod Miskin.

We headed out of Melbourne via the Eastern Freeway to Warrandyte, Kangaroo Ground and the second pick up at Yarra Glen where two more riders joined the group.

The weather up in the hills wasn't quite as good as it was in Melbourne. We struck quite a bit of fog coming down into Yarra Glen and the weather stayed a bit gloomy and cool as we followed the hills up through Yea, Merton and Bonnie Doon. We finally struck perfect riding weather on the Midland Highway as we headed towards Benalla. No stops for morning tea as we didn't want to miss too much of the racing.

Arrived at Winton about half an hour after the start of the Winton 500. Some excellent racing. At one stage, from our vantage point at the end of the front straight, we saw a GSXR750 go past. So what, you think! But wait, this bike, perfectly upright and balanced, had no rider aboard. He had somehow managed to fall off without upsetting the bike at all. The bike continued off the end of the straight for about 150 feet, still perfectly upright and balanced, and on into the concrete wall. Unbelievable. The wall ended up with a hole punched in it and the bike ended up with the front wheel tucked in under the gear box.

Not all of us stayed until the end of the race. We started heading off in dribs and drabs at about three o'clock. Only Ian and Kerrie, Rod and Ken stayed until the finish.

I headed home via Euroa, Merton, Yea and Whittlesea. The road from Euroa to Merton was just as I remembered it, very rough and narrow in patches. Since I was riding Ben's bike I thought I'd better keep the blood sugar level high so stopped in Yea for munchies. (Ben left me his bike when he went overseas with the instructions 'ride it as much as you like' --- who am I to argue or complain!)

Arrived home at about six o'clock, another good ride under the belt.

Murray CBX550

Thirteen discerning motorcyclists were present at KBCP eagerly awaiting this rare treat. Even rather threatening skies and the fact that we were heading towards the Daylesford area failed to deter them-ah, such fortitude in the face of adversity. The word tasteful means in good taste (the ride was, of course) and also diverse amusements en route and specially chosen roads, not mud and rocks and similar unpleasantries. However, unexpectedly, it also meant taste as in tasting mineral springs, or "taking the waters" as they used to say.

So, off we sped (well, that's not quite true) on the Western Highway to just after Bacchus Marsh and turned off along the Lion Park Road (Mon Dieu!). No, we didn't go in, but it would have been amusing. Instead, Myrniong, Blackwood and Trentham were on the list and by now it was considerably colder. Just in time for a refreshing drink at the Lyonville Springs near Trentham-nectar indeed, but why did all those ethnics collecting water in jars flee? Had they drunk too much water? Another spring near Daylesford (Leitch Spring) and this was pronounced more ummm... full bodied by the connoisseurs. By now the therapeutic (that's health giving) affects of the liquid were making themselves known, so it was into Daylesford for coffee. Some peasants demanded lunch at this point, but a well cast stone between the eyes fixed that.

Faster, they said, so we did go faster (a bit), but not so fast that we couldn't turn off for Vaughan Springs and mercifully, we did not go into the springs. However, an interesting ride through this pleasant valley and relics of gold diggings, which brought us to Castlemaine and lunch. The town is a trifle light on for hamburgaries that were open, though there were counter lunches too; however, whilst I don't think anyone tried the hotel, someone who shall be nameless dared to say that alcohol would have had less affect than the mineral water. By the way, do we really need that ban on alcohol in this year 1986? Surely a qualified ban would be more sensible.

After the excellent Daylesford/Castlemaine highway section, it was back to the by-ways and to that collection of historical relics (anyone we know?) at Maldon. As usual, it was full of tourists buying trendy junk in the main street, but we didn't stop (do we have any trendy junk collectors?) and went to the lookout atop Mt Tarrengower on the edge of town. A great 360° view from there, though the day was a bit hazy. Fortunately, it was also a little warmer as we descended from the hills, to arrive in Bendigo and en route, noticing the newly restored Maldon-Castlemaine steam railway in operation. A quick count revealed no one was lost, which was rather remarkable due to the numerous changes of direction.

Finally, it was time for the homeward run via Stathfieldsaye and Eppalock, to emerge at Heathcote. Very dark clouds down south indicated that it was a good thing we had not reversed the direction of the run, as was originally planned. Heathcote proved to be the dispersal point, to allow western and eastern suburbs residents to head home without long detours.

So, that was it. Quite a long run-about 400km and hopefully a variety of things to amuse the masses. Your correspondent isn't terribly impressed with runs that dash from A to B as fast as possible and there's nothing at the end of the journey anyway. Obviously, it's difficult to pre-plan runs (it took me all one day to do that), but it would be pleasant to have more of them. No one else seemed inclined to write up the ride, so the leader has and the description of it could be a trifle biased (the words wonderful, colossal, superlative, incomparable, paramount and perfect spring to mind), but I shall just say it was, well, in good taste.  
Peter Dwyer Yamaha XJ900

## Why Ride a Bike

The idea for this short article occurred to me one weekend while i was visiting a friends place. His son had just finished fighting the red tape rip-off to obtain his learners permit. I think the idea of having to demonstrate that you have at least the basics of riding is a great idea, but all the booking in and paying out dollars everytime is a little over done. Back to the story, his grandmother arrived while i was visiting, him to say well done etc. She asked me why do you ride a motorbike you seem quite a nice boy, doesn't that really get you when somebody says that these so called 1% characters are a real pain in the PR department. Well i thought why? do i like to ride a bike what can i say that will convey to a non motorcyclist the sheer pleasure of sailing around a long bend nearly on the limit the poetry of you and the machine working as one. The only explanation i could come up with is the TOTAL involvement needed to ride and survive, is forgetting all the troubles and high pressure of everyday life you can't ride and think about the next weeks work you needed 100% attention or else you won't be at work next week. This total dedication to the job at hand is my way of relaxing and unwinding, to prepare for the coming week. I sometimes go for a ride after work if i had a rough day.

Plus the excitement of the almost over cooked corner gets the old heart pumping, this is the same reason some people get pissed every friday night and go looking for a fight, sniff coke and hundreds of other things people do to unwind and have a bit of an excitement in there lives. Some people are spectators eg. football crowds, other people are into teamsports, everybody needs something to breakup the routine of everyday life to quote a well known phrase "Variety is the Spice of Life.". I don't know if my mates grandmother understood but i tried. She loved to visit her grandchildren on the weekends. Each to there own thing....

Gary

XJ-900

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### APOLLO BAY MINI GOLF, Results;

Hole.	Par	Tom Saville.	Mick Fagan.	Gary Osborn.	Hans Wurster.	Ken Wurster.	Murry Browne.	Craig Williamson.	Ian Payne.
1	2	3	3	2	4	2	4	3	4
2	3	1	3	3	3	6	3	3	3
3	2	6	8	5	5	2	5	4	3
4	2	3	5	4	3	2	3	3	7
5	4	9	4	5	7	3	8	4	7
6	3	2	5	4	4	2	4	6	3
7	3	5	5	4	5	4	5	4	5
8	3	2	6	3	4	2	5	2	8
9	2	3	2	2	2	4	2	6	2
	24	34	41	32	37	* 27 *	39	35	42

1st



Last Sunday on the club ride I had a flat tyre would you believe!

It happened whilst I was going between two cars at around 140 KPH!

However due to a bit of good luck I really had no problems, so to speak. After getting in to a safe position I then got all my tools out and then set about fixing/repairing my deflated tyre. I of course timed myself the time for those who are interested in those things was just over 32 minutes. I had a very avid audience would you believe. Most of the peoples who were behind me stayed and watched me fix the flat as they hadn't seen it done on the side of the road with only the tools supplied with the machine when new. It was only a little piece of glass which was no doubt aided by the fact that the roads were wet and therefore the water acts as a lubricant to the glass enabeling it to slice right through the rubber as though it were hot butter.

There was a slight problem with the tyre bead. We couldn't really get the bead to seat quite correctly using only the BMW pump. Not to worry, I just put about 26 PSI in and with a slightly wobbly seating arrangement I wobbled off down the road. After a short time (5 or 6 KLMs) the tyre was running true enough to enable me to go faster. By the time I had gotten about 10 K's down the road it was seated and I opened up.

There is no moral to the story or anything like that. I just thought you would like to know about that!!!!

Murphy's Law of course did stike me that day. It was the first time in nearly eighteen months that I had taken my tankbag off the tank. The tankbag among other things, holds a spare rear and front tube would you believe!!

The game of mini golf was quite a good one as usual with the only problem for me that I didn't win! However being my usual good sport type of person I didn't let it affect my feelings for some of the depraved types who did hole in ones with almost gay abandon, crossed water traps like they were dry, skirted bridges, humps, pegs etc and then went on to knock the ball in backwards whilst they weren't even looking. I'm not the jealous type eh?????????

As usual my mate wasn't there when he was needed most was he. Where had he gone? He was in front heading home wasn't he! Osborn had had enough of taking a backseat to an old BMW and when we broke up at Geelong he hopped on his little mega-blaster and roared off into the distance leaving my poor little R100 CS in the lurch. Mind you if I was in the unfortunate position that he is in I would in all liklyhood done exactly the same.

M.Fagan  
=0=

MAY

Hans (K100RS), Rod (VF1000FII), Murray (GPZ900R), Gary (XJ900), Frank (R80GS), John (GPZ750TURBO), Peter (GT750), Ian & KERRY (GT750)-joined ride at Echuca.

We left KBCP at 9:30am, and headed out along the Tullamarine Freeway with Murray leading the way and Peter taking up the rear. We flew past the airport and turned off just before Sunbury and headed towards Tooborac.

It was a good road and the only traffic was the odd farmer or two cruising along at about 40km/h with their utes full of hay.

At Tooborac we then headed along the Northern Hwy and stopped at Heathcote for "smoko". It was then I discovered that one of the retaining brackets on the gearsack rack had broken off. Gary came to the rescue with a spare ocky strap which was wrapped around the rack a couple of times to secure it.

Hans was bragging about his B.M.W. (again) saying it could mix it with the best the Japs had to offer and suggested we put our bikes to the test along the long straight roads ahead, if we dare.

We left Heathcote and after a few kilometres left the main highway and proceeded along a back road which had some very long straights. Murray seemed content sitting on about 140km/h, but it was John who broke the ice and shot past him on the Turbo. Well thats all that was needed and it was on for young and old. Hans took off and I was right behind him. It was obvious this was no economy run! We overtook John, who had slowed down due to fuel problems, and with heads down behind the fairings, throttle wide open, and holding on bloody tight, headed off to do battle.

After sitting behind the B.M.W. for a short time, just to see if he was fair dinkum, I decided to let the Honda loose to show us what it was made of and passed Hans like he was standing still. Having proved the point we backed off to let Murray catch up and he led us into Echuca in time for lunch. Kerry & Ian joined up with us here having spent the weekend sightseeing. Hans showed he was a real sportsman, even in defeat, by informing me that the speeding ticket would be sent in the mail. Thanks.

I wasn't the only one to loose something from a bike that day. John had lost the ignition side cover off the 750 Turbo somewhere.

Before we left Echuca we attempted a border crossing, but the local constabulary had all the roads heading to N.S.W. blocked. I wonder if they were expecting us! We turned tail and back tracked over some of the roads and finally wound up at Kyneton and broke up.

I headed home along the Calder Hwy, not far out of Woodend there were two ambulances on the side of the road, red lights flashing. A smashed car was in the middle of a paddock with apparently someone trapped inside. And people say motorcycles and dangerous. Oh well.

Arrived home about 4:30pm having covered some 470km. A good ride and even the weather held off for us.

June 1986 Sunday 1st, Strathbogie Ranges, (Hans Wurster leading) 9.00 am.

Seven of us left the car park at 9.30 and headed out along Flinders street in mild but overcast weather. We continued along Hoddle St, the Eastern Freeway, Thompsons Rd to Warrandyte, Kangaroo Ground and Yarra Glen. We didnt stop there but our number did increase to eight. From Yarra Glen we continued on to Healesville and up the Black Spur.

At this point it was getting quite cold as a result of the continuous high speed riding and the increasing altitude. At the top of the Spur the Sun broke through and it became very clear and very glarey making it very tricky trying to see what was in the shadows while coming out of the Spur.

We continued through Narbethong turning off the highway to go up to Marysville and then back to Buxton. Then on to Taggerty turning off to go to Thornton to stop at Alexandra for a cup of coffee, to warm up and to clean our visors. It was only a short stop and within ten we were on our way again, but 100 metres down the road we stopped at the town tiolet block for those in need.

Then on we headed to Yarck and Merton where we turned left up into the Strathbogie Ranges and up into fog and clouds. Half way to Euroa we turned right to go through Polly Mcquinns and Strathbogie where we then turn to go down through Kelvin View and down to Euroa for lunch. The roads through the Strathbogie Ranges are not what you would call the greatest riding roads. They are rough and thin, particarly on the sharp little bends in the road which come on you in a big hurry just after the hills, some of which I found very scarey.

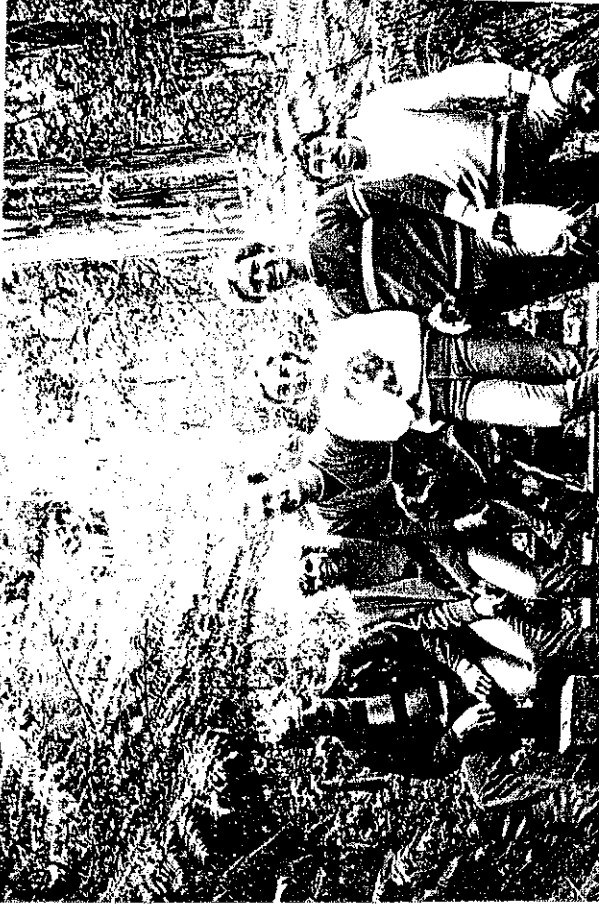
The weather was now mild and after filling up we started on our way back and it was only 1.00 pm . From Euroa we headed straight back to Merton up and over the Ranges which no longer had any fog or clouds. From Merton we headed on down to Yea and down to Yarra Glen where we demobbed at about 3.00 pm. Back to where it was overcast and cool, but at least it was dry.

Ross GS1000G

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On the club meeting before the Easter Good Friday Childrens Hospital Appeal our club raised forty dollars, which I thought was a pretty good effete. I now have the receipts ready for all those who gave so please grab them off me as soon as you can.

Ross Bradshaw GS1000G



Toorongo Falls 2/3/86

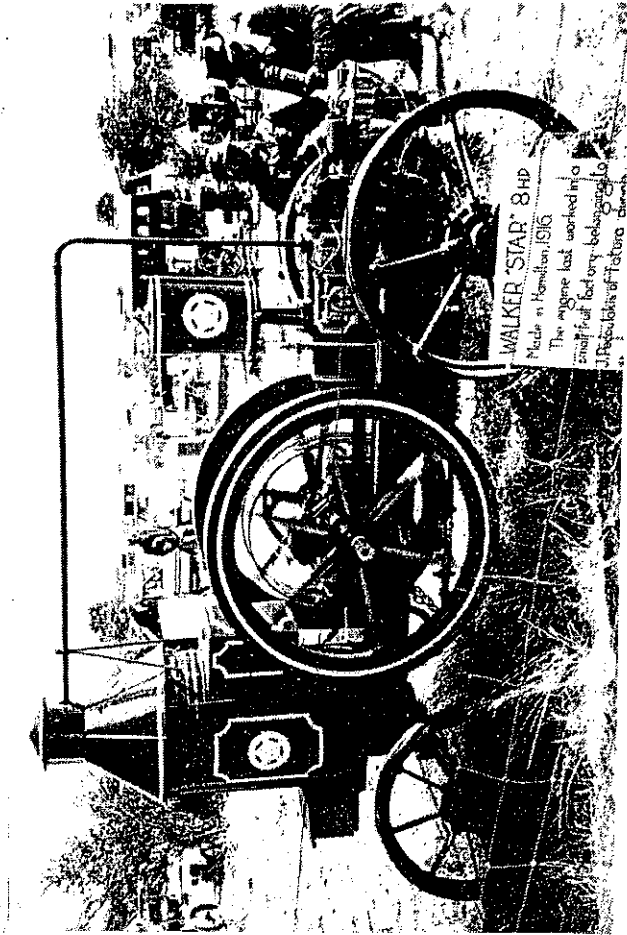
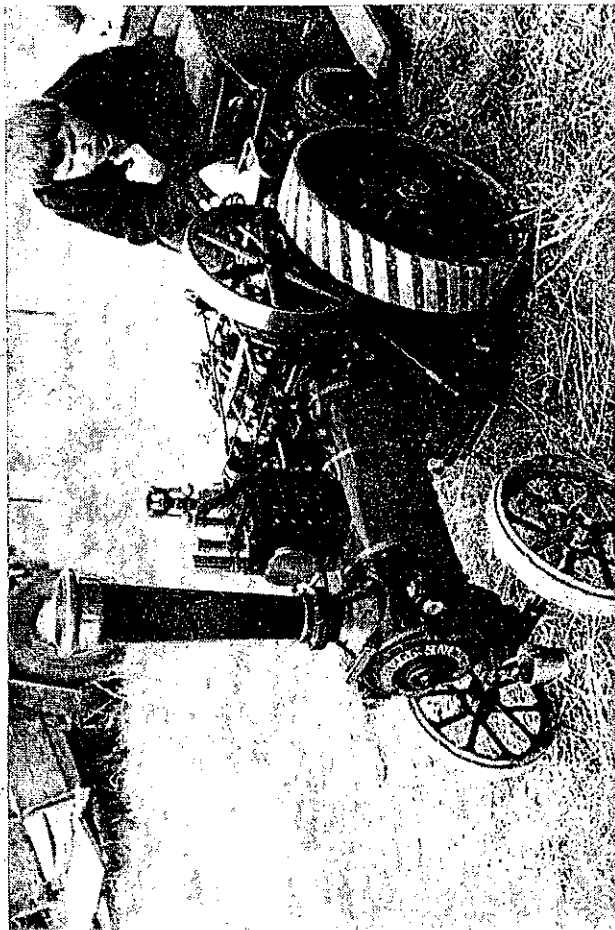


Clubman Rally Jan. 86



Halley,s Comet ride 12/4/86





Lake Goldsmith Steam Rally 27/4/86

