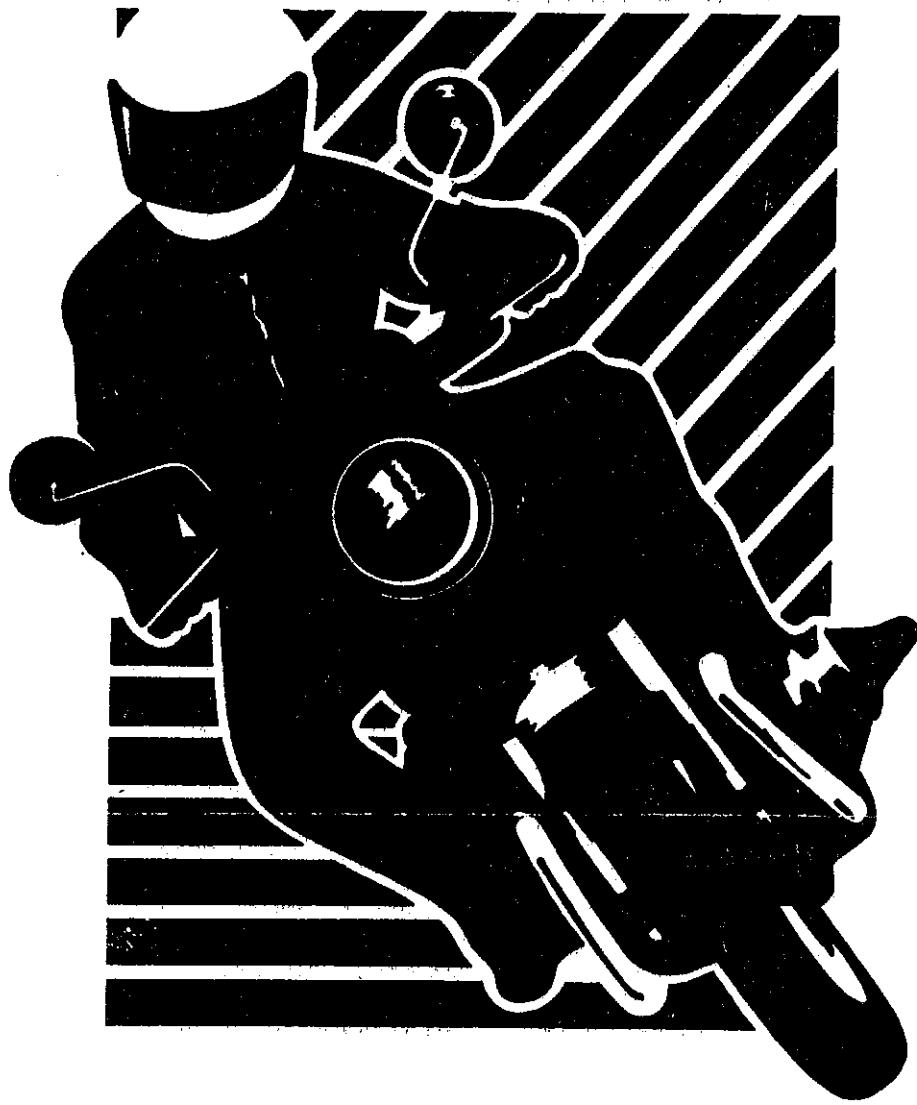


Sept 88

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

ITINERARY

SEPT. 1988

SUNDAY 4th.	KILMORE, Tram Museum. 9.30 KBCP.	Murray Browne will lead us to this unique museum to view one of Melbournes quaint forms of transport.
SUNDAY 11th.	LOCH. 9.30 KBCP. 10.15 Hallam.	Ben (fresh from his Queensland holiday) will escort us down some of the best motorcycling roads in Vic. to this Sth.Gippsland rural town.
SUNDAY 18th.	TATONG / WHITFIELD. * 8.00 KBCP. * 9.00 Yarra Glen.	Here's a ride for all you EARLY RISERS ! The reward, apart from Ross Gabriels leadership will be lunch at the Whitfield pub.
SUNDAY 25th.	SHEPPARTON. 9.30 KBCP.	Gary Clifton's circuitous route will eventually lead us to this large provincial town situated in the most prosporous fruit orchard area in Aust
<u>OCTOBER</u>		
SUNDAY 2nd.	CIRCLE RIDE. 9.30 KBCP. 10.15 Yarra Glen.	Although not a true circle, Hans route between Marysville, Yea & Heathcote will contain enough bends to make it feel like riding in circles.
THURSDAY 6th.	GENERAL MEETING. Club Hall 8.15 Sharp.	At this meeting we hope to have a slide show of Gary Clifton's recent trip to Expo.
SUNDAY 9th.	WARATAH BAY. 9.30 KBCP. 10.15 Hallam.	Cape Liptrap lighthouse and Bass Strait are just two pf the sights you will see on Ian Payne's ride down to the far south of Gippsland.
SATURDAY 15th.	EUROA. 9.30 KBCP.	This is the day we pace TWO Steam trains as they run parallel practically all the way to Melb. See full details of this Bicentennial event elsewhere in newsletter.

RALLY's.

BLACK NIGHT RALLY.	September 10th and 11th on private property at Kyalite near Swan Hill. For details Ph; (03) 469 4177, 481 1035.
WOMBAT RALLY.	September 10th and 11th. Near Goulburn NSW. Details Ph; (02) 682 6232.

MOTORCYCLE TOURING CLUB OF VICTORIA (INC.)

General Meeting Thursday 4th August 1988

Jika-Jika Community Hall

Present: 33 Members and visitors.

Chair : Hans Wurster

Apology: Gary Osborn

Hans extended a welcome to three new members present; Eric Makin, John Clowes, and Steve Kemke.

Minutes of the previous general meeting were accepted by Ian Payne, sec. Wayne Pope.

Secretary's Report:

Price list from Castrol oils.

Tony announced the Black Night was being held on the 10/11th Sept entry form available.

Treasurers Report:

Revenue \$288.00

Expences \$ 82.00

Balance \$206.66

39 financial members 5 life members.

Club Captains Report:

Given by Gary Clifton (vice captain)

Review of previous months rides and a run down of forthcoming events, the previous month was marked by a number of crashes

Sovereign Hill Dean on GPz 600 (first ride) F.N.A.B.

Ettamogah Pub Colin Waddell very slippery surface.

Snow Ride Steve Kemke FZR 1000 F.N.A.B.

General Business:

Sally Gleeson: GPz 250 13000 km \$2500 For Sale. going O/S

Ian Payne, informed new members that news letters were available at the door next to the members roll which should be marked off as they collect their magazine.

Identification of a Honda 450 Twin Desmo head ???

Dr. Mick Fagan suggested it was a 71 - 73 CB 450.

British G.P. Watch out for Brenda and Christine, with Wayne Gardener Banner.

Hans / Ben Suggested that first time riders should be advised to take it easy and not to succumb to peer group pressure and ride faster than their abilities.

The club should promote safety and use of proper clothing .

Ben, asked if anyone was interested in giving a talk at a meeting on their work or other interests.

Door prize :won by Peter Philferan. 4 Ocky straps.

Tom Saville was thanked for placing an excellent advertisement in A.M.C.N. for the club .

WHO's NEWS

The committee extends thanks to Tom Saville for the excellent Ad he placed in AMCN (Aug 5-18) on our behalf.

Geoff Webb literally MOWING down the opposition in his new job.

Gary Clifton amazed at how well 120Y's bounce, seems the IPEC Pantech he was driving had NO trailer brakes.

All the best to Sally Gleeson, off on a backpacking holiday for the next six months. Here trip will encompass Northern Territory, Asia, Nepal, India & England.

One of our longest serving members, Peter P. (Big Daddy) won the Door Prize at the August meeting. What makes this so unusual, it was the first thing Peter had ever won.

At maintenance day, Jack (Hans alsation) seemed a bit subdued. With so many strangers he didn't know WHO TO EAT FIRST.

Subject of much discussion at Island Trader Restaurant, how best to remove Biro marks! Seems the waitress's pens are clipped into the top of their low cut sarong.

Gary Clifton decided a weekend away to the snow would be ideal. One thing he had not counted on was on the return trip the bus driver electing to drop him and his mates off at Euroa to find their own way home! Naughty, Naughty.

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MAINTENANCE DAY.

13/8/88

This proved to be quite a successful day with members arriving at Hans and Margaret Wursters home from 9.30am onwards with the aim of performing a few tasks on the old stead while partaking in the occassional ale and BBQ lunch. Activities ceased at approx 6pm. Thanks to Hans and Margaret for the use of their home.

Those seen on the day:

Gary Clifton.

Steve Leyland.

Peter Dwyer.

Ray Thomas.

John Inglis and Wife.

Ken and Anne.

Graeme F.

P.S. Hans and Steve should be congratulated on the tune-up Steve's VF750 received as it returned 54mpg on the following days Economy Ride. Not bad for a bike Two Wheels tested and got 45mpg.

P.S.S.

Steve to aviod oil loss,rocker cover screws must be more than finger tight!

ECONOMY RUN 14-8-88

So seventeen riders turned out for the annual economy run, probably because they didn't know how to work out their own litres per gallon or gallons per kilo or what ever it is.

We all filled our tanks at West Melb. then out the Tulla Freeway to Sunbury, Riddell, over Mt. Macedon and smoko at Woodend, where some terrible people had a small run in with Mr PLOD for going the wrong way down a ONE WAY street.

It was so funny for me because I had said to Graeme, "hold the corner mate while I go to the loo" so I wasn't there! Hans was lost for words, talk about the blind leading the blind. (you had to be there).

Well we had three nw riders including a family in an outfit. Lyne D. on a Suzuki GSXR750, Chris D. also on a Suzuki GSXR750 (no relation) then there was Paul, wife and two kiddies on a FJ1100 outfit. See what you miss out on when you don't come. Well who WON? I did of course I was running the show I must have as I kept gettin, the blame for everything.

Jack came second so I let him keep the Plaque at his place. All the results are shown with the cheats at the top and Martin holding it all up at the bottom, Good on yuh Marty, a truck would be more economical aye.

Gary Clifton. Captain of Vice.

<u>RIDERS.</u>	<u>BIKE.</u>	<u>TYPE.</u>	<u>ODO.</u>	<u>K.P.L.</u>	<u>M.P.G.</u>
Jack Y.	Honda	GB500	3,966	26.15	73.89
John R.	BMW	R65	50,618	24.75	69.91
Steve L.	Honda	VF750F	39,348	19.23	54.33
Ken W.	BMW	K100RS	38,765	18.95	53.54
Graeme F.	BMW	K100RT	10,540	18.62	52.60
Hans W.	BMW	K100RS	118,968	18.22	51.48
Danny D.	Kawasaki	Z500	77,391	17.40	49.16
Peter D.	Yamaha	XJ900	56,752	16.66	47.09
Lyne D.	Suzuki	GSXR750	29,033	16.66	47.09
Peter P.	Kawasaki	GT750	84,621	16.27	45.96
Gary + Velga.	Kawasaki	GTR1000	31,077	16.19	45.74
Murray B.	Yamaha	XJ900	54,175	15.89	44.89
Ray T.	Yamaha	XJ900	28,403	15.87	44.85
Mick + Barbara.	BMW	R100CS	?	14.72	41.58
Chris D.	Suzuki	GSXR750	20,792	14.72	41.58
Paul + Family	Yamaha	O/Fit FJ1100	27,975	12.87	36.36
Martin B.	Yamaha	FJ1100	48,480	11.60	32.78

TRARALGON MOTOCROSS -- SUNDAY AUGUST 21.

Well, it's finally happened..... I led a ride!

Yes, of course I had to promise not to lose our Club, or even one member. So the Committee decided to give me the Traralgon Motocross, I decided that is good never having seen one.

No, I take it back, I have seen one or two, but back in the dark ages when they were called scrambles.

Things were proper then with BSA's, Vincent out-fits, not the long travel suspension bikes now that make it easy. Also black gear was the thing then, not the poncey bright colours they wore on Sunday..... grumble, grumble.

Having found out the where and when of the event, I decided the ride would have a dictatorial (good word that) flavour. None of that concensus stuff.... we go this way like it or lump it.

First problem with this attitude happened at KBCP. When told we were riding down the highway to Traralgon, Club members could just not believe it.

"..... but we never go anywhere on highways", ..."you mean no bends or bumps? "," Oh no, moan, moan, where is leader Ben? "

Part of playing dictator is not telling all. Bends, they will get plenty bends on the way back! Besides ,bends are what you fall off on, just watch Gee Pee's on TV, they never fall off going straight.

In arranging the ride I also asked AMCN, Two Wheels and Bike if they would like me to report on the Motocross for them,....well some one has to do it.

Strange, but wthey all responded in a similar way, polite but firm.

"We don't want any amateur, self styled, reporter bums muscling in so P.O."

Back to the KBCP scene where the following experienced (I mean that) riders assembled,

Hans K 100 RS

Gary FJ 1200

Steve FZR 1000

John GTR 1000 (new bike)

Graham K 100RT

Steve VF 750 F

Yes and me (K100), but largely experienced in old scrambles viewing but a virgin to Motocross.

At Hallam pick up point Ian and Kerry joined on the XJ 900 and at Trafalgar , Max and Anita on GPZ 900. See, there was a reason for going down the highway, although we did the Packenham - Garfield- Drouin trick. (at least 6 bends- corners that way).!

We arrived at the Motocross track 8 Km out of Trafalgar, just on midday.

One event prior to their lunch break when we were able to partake of the " full catering" which turns out to be the usual hamburger- hot dog in bread and Mars Bars.....sorry, they said, but we are out of Mars Bars, but plenty of coke (Coca Cola is a major sponsor).

We had some excitement in the sloping, sandy conditions in the car park, with the leader circulating trying to find a suitable spot for bikes.

Well, when in Rome you know, and it was a Motocross after all. Further excitement when we found our spot was on top of a major bull ant colony, no wonder it was vacant !

No, no one left their helmet on the ground or had their tyres eaten away.

After lunch we watched the sidecar event and being four strokes, they (well some) produced that wonderful Castrol Racing R smell..... told you it's like scrambles, I remember this 650 Norton twin in 1954 on Racing R

Well the Motocross really got to some on the ride, with Ian and Kerry deciding to stay on when we left at 2.30.

Thinking of joining a Motocross Club an giving up the world of road riding eh? You understand you could not compete on an XJ900 I hope.....it's the shaft drive that's the problem, not the 235 Kg. dry weight.

Max and Anita live in Willow Grove, and our return route was through there. Just as well they do as the Leader took a wrong turn which could have had the Club in Walhalla and lost forever. They guided us into Willow Grove then left the ride; thanks folks.

The weather?, well from Hallam to Willow Grove it was light but continual rain and heading through the mountains toward Noojee the light became heavier to really wet up the 10 Km of dirt road before Icy Creek.

Now who in their right mind would include this 10 Km stretch on a day like this? A dirt road, BMW freak would that's who, but then I hated it too.

It really was bad up there as in Noojee, an Army team had called in ambulances to take away three of their ranks injured in an Army Land Rover, rolled over just outside town. Of course the road we were on was worse than theirs!

Seeing the action in Noojee, we (no, I, no consensus here) decided to head for Pakenham by the easiest direct route as the rain and cold was increasing.

We made it safely to that Beaconsfield servo, you know the one with locked toilets, where we always disperse. Thanks John for your rear rider service, well done on the new flagship.

I know what you readers are thinking ".... well that's got rid of Youdan as ride leader for the next few years"

Stop and think again darlings, just cast beady eyes over the November itinerary and focus on the 27th.

Jamieson is the ride, and work has already commenced on the leader- for- dictator bit.
Also there is this hideous 10 Km dirt stretch just up from sure to be wet also.

Jack Youdan.

As usual the week before had been fine, but Saturday the rain bucketed down with more of the same forecast on Sunday.

As it turned out Sunday was cool and overcast still the threat of rain lingered. At the carpark we found:-

Hans-K100RS, Steve-VF750, Tony-XJ900, Peter-FJ1200 (first club ride on new bike), John-BMW, Ken + Anne-K100RS, Gary + Velga-GTR1000, Geoff + Christine-Z500 (rear rider), Ian + Kerrie-XJ900 (leader) and Jack Youdan-Falcon, who had taken the trouble to deliver the Emergency kit. Thanks Jack.

Out the usual route to Yarra Glen. The Boulevard, Warrandyte, Kangaroo Ground and Christmas Hills. The decent to Yarra Glen proved interesting as the council had been clearing the roadside verge by grading the rubbish back onto the roadway. Out the Melba Hwy and the back road to Healesville for breaky. At this stage the sky darkened and wet weather were donned, quite appropriate as we intended to head up Donna Buang then across to Launching Place. The 3km of dirt encountered on this section is well maintained and very scenic.

On to Woori Yallock then across to Emerald and Menzies Creek. As the threat of rain had not eventuated the pace quickened until Kallista and the dark damp roads of the Dandenongs.

Through the tight twisty roads of Sassafras, Olinda and The Basin, where the art of gentle throttle control was quickly mastered - eh Steve.

On to Mountain Highway with the end now in sight as we approached the Island Trader on Burwood Hwy at approx 12.40pm after covering just on 230kms.

At this stage Hans left to do his own thing while the rest of us joined the others of our group already seated. Those being:- Justin-XJ900, Murray-XJ900, Peter-XJ900, Mary, Sue and baby Scott.

We settled in and began the wining and dining and also the disrobing, having rugged up for the ride we found the tropical temperature of the restaurant a bit high. This is no doubt to keep the scantily clad waitresses comfortable, who were we to complain.

All to soon the day was nearly over so it seemed the appropriate time to suitably embarrass the Social Secretary with much singing, photos and a large cake adorned with sparklers. Yes it was Kerrie's birthday. Thanks Sue for organising the cake. After eating some cake the end finally came to another successful social outing, thanks to all who attended and made it the success it was.

Ian + Kerrie.

STEAMFEST.

In October 1988, Melbourne will host the Bicentennial Steam and transport Spectacular for a total of 15 days (Between the 15th and 29th).

During this time no less than 15 steam trains will be huffing and puffing their way in and out of Spencer St. station.

One of the highlights will be the arrival and display of the legendary locomotive "The Flying Scotsman". (first steam loco to travel at 100mph, in decimals 160kph).
SPECIFICATIONS

SPECIFICATIONS.

MAKE & MODEL.....Gresley. 1923 A1 Pacific Class (now A3 specs)

ENGINE TYPE..... Steam, 3 cylinders.

BORE & STROKE..... 19" (480mm) X 26" (660mm)

TRANSMISSION..... Manual, 2 speed-Forward and reverse with 6 drive wheels.

SUSPENSION.....Main driving wheels: leaf spring. Others: Coil spring.

WHEELS.....Spoked with all steel flanged tyres. Layout 4-6-2.

WHEEL SIZE.....Front and rear 3'8" (1118mm). Drivers 6'8" (2032mm)

BRAKES.....Vacuum.....

OVERALL DIMENSIONS..Length:70'5 $\frac{1}{2}$ " (21,480mm)...Width: 9' (2743mm)

Height: 13' (3962mm).....Weight: (with tender) 152.55 tons

FUEL CAPACITY.....Coal: 9 tons (9.14 tonnes).

Water: 5000 gallons (22 730 litres).

PERFORMANCE.....Max. Power: 1600HP. (without killing the fireman)

1800HP possible for short sprints

Max. Speed: 100 miles per hour. (160kph)

Av. Speed: 80 miles per hour (128kph)

FUEL CONSUMPTION... Best: 391b (18kg) of coal per mile

Av: 371.2 mile test run at various speeds consumed 9 ton
of coal.

MISCELLANEOUS.....Current mileage: 2 436 000 miles (3 753 600 km)

General overhaul: every 80,000 miles (128,000 km)

Boiler life: approx 12 years

Other October highlights:

- 1/ Saturday 15th, Two trains, three steam locos running parallel from Euroa to Melbourne. * MTCV event.
- 2/ Saturday 22nd, Three trains, five steam locos running parallel from Melbourne to Seymour.
- 3/ Saturday 22nd & Sunday 23rd, Spencer st. cordoned off while vintage, electric and cable, trams operate.
30 to 35 steam and diesel locos on display at the station.

cont.

Steamfest.

Steam and Transport Spectacular cont;

Static displays of vintage Buses, Steam Trucks, Traction Engines and Steamrollers.

For full details on times, dates and fares of trips and all other activities contact; Railfan Shop, Transport House.

589 Collins St. Melb.

294 Mc.Kinnon Rd.

Mc.Kinnon. 3204

Ph. 578-3403.

16/7/88

Officers and Club Members,

I am one of the older life members in age and Club membership. I think I am the oldest club member now, being, 71 years. I still own and ride a motorbike which is probably the smallest in capacity at 175cc and also the oldest being a 1971 model Honda currently in the club. Owing to the larger bikes, higher speeds and longer runs I have not been able to take part in club runs, also my health has not been the best. I had been able to attend club meetings until recently but due to the condition of my wife's health I haven't attended for some time.

I look forward to receiving the club mag as it helps keep me up to date on what is going on in the club.

I was disappointed I could not attend the Annual General meeting, during the 30 years I have been in the club I think there is only a few I have missed. If any member cares to call in for a chat about the club I would be most pleased. For the Record: No change of address or bike.

Yours Truly,

Ken Brown.

Honda 175.

(Life member since 1970)

@@@@@@@

THE RIDER.

I love the wind in my hair And the sunshine on my face,
As I escape to the open road To find I haven't a care
I have a passion to be free To leave my troubles behind
I am a rider of the wind Trying to find out about "me"
No longer separate entities My bike, the road and me
Each becoming a part of the other Inseparable, in splendid harmony
Nature's sweet vapors, her natural hues Become enticingly apparent

cont

THE RIDER:

As you ride, feel and inhale Till the world becomes a part of you
Some will never quite understand, Will never feel the rapture,
That comes to those of us who Are called to ride with the wind.
(could not have said it better myself - Ed)

AUSTRALIAN MOTORCYCLE GRAND PRIX

Phillip Island April 6th - 9th 1980

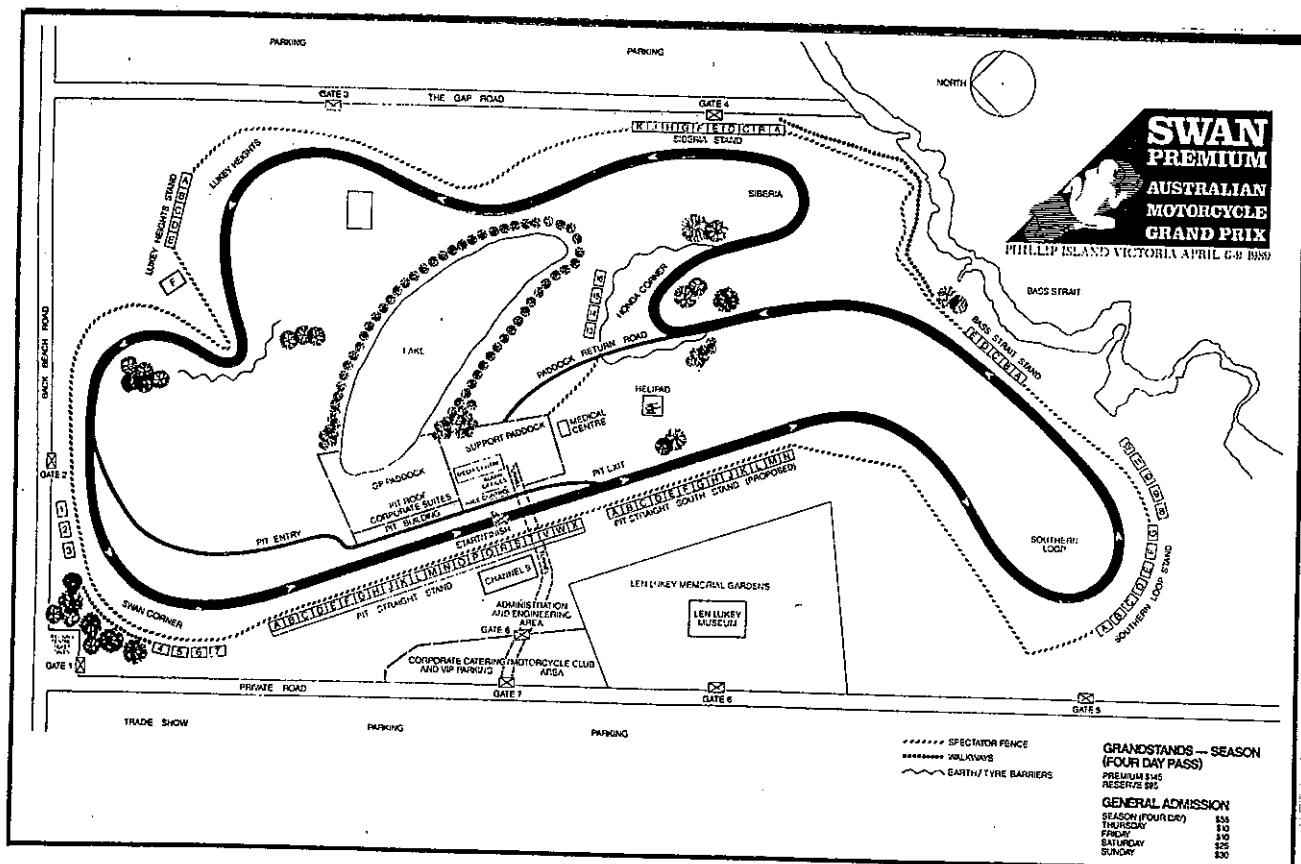
Tickets are now on sale from BASS

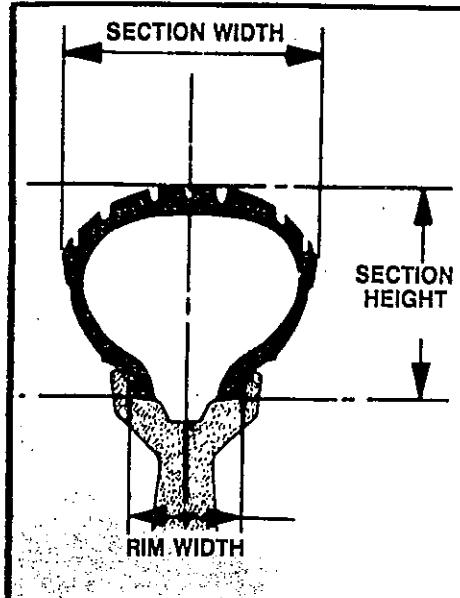
GRANDSTAND PREMIUM (four day pass).	\$145.
GRANDSTAND RESERVE	" " "
GENERAL ADMISSION	" " "
"	THURSDAY 6th.
"	FRIDAY 7th.
"	SATURDAY 8th.
"	SUNDAY 9th.

All information can be obtained from the GP office. Ph: (03) 696-2500

AUST. G.P. RALLY - April 1989

Nothing definite yet, but the National Motorcycle Consultants is considering holding a rally near the GP track on Phillip Island to help alleviate the expected accomodation shortage. Cost about \$10.00. The NMC is keen to find out how many people are interested. Send a SAE to NMC, PO Box 389, Caulfield East 3145.





GLOSSARY

SECTION WIDTH
Distance between outside of sidewalls (tyre inflated).

SECTION HEIGHT
Distance from rim seat to outer tread surface of unladen tyre.

ASPECT RATIO
 $\frac{\text{Section Width}}{\text{Section Height}}$

NOMINAL RIM DIAMETER
Diameter of rim bead seats supporting the tyre; in inches.

RIM WIDTH
Distance between rim flanges in contact with tyre.

THE CODE

4.25/85 H18
Section Width (inches) Rim Diameter
Aspect Ratio Speed Rating

130/90 H17
Section Width (mm) Rim Diameter
Aspect Ratio Speed Rating

TYRE/RIM COMBINATIONS

It's important to fit tyres to their correct matching rims. Here's a table which shows permissible rim/tyre combinations; you'll note that experimenting with different sizes is possible, providing you do it within sensible limits. Obviously, a tyre that is too narrow will provide less traction and cornering ability, while a tyre which is too wide will be forced into an artificially rounded profile and will wear quickly in the centre. A well-chosen oversized tyre will have a wider contact patch and deliver better traction and braking performance. Don't assume that the wider the tyre, the better it will work.

RIM SIZE (inches)	TYRE WIDTH (inches)			TYRE WIDTH (mm)		
1.50	2.50			—		
1.60	2.50 2.75			—		
1.85	2.75	3.00	3.25	80	90	—
2.15	3.50	3.75	4.00	90	100	—
2.50	4.00	4.25	4.50	4.75	5.00	100
2.75	4.10	4.25	4.50	4.75	—	110
3.00	4.25	4.50	4.75	5.00	—	120
3.50	5.00 5.10			140	150	—

ALL ABOUT

TYRE	PRESSURE
Dunlop Arrowmax:	34 psi
Dunlop K700:	40 psi
Pirelli MP7:	36 psi
Pirelli MP7R:	36 psi
Metzeler ME33 Laser:	34 psi
Metzeler ME88 Marathon:	38 psi

TYRES

SPEED RATINGS

The European Tyre and Rim Technical Organisation has established a system of letters which indicate the maximum speed a tyre can sustain. The rating of each tyre presumes that it is in good condition, inflated to the correct pressure, operating within its load capacity, and is fitted to a correct size rim.

SPEED SYMBOL	MAXIMUM SPEED (KM/H)
S	180
H	210
V	Over 210

KM	K700	MP7R	ME88	CONDITIONS
+0	6.0mm	4.5mm	6.5	Dry roads/ice
800	5.0mm	4.0mm	6.25mm	Dry roads/ice
1700	4.0mm	3.5mm	6.00mm	Dry roads/ice
2800	3.0mm	3.0mm	5.00mm	Dry roads/ice
3750	2.5mm	2.0mm	4.75mm	Wet, windy
5200	1.5mm	1.0mm	4.50mm	Wet, windy

Wear Factor km/mm: 1155km 1485km 2600km

+ Starting measurement (MP7R had covered 1000 km prior to the trip).