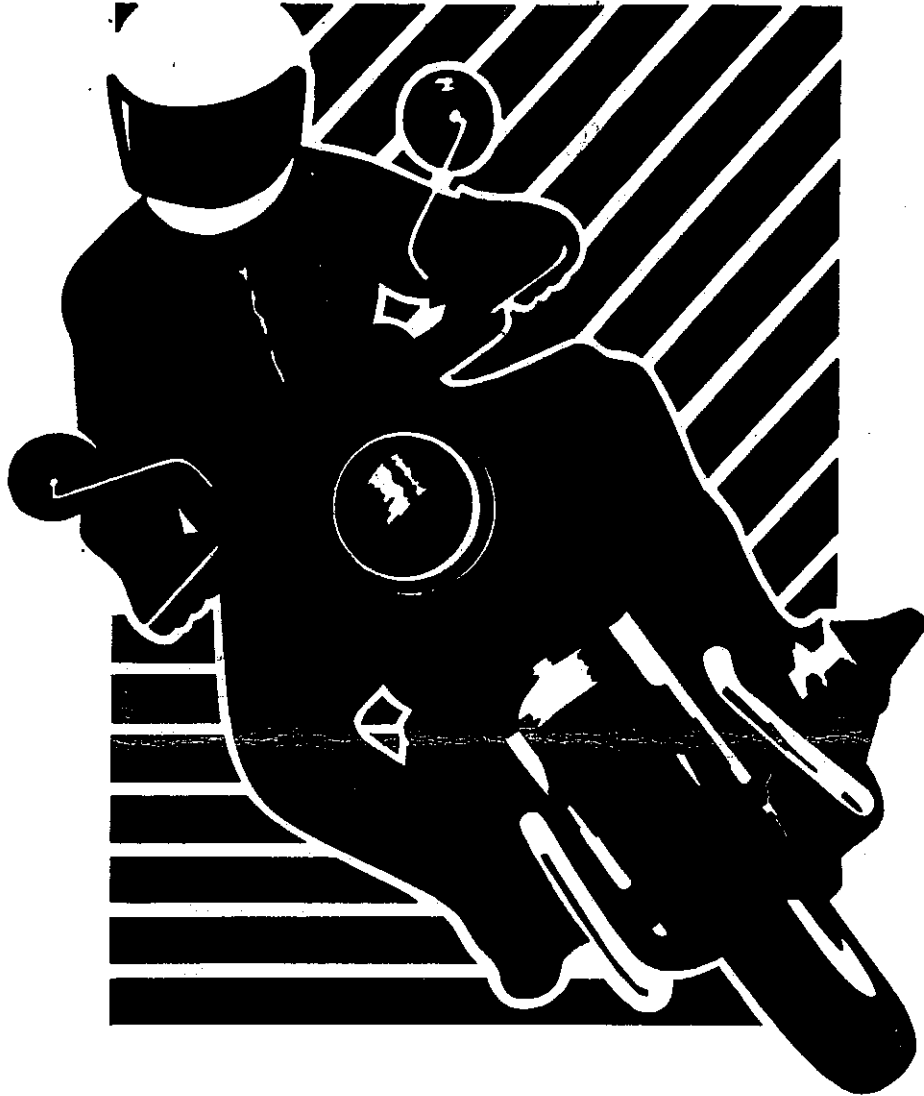


Nov 89

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

# ITINERARY

# NOV.1989

SATURDAY 4th to TUESDAY 7th.	SNOWY MOUNTAINS 9.30am Hallam. Tom Saville leading.	Those going will be prepared (as per previous newsletters) to leave from Hallam on Saturday for the trip down to Omeo and our first overnight camp.
SUNDAY 12th.	YARRAM Omega Navigation Tower. 9.30 KBCP. 10.15 Hallam. Murray Browne leading.	The usual back roads to Drouin & Yallourn North then along to Glengarry, Rosedale & the Nav. Tower at Woodside. After a look, off to Yarram and lunch. Home via the excellent back roads through Sth.Gippsland.
SUNDAY 19th.	KINGLAKE *Pre-Lunch Ride* 9.30 KBCP. PAPA GINO'S ITALIAN RESTAURANT. 221 Lygon st. Carlton. 12.30pm.	Ben's pre-lunch ride will take us through Diamond Creek, St.Andrews, Kinglake and Whittlesea, then back to Melb. via Epping to arrive at the restaurant prior to 12.30 Those members contemplating dining with us but NOT going on the ride should contact Vicki Piller Ph:489-8578(AH) so enough seats can be reserved on the day.
SUNDAY 26th.	SWITZERLAND RANGES. 9.30 KBCP Tom Saville leading.	From KBCP we head north to Broadford and Seymour then east into the Strathbogies & a few gravel roads. Home via Yea & Yarra Glen.
<u>DECEMBER.</u>		
SUNDAY 3rd.	SNOWS CREEK FISH HATCHERY. Eildon. 9.30 KBCP. 10.30 Yarra Glen.	From Yarra Glen through the Spur & up to the Hatchery, after a look, on to Eildon and lunch. (If time permits perhaps a countermeal). Home via Yea & Yarra Glen.
THURSDAY 7th.	GENERAL MEETING & CHRISTMAS SUPPER. Club Hall 8.15pm.	This being the last meeting of the year, all members are urged to attend. A BYO license will be in force & those attending are asked to bring a plate for the supper. As an added bonus, slides will be shown of Tony Gustus's recent trip to USA and Europe.
SATURDAY 9th.	CLUB CHRISTMAS BBQ. Fairfield Park. (Melways 30 J-12) 12 Noon to 4pm.	This FREE BBQ is open to all members of the Club (\$5- Non-members) & will be held in the park on the corner of Heidelberg rd and Panther Pl. The club will supply meats & salad with members to BYO drinks, so come along and share some Christmas cheer with us.

# WHO's NEWS

Richard Saville has scored another two traffic infringements (both 30kms over the speed limit), perhaps he's jockeying for inclusion in the Hinch Shame File? Seriously, In an effort to curb his "enthusiasm" Richard has down-graded his XJ900 for a single cylinder Yamaha Tenere.

With the Dri-Riders now retired to the wardrobe, its amazing how many members are complaining that their leather jackets have SHRUNK while in winter hibernation!

One of our members given the chance to ride another members FZR1000 thought he'd show his stuff by "scraping the footpegs", went one better by scraping the lower fairing!!!.....Unfortunately this happened while attempting to mount the beast.

Speaking of FZR1000's, long time RG500 punter, John Clowes is now the proud owner of one of these Road Rockets.

The trails of the rear-rider! On Meeniyan ride, the Editor slows down to let the gaggle of bikes get ahead through the twisties. Pulls off the road, but not concentrating, pulls right off onto the grassy verge ("No worries" I've seen Eddie Lawson do this and stay upright) Unfortunately comes to an abrupt stop against a fallen roadside marker post hidden under the long grass. "Ouch-there goes another blinker"

Ben, reluctant to wear-out his ZX10 commuting, decides to resurrect his K100 for the job. Only problem, BM front-ends are quite expensive, hmmm wonder if that VF1000 front-end will do the trick?

Greetings to all MTCV members from Andrew Dunn & Pam Hutchinson soaking up the sun holidaying in Malaysia and Thailand.

Thanks to Peter Dwyer for an excellant afternoon tea at his Daylesford abode for all those members on the Smeaton Watermill ride. As we wondered around his delightful property in T-shirts etc it was hard to imagine how cold this part of the world can get, like at 7am that morning, would you believe 3°C. Brrrrrr.

The International Six Hour endurance race is to be held at Phillip Island on Sunday Dec.3rd. As it will be a round of the World Endurance Championships it has attracted much overseas attention and entries. A bonus for spectators will be the overnight camping inside the circuit at Southern Loop. Details call NMC,(03) 571-5127.

This years CLUB CHRISTMAS CAMP (Dec 26th - Jan 1st) will be held at the Grampians National Park. The Club has reserved camp sites at the Halls Gap Caravan Park which is situated right in the centre of town.

Apparently the trip to the Trials Championships became a bit of a TRIAL for the Fagan's when their Campervan developed fuel starvation problems.

Next years trip to Tasmania (see details October newsletter) has attracted 12 members so far. Others contemplating going should book quickly as due to the pilots strike berths on the Abel Tasma are filling fast.

## DATES.

Depart Melbourne, Friday 2nd March 1990 at 6.00pm.  
Arrive Devonport, Saturday 3rd March 1990 at 8.30am.  
Depart Devonport, Sunday 11th March 1990 at 6.00pm.  
Arrive Melbourne, Monday 12th March 1990 at 8.30am.

## FARES.

C Deck, (shared facilities) \$102 per person each way.  
Motorcycle.....\$58 each way.

\*\*\*A deposit of \$20 per person is required at time of booking to secure berth.

Once you have booked please contact Vicki Piller or Ian Payne to enable a group booking discount (if more than 15 people) and a trip itinerary to be arranged.

TASSIE 1990

MOTOR CYCLE TOURING CLUB OF VICTORIA ( INC )

General Meeting : Jika Jika Community Hall - Northcote  
Tuesday 5th October 1989

Present : 25 members and visitors

Chair : Ian Payne

Apologies : Rod Miskin, Andrew and Pam, Hans Wurster

Visitors : Anita, Rob Muir

Minutes : Accepted by Peter P and John Ridett

Correspondence : Nil

Treasurers Report : Incoming 478-50  
Outgoing 248-44  
Balance \$860-45

Club Captain's Report :

- Mt Ida Fire Tower 10-09-89. Very poor turn up.  
3 bikes, 5 people
- Phillip Island GP Track 10-09-89.  
Unofficial club ride.  
11 participating bikes.  
19 members and associates.  
Weather - windy but fine.
- Scenic Waterfalls - Great Ocean Road 17-09-89.  
20 bikes, 26 people. Some of these were picked up  
on the way. Many first time riders with the club.  
Rained all day.
- Navigation Trial - Yea 24-09-89.  
18 bikes, 23 people.  
Not all participated in the navigation trial course of  
190km. 480km total for day.  
Weather - fine and sunny all day. Trial honours to  
Garry and Velga.
- Flowerdale - counter lunch 1-10-89.  
9 bikes took part in the ride, however 16 people were at  
the Hotel.  
Ride distance approx 250 kms. Weather overcast, threatening  
rain.

## MOTOR CYCLE TOURING CLUB OF VICTORIA ( INC )

### General Business

Brief dicussion on forth coming rides.

Thanks to Ray Thomas for placing small advert in A.M.C.N. It appears to be slowly working.

Phillip Island - More " Clayton's Race Days " coming up in November 89 and March 90.

Members were asked if we should consider one of these days as an official itinerary ride.

General agreement by all that it should be classed as a camping weekend. As the response was very positive, the committee will endeavour to include it on the itinerary.

Snowy mountains weekend 4th - 7th November 89. All those intending to participate were asked to advise Tom Saville of their intentions. Most members appear to be taking their own tents.

The new itinerary will probably include two night rides. The maintenance day has been dropped. After a general discussion with the members it was agreed that the concept was good but many members felt that it was too far to travel to Hans place which accounted for the poor attendance. Committee will review this decision for the next itinerary.

Christmas Camp. Possibly to be held at the Grampians. Ian Payne will enquire as to the possibility of booking 3 campsites.

Jack Youdan suggests the Barossa Valley be given some thought for the next itinerary.

Tasmania - March 10th, 11th, 12th, 1990. Most of the committee will be going to Tasmania. At this stage there is no local ride planned for that weekend on the itinerary.

Suggestions required prior to committee meeting on 12th October, 1989.

On closing the meeting, the President advised the members that Tom Saville had kindly brought some videos of Phillip Island racing and motor cycling in general for viewing during supper.

Thanks to Tom for supplying videos and Graeme for use of VCR and monitor.

Door Prize : Won by Harry Hang off.

## LETTER FROM A NEW MEMBER

I recently joined the MCTC and I must say I've been most impressed. The \$20 joining fee seems quite minimal in light of what it pays for. The sticker, cloth badge, etc were par for the course but I was quite impressed with the Victorian road map. Not only because we are the Motorcycle Touring Club of Victoria but also because it could prove to be pretty handy if I end up getting lost on some back road in the middle of nowhere (it also saves me having to buy one).

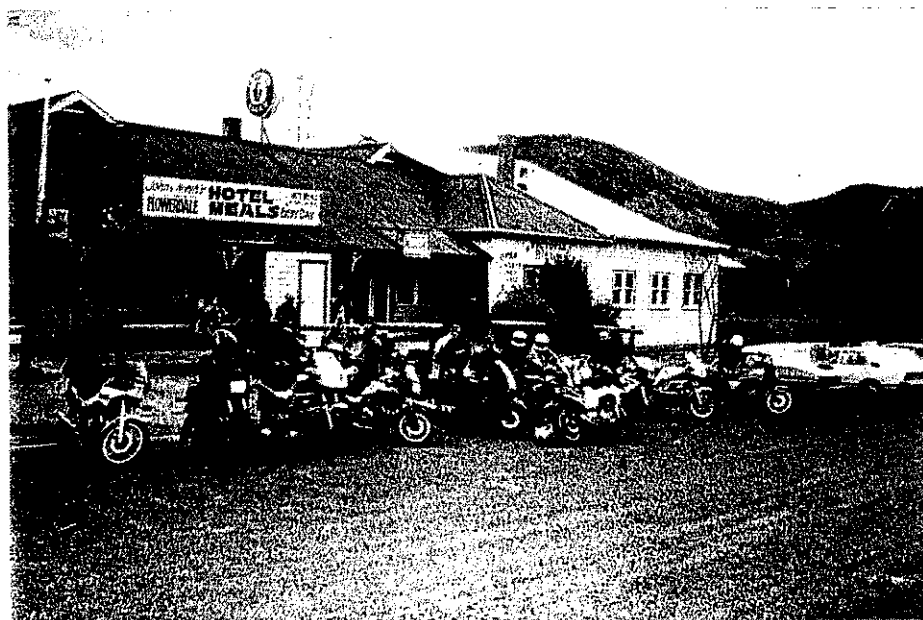
I would also like to thank those club members that have extended both friendship and advice on the rides that I've participated on. It was much appreciated.

The rides themselves are by and large pretty good and I'd also like to thank the leaders for organising them. I've read some back issues and it was interesting to read of the 'debate' concerning the speed of touring and our image. There doesn't seem to be a problem from what I've seen on the few rides that I've been on but time may cause me to reassess that opinion.

On a different note, please remember that BRASS (the Bike Riders Accident Support Squad) is always on the lookout for new members to help downed riders in hospital and if you have any queries about BRASS I would be pleased to assist.

LUKE RICHARDSON (GPX 750)

P.S. Thanks from myself and Felicity to Steve Leyland for inviting us back to his place after the Flowerdale ride. The caravan was pretty nice (despite the stories we'd heard) and he was most hospitable. Thanks Steve.



**Flowerdale Pub**

At KBCP:

Ian+Kerrie XJ900 (leader), Steve GPz900, Ray ZX10, Danny Z500, Gary FJ1200, Michael GPz550, Les K100, Ben ZX10, Bob R100RS (new bike), Mark LeMans Mk5, (2nd ride), Keith FJ1100 (1st ride), Chris GSXR750 (2nd ride), Eric Moto-Guzzi Californian 111 (1st ride) & Peter P GT750 (rear rider).

From the carpark up to Brunswick st/High st/Epping rd, then across to Whittlesea & Flowerdale, along the way Ben and Gary had swapped bikes with Gary revelling in the power of the big ZX. On to Strath Creek for morning smoko where much discussion centred on the three new bikes. ie. Bob's R100RS, Mark's Le Mans Mk5 and Eric's Guzzi Californian (Eric had bought it out from Holland with him and is quite a rare beast).

Across to Broadford, where we just missed a large Army Display & Parade, but as we wound our way up to Glenaroua we caught the returning Military Vehicle contingent and would have been slowed dramatically if not for the courteous behaviour of the Army personnel as they moved the lumbering Tanks, Troop Carriers and Jeeps over to allow us past.

Onwards to Pyalong, Emu Flat and the trials course at Tooborac, a dollar discount was arranged, thanks Ben (thought he looked Jewish!), parked the bikes & lunch. The poor old SES was certainly put under pressure as they tried to cope with the ravenous horde (that 5 sausage sandwich looked good Gaz!) vying for the hot food.

After a bite to eat, off to view the trial, the terrain these bikes were competing on was incredible (just to walk up to the course was difficult enough) but what these machines could do had to be seen to be believed. Basically, one at a time, competitors ride through a marked "section" and lose points for every time they "dab" (put their foot down). Points are lost by 1 dab (1 point), 2 dabs (2 points), 3 or more dabs (3 points). The only way to lose more than 3 points is to ride outside the section, stop or dismount. This results as a "fall" and 5 points are lost. The rider from each class with the lowest points at the end of the day is the winner. Simple but very demanding.

The competition bikes are real specialist machines, like, FANTIC, BETA, YAMAHA & HONDA which cost around \$6000 and are equipped with Water cooled 2 stroke engines (flywheels adjustable for weight), Front & rear disc brakes, Mono shock rear-ends, Upside-down forks and alloy frames. there was one exception, a HRC Honda 250, it being the only competitive FOUR STROKE in the field and worth about \$9000, Quite expensive for such single purpose machinery.

As the "Sections" became more difficult the mediocre riders were soon eliminated leaving the top guys to battle it out. The bike control some of them had was incredible, higher and higher we followed them marvelling at their skill. Approaching the top of one of the sections who should we find there but Mick & Barbara Fagan, having made the trip up earlier in the decadent luxury of their newly aquired Campervan, honestly Mick, when I enquired if you'd "christened it" I mean't Camping wise!

cont.

## TRIALS continued.

The weather, which up till now had been cool, windy but dry, began to worsen with the showers becoming more frequent and the sky darkening, so it was of no surprise to find the MTCV contingent beginning to drift off and head for home at this point. Eventually only Ray, Les, Steve, Mark, Ian & Kerrie remained to "soak" up the Trials action, but this soon came to an end with the invitation for "a cuppa" in the Fagan's Camper, thanks Barbara, where all and sundry were informed of the rights and wrongs of owning one of these vehicles. But like most good things this to came to an end with the last of the MTCV group departing before the rain really set in.

A short stop at Lancefield was made to feed the inner man and also to bid Ray Thomas farewell, before we tackled the excellant dry roads through the back of Bulla en-route home.

Thanks to all who came & enjoyed this day,  
Ian + Kerrie XJ900.

# TRIALS CHAMPIONSHIPS

**BETA** WORLD CHAMPION AGAIN!  
JORDI TARRES AND BETA TR35  
PRE-PRODUCTION MACHINE WIN AN  
INCREDIBLE 10 OF THE 12  
WORLD TRIALS ROUNDS! 1989



**FANTIC  
Motor**





Sub Title:- They should have made a movie of this.

Producer / Director                      Jack Youdan

Script Writer / Reporter                Ditto

Co Director / Rear Rider                Gary Clifton

Co-Co Director / Co Rear Rider    Ian Payne

The Cast.

K.B.C.P. Set Location:-

# Neville GPZ- 1000 RX	Gary FJ-1200
# Larry CBR-1000F	Steve GPZ-900R
# Bob GSXR -750	Michael GPZ-550
# Ian FJ-1100	Hans K-100RS
# Darryl CBR 600	Ben ZX-10
	Jack GSXR-1100

Hallam On Location:-

# Ian CX-550	Tom R-80GS
Gary/ Velga GTR-1000	John RG-500
Eric KR-1	Ian/ Kerry XJ-900
# John XJ-900	Andrea R-80GS

# Welcome visitors( usually called extras).

The Plot.

---

We ride in warm and sunny ( but windy) weather for some 350-400 Km without falling off, having breakdowns or punctures, using too much fuel or leaking oil. ( leaking oil? Where have you been-- these are not Brit. bikes-- Ed.)

Also enjoy good roads, scenery and company, not necessarily in that order.

Have an enjoyable fish lunch at Fish Creek, more on this during filming.

Take One..... Camera..... Action.

With Gary rear rider, we cruise with a 25-30 Knot tail/ side wind to Drouin for morning coffee. First retake needed as THE take-away shop has disappeared ( sort of like in that film "Brigadoon ")

Still we manage via the local bakery. Action starts and cameras roll 11.30, on to Loch, Leongatha, Tarwin and Fish Creek.... all good roads and scenery, with little traffic.

Some back-up of the group occurs on the Highway as the leader is too scared to pass cars quickly ( we'll they are Sunday drivers--Ed.)

Tom gives the leader some confidence boosting advice, leader corrects the problem, but is still scared.

Take Four..... With Sub Plot.

Fish Creek is called " Gateway To The Promontory"-- Ha, more like downtown Galveston in that film with Ida Lupino ( who ? oh my God, he's off....Ed.)

Ben and Darryl do not make it to Fish Creek as they have other fish to fry, get it ?, comedy an' all.

Parked in the Fish Creek Hotel car park, some drift in for counter lunch, others to the local take-away. That is until Gary C runs out of the Pub shouting " topless Barmaids" to cause a rush inside.

As we suspect it is all false ( comedy again). Fish Creek is pretty modern- it's been 2-3 years since they wore flairs down there-- but not that upmarket.

Biggest disappointment is none of the cast have a fish lunch, red meat eating is enough to get one run out of town by sheriff John Wayne ( as in Yellow River ).

Take Eight-- The Last Reels.

The rear rider is now Ian XJ-900, Kerry is on FJ-1200( Yamahas forever eh ?)

Just as well, as the XJ-900 gets its self dropped when stationary but with cosmetic damage only. Script writers love that term, cosmetic- damage- only, even if it means a repair bill of \$1,927.85.

The return trip is via Foster,Dumbalk, Mirboo North, Korumburra and Drouin.

Oh no., the Executive Producer/ Director of this film did not get lost & lead the cast round-the-block ,Korumburra-Bena- Korumburra. It was done to make sure said cast were awake and know they were led round -the- block. ( Ha, Ed.)

John and Eric depart around Drouin, then the steady rain sets in, first from the North, then the South, with a cool change.

So it's wet for the last hour back to Narre Warren, where Gary and Velga sit outside in the rain for 15 minutes to wait for last rider---that's expected dedication!

Jack Spielberg Youdan.

## Smeaton Mill cont.

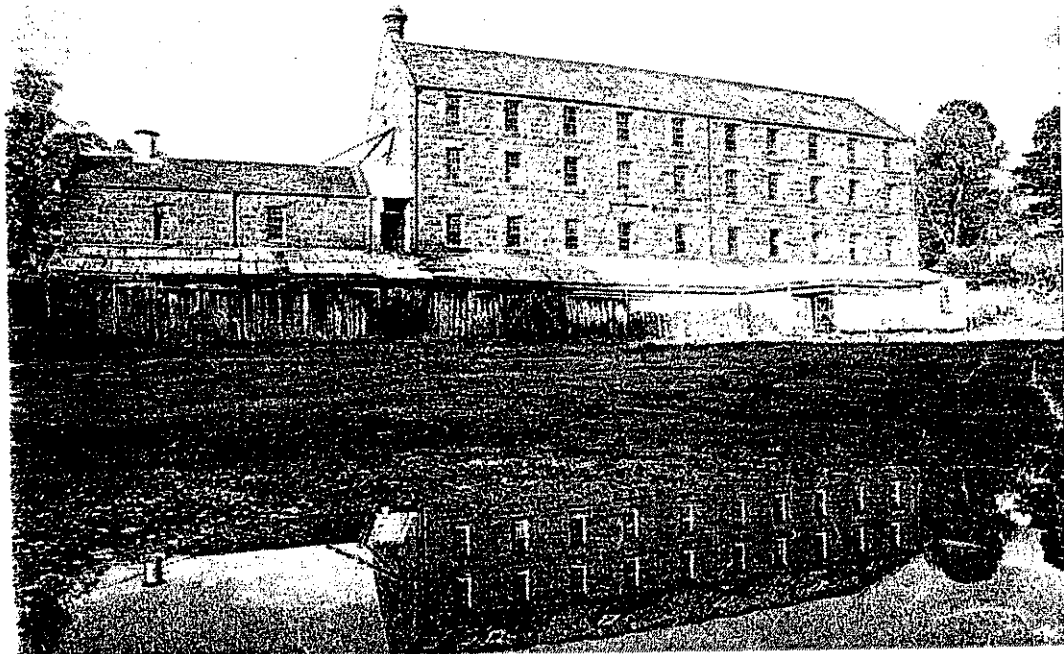
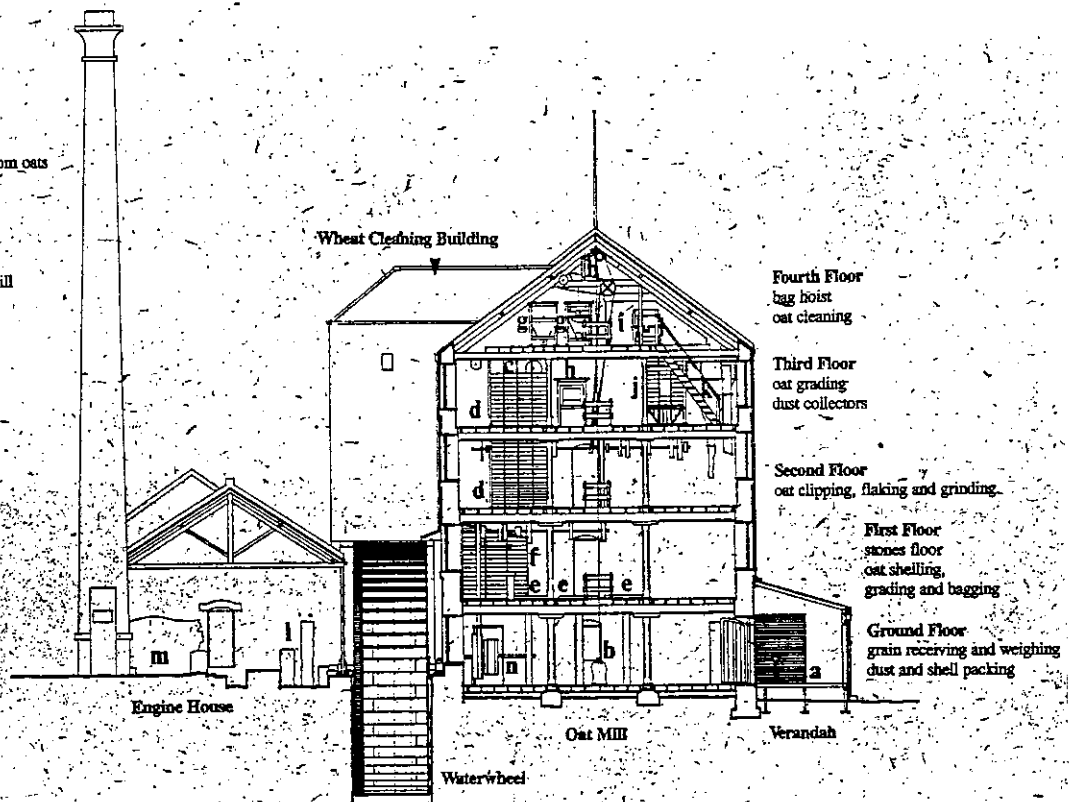
Of course all good things must end and after 500 scones..... anyway it was time, and some decided that Ray should stay back to help clean up the mess, and some decided Steve was a mess and some didn't even decide. The weather was still fine!

Well we all went our separate ways to our various homes from Daylesford as it was our break up point. To some it may seem a long way out for a break up point but under the circumstances I think it was ideal. Generally speaking it was a terrific Sunday, nobody fell off (hard to fall off a car eh Ian?) Nobody got booked and the weather remained fine all day.

Gary FJ1200.

### Cross section through oat mill

- a verandah scales
- b sack hoist to roof
- c oat grading reel
- d graded oats storage bins
- e oat grinding stones
- f stove room (dust collector)
- g oat cleaning reels
- h aspirator to remove dust from oats
- i booths patent cutter
- j bin for cleaned groats
- k cyclone (dust collector)
- l beam engine location
- m boiler location
- n main countershaft to oat mill

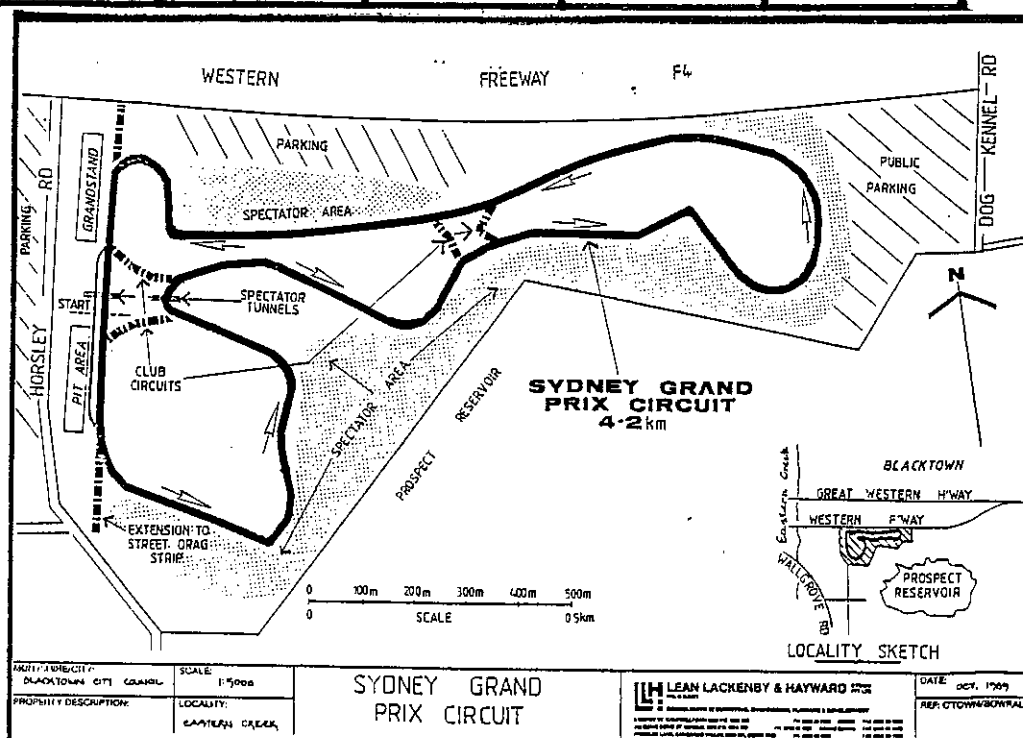


Anderson's Mill Smeaton

# REBUSES

N E 1 4 1 0 S	ECNALG	M C E M C E M C E	wear  long	OWHER	1D 5U 2R 6L 3A 7A 4C	HOROBOD
ANY ONE FOR TENNIS	BACK- WARD GLANCE	THREE BLIND MICE	LONG UNDER WEAR	MIDDLE OF NOWHERE	COUNT DRACULA	ROB IN HOOD
BLOUSE	12345678 9SAFETY9 87654321	COURT	ONE TONE	DIAL	ONMLKJIH	FEW FEW MENTION MENTION
SEE THROUGH BLOUSE	SAFETY IN NUMBERS	SETTLED OUT OF COURT	TWO TONE	LAID BACK	H <sup>2</sup> O = WATER SHALLOW BACK WATER	TWO FEW TWO MENTION
abcde fghij klmnop qrstuv wxyz	house PRAIRIE	TEKCIT	LE VEL	R O ROADS D S	S TROHS H O R T	GRFOOTAVE
No "L" NOEL	LITTLE HOUSE ON THE PRAIRIE	RETURN TICKET	SPLIT LEVEL	CROSS ROADS	SHORT BACK & SIDES	ONE FOOT IN THE GRAVE
GSEG	READING	estimate 1.	LU cky	Sormorerow anthanger	B O B	BEND DRAW DRAW DRAW
SCRAMBLED EGGS	READING BETWEEN THE LINES	1 UNDER ESTIMATE YOU	LUCKY BREAK	MORE IN SORROW THAN IN ANGER	BOB UP	BEND OVER BACK- WARDS

## Proposed Eastern Creek GP circuit



The Bajaj Autoriksha is a delight to drive and maintain. It's roomier, it accommodates three passengers, it's smoother and offers the best economy... low fuel consumption, low maintenance costs. And passengers love its quiet bump-free ride.

## FEATURES:

**Chassis:** Constructed from pressed steel sheet sections welded together to form a rigid structure. Detachable curved wind-screen secured to chassis frame by nuts and bolts. Toolbox compartment is under the dashboard.

**Clutch:** Multiplate wet type operated by a lever on the left hand side of the handlebar.

**Gearbox:** Constant mesh gearbox with four forward and a reverse gear. Forward gears operated by twist grip on the handlebar and reverse gear by a lever located under the dashboard.

**Brakes:** Foot operated hydraulic brake for the rear wheels and hand operated mechanical brake for the front wheel. Parking brakes on the rear wheels operated by a lever located below the dashboard.

**Handlebar:** The pressure die-cast aluminium handlebar houses the clutch lever, front brake lever, gear shifter twist grip, accelerator twist grip, electrical switch, speedometer and control cables.

**Front suspension:** Centrally supported oscillating front wheel hub has a variable rate coil spring at one end and a double action shock absorber at the other, to provide soft and comfortable rides.

**Rear suspension:** Independently sprung by trailing arms with helical springs and shock absorbers.

**Gear ratios:** 1st 25.12:1 2nd 16.49:1  
3rd 11.30:1 Top 7.48:1

**Differential:** The engine is combined with the gearbox and differential as a single unit and is mounted at the rear of the vehicle.

**Differential ratios:** Forward 1.74:1 Reverse 2.28:1.

**Final drive:** Drive from engine to rear wheels is through propeller shafts.

**Electrical equipment:** A 6V flywheel magneto feeds alternating current to ignition as well as headlight and horn. A 6V-14 AH battery, charged by two silicon diodes, feeds pilot lights, tail lamps, stop lights, direction indicators and wiper.

## Specifications:

Wheel track	- 1150 mm
Wheel base	- 2000 mm
Turning circle dia	- 5.76 m min.
Ground clearance	- 180 mm
Maximum speed	- 55 kms/hr (approx)
Fuel tank capacity Full	- 8 litres
Res.	- 1 litre

Fuel consumption - 24 ± 4 km/ltr under standard testing conditions

Vehicle dry weight	- 300 kgs
Maximum total weight (including driver)	- 610 kgs

Max. Payload	- 310 kgs
Maximum front axle weight GAWR	- 210 Kgs with 4.00-8, 4 Pr. tyres at 2.1 Kg/Cm <sup>2</sup>
Maximum rear axle weight	- 420 Kgs with 4.00-8, 4 Pr. tyres at 2.1 Kg/Cm <sup>2</sup>

## Engine:

Type	- Two-stroke, single cylinder, air-cooled forced
Displacement	- 145.45 cc
Bore	- 57 mm
Stroke	- 57 mm
Maximum net power	- 5.5 H.P. (4.0 kW) at 5000 r.p.m.
Compression ratio	- 7.4:1
Carburettor	- side draft 19 mm ventury LE carburettor.

Fuel - 87 octane and 5% mixture of self mixing oil.

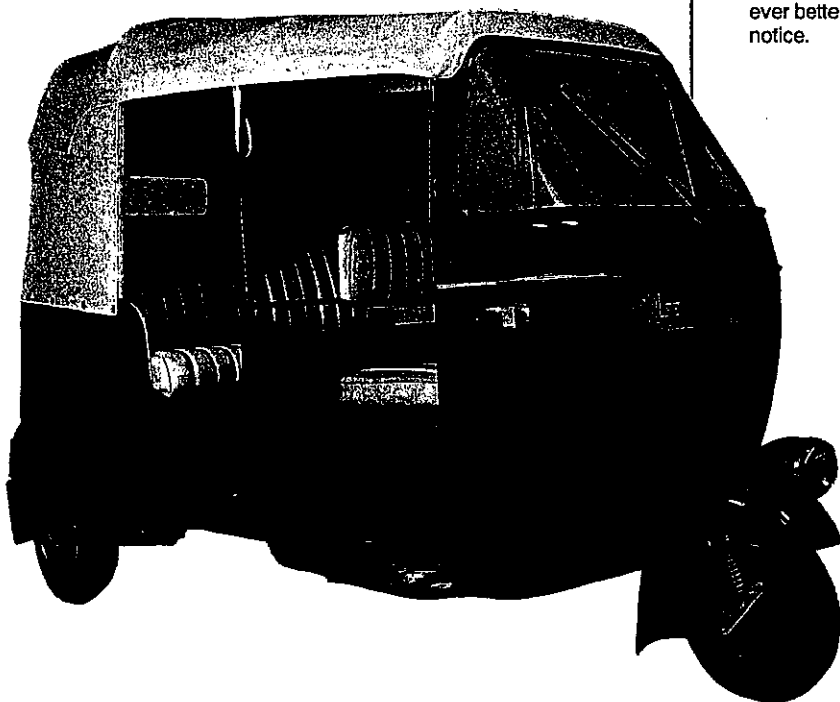
Ignition - Electronic ignition.

**Standard accessories:** Steering lock, ignition switch, toolbox lock.

Access to engine and spare wheel is provided through a rear door with lock.

Seats are of latex foam upholstered with vinyl coated fabric. A rexine hood is provided.

**NOTE:** Because of our ongoing efforts to make Bajaj Vehicles ever better, specifications are subject to change without prior notice.



**bajaj auto ltd.**

**Value for money, for years**

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Telex: PN 0146-263.