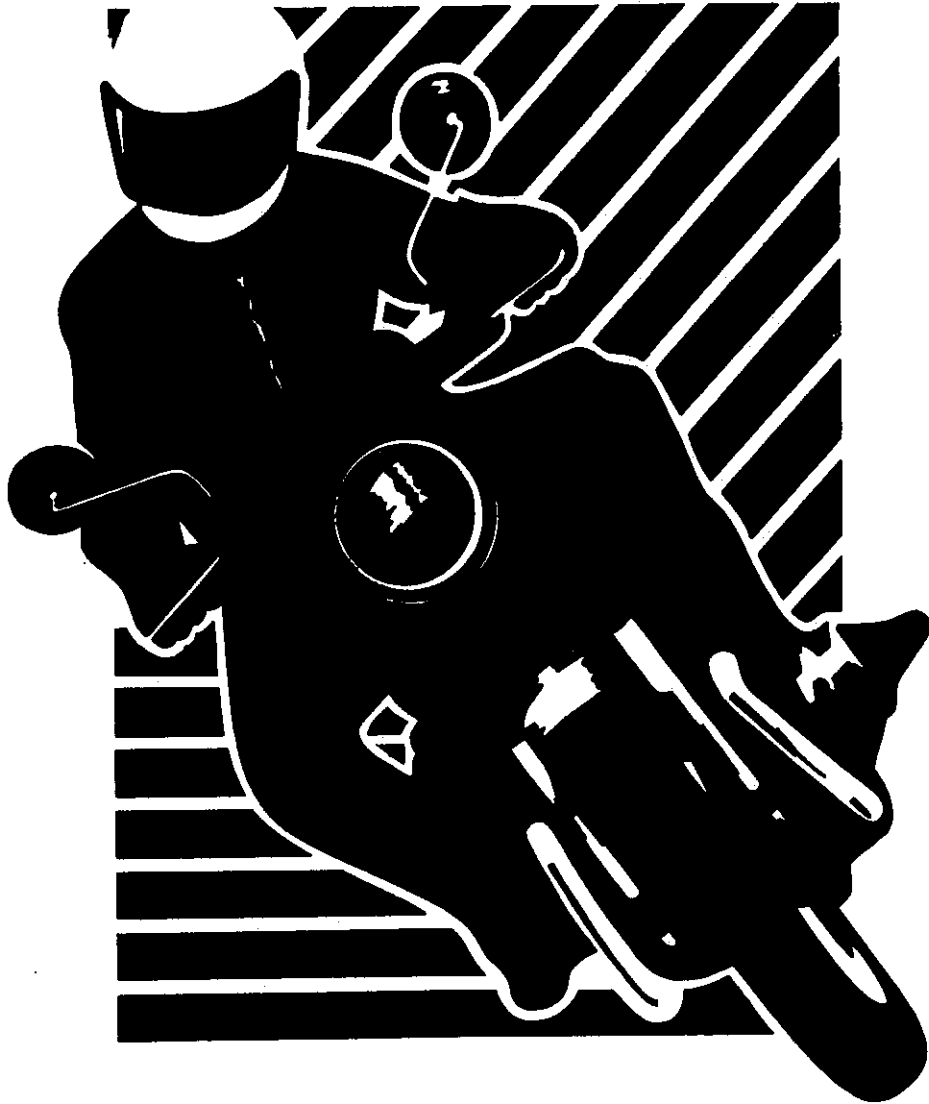


# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria

**M.T.C.V. ITINERARY  
NOVEMBER 1995**

Thursday 2nd	General Meeting 8:15 pm.	Camberwell Town Hall Theatrette, Ingelsby Rd.
Weekend 4th - 7th	Adelaide Hills Booking essential. 8:00 am Laverton.	If you haven't booked already, see Tony Schrader at the general meeting.
Sunday 12th NO DIRT.	Snobs Creek Fish Hatchery Jack Youdan leading. 9:30 am KBCP, 10:30 am Yarra Glen.	What could be nicer than a pleasant days riding in the hills under the guidance of Gentleman Jack. You may even catch a trout for dinner. Pan fried with herbs and butter, superb!
Thursday 16th	Social Sip Retreat Hotel, Nicholson St Abbotsford	Come and join us for a drink and a chat. 7(ish) 'till late.
Sunday 19th	Creswick Danny Kosinski leading. 9:30 am KBCP.	There's gold in them there hills, or at least there used to be, but you can still have some golden moments in this delightful part of the country.
Saturday 25th DIRT RIDE	Narbethong 10:00 am Yarra Glen	No city pick up.
Sunday 26th EARLY & ARDUOUS	Early morning ride Tom Saville leading. 8:00 am Warrandyte Bridge.	As the old saying goes, 'The early biker beats the traffic'. Not recommended for inexperienced riders.
Sunday 3rd December	New itinerary not printed yet.	Details at meeting, or on flyer in magazine.
Thursday 7th December	General Meeting 8:15 pm	Camberwell Town Hall Theatrette, Ingelsby Rd.

## GENERAL MEETING MINUTES

Motorecycle Touring Club of Victoria

5th October, 1995.

**Meeting Opened;** 8:25  
**Attendance;** 28 members. 10 visitors  
**Apologies;** Denise Folks

**Correspondence;** Hire a site at Phillip Island for 5 days at \$450 x 2 payments (? , tent site)  
Travel the States on a Hardly Davidson or in a classic car

**Treasurers Report;** \$1033 in the bank at the end of Aug.. 12 m'ships renewed since, so the club is in the black.

President previewed upcoming rides.

### Captain's Report;

### SEPTEMBER

<b>Sunday 10th</b> Leader: Steve Leyland 14 bikes. 15 people Weather: ? Andrew Kennedy won on the day	<b>Economy Ride</b>	<b>Thursday 21st</b> At the Retreat Hotel ? people	<b>Social Sip</b>
<b>Saturday 16th</b> Approx 50-60 people Special thanks to Les Leahy and the others that helped	<b>MTCV 40th Celebration</b>	<b>Sunday 24th</b> Leader: Mark Dennis 9 bikes. 11 people. 400 km Weather: mostly fine Incidents: John Ridett brought his new R1100RS Stewart. 1st timer, lost bolts in front guard which caused some damage to the guard.	<b>Noojee</b>
<b>Sunday 17th</b> Leaders: Marty Thompson/Dicky 13 Bikes. 13 people Weather: fine	<b>Post Celebration Recovery Ride</b>	<b>Sunday 1st,</b> Leader: Ian Payne 8 bikes 10 people 400km Weather: mostly fine	<b>Heathcote Pink Cliffs</b>

### General Business;

- 1 Tony Schrader attended an A1 Performance course at Winton 2 weeks ago. He recommends it. Dave Ward almost trashed his bike twice when coolant leaked onto his back wheel. He's not so sure.
- 2 Andrew Kennedy was awarded the trophy for winning the economy ride (twice in a row).
- 3 What should we do with the clubs membership list? Suggestions included:-providing list to persons on request. don't include surname or bike brand, first name and phone number only. Problem is that if they want to pinch it, they'll pinch it.
- 4 At the next committee meeting the new itinerary will be formatted. any suggestions please.
- 5 Club organised Phillip Island ride days proving to expensive. Vince (Nova Honda) might be able to organise one. A show of hands showed many would be interested.
- 6 Rides over 500 km not to be classified as a leisurely ride. Ride leaders should take into account all factors when classifying rides:- weather. road conditions, distance. etc.
- 7 Auction to be held at the March General Meeting.
- 8 Pat is organising a go-cart night at an outdoor track in South Morang with 2 stroke karts.
- 9 Club photocopier is dead. Magazine is being printed for marginally more than it was costing when we were doing it ourselves.
- 10 Thanks to those who helped organise the 40th birthday party, and to Les Leahy for M.C.'ing.
- 11 Last month's door prizes were collected, this month prizes went to 1;-Kylie, 2;- Steve, 3;- Tom.

**Meeting Closed;** 9:10.

## The Adventures of Tom and Andi 1995 Part Two

30/7/95. This was a rest day and also time to check over our bikes, clean the extremely dirty air filters and wander around Alice. There are quite a few gorges that can be visited within 100k of Alice, We'd seen them all before, besides the Aborigines now charge to see some of them.

31/7/95. First stop was the post office, we mailed home two of our jerry cans (keeping the other two) and two of our water bottles, though they are not heavy when empty, they become unnecessary bulk. We left Alice at around 10 am heading down the Ross River Hwy. We stopped at Jessie Gap and Traphina gorge, then headed north along Cattle Water Pass track toward the Plenty Hwy. This track was one of the highlights. It's great when you have no idea of what sort of country you are heading into and it out a challenging but also interesting track. In and out of rocky creek beds through the Hart's range which then flattens out to sandy heath country. We camped 25 k's short of the Plenty Hwy, early enough to climb the range for a spectacular view.

1/8/95. The Plenty Hwy still dirt is in reasonable condition, most of the time. We topped up with fuel at Jervois Homestead which was the last fuel until Boulia. Camp that night was just out of Tobermorey on the Northern Territory and Queensland border. We has reached our northern most point for this trip.

2/8/95. From here on its all south. Boulia, then toward the Diamantina, this is Queensland channel country, full of clay and bulldust. We spent the night at Elizabeth Springs. A square kilometre of permanent natural water seepage forming little mounds. We found a bore with a tap in the middle of a clay pan, and yes it was warm too. Never give away the chance to have a wash, you never know your next opportunity.

3/8/95. Only 100 k's down the road and we entered the Diamantina Shire. The sign read:

The roads which you are about to travel are extremely isolated and for your protection you are requested to..

1. Ensure that you are carrying sufficient quantities of petrol and water for your journey.
2. Call at all stations and advise of your progress and plans.
3. In the event of a mishap remain in your car and if you have followed request no. 3 you will soon have assistance.

And we did, well we don't have a car. Early camp at Hunter gorge. The rest of the day was spent wandering through and over the gorge.

4/8/95. We headed through the old Diamantina Homestead and on to Davenport station. We wanted to take a track which followed one of the channels down to Mankira station. The locals said "No worries, just follow this track out. You can't go wrong." We followed the newly graded track (newly graded tracks are not fun on bikes). But what was worse the track turned to bulldust further down. Bulldust is no doubt the absolute hardest surface to ride a bike through. I say through because you cannot go over it. After about 50 k's we knew we were heading in the wrong direction, but too late to back track, besides this will come out somewhere? Every intersection (if you could call them that) was nameless, so we worked out our direction by the sun. The bulldust got deeper, we negotiated a 100k section knee deep. Even getting off the road was no better. The bike out of control a lot of the time, I still don't know why I didn't come off, I was stuffed. Finally a sign post, "What?" Boulia 250 k's. We came from Boulia 500k ago. We were just about out of petrol, 268 k's to Windorah, next petrol. 10 k's down the road was the first station and person we had seen for the day, Mankira station. Fortunately for us the manager was a bike nut. Not only did he sell us petrol real cheap, but offered us a hot shower. He took us for a tour through his stable of 10 DR's. We camped on his property along the Diamantina river.

5/8/95. We made Windorah by lunch time and actually travelled on some black velvet, before turning off just short of Quilpie and camped on Why Not station.

6/8/95. We took station tracks hoping to get out at Thargomindah. Wow these cattle grids along here are humdingers, airborne over most of them. The tracks just seem to peter out, they get washed away during the wet and the station owners don't bother regrading them. We had to abandon the idea and make our way to Toompine pub and finally Thargomindah. There's heaps of bee hives along this stretch, you sure knew when you went through their flight paths, splat. At Thargomindah the locals advised us to go along the new smooth road, opposed to the old road which was extremely rough. But as motorcyclists you soon know what this means, smooth road, just been graded, rough road, rocky slow going in a 4wd, heaps of fun on a bike. Well we can't complain we weren't warned, boy was it rough. I still had low tyre pressure, I was avoiding rocks only to hit other rocks. I could hear them hitting my rims. I was expecting a puncture. Heavy duty tubes are well worth the extra cost. Our destination Hungerford, which according to our map has a caravan park. Hungerford is nothing but a pub and a huge gate separating Queensland and New South Wales. The publican could see we were weary and offered us a shed at the back for \$5.00, it was just a shed, but a saved us pitching the tent. We had a counter meal with a couple who muster all over Australia. She flew the gyrocopter, while he did the hard work by bike. This pub is still an authentic outback pub, oozing with characters, a huge fireplace and dogs scraping for a dead chook on the floor.

7/8/95. Most old country sheds are full of fleas. We should have known. We headed to Wanaaring, but took the old back Cobb and Co coach road. An old outback tip is hard to go past and although spread over a couple of k's, we had fun going through the older sections. (These tips do not have household waste.) You can find some pretty good stuff from these places. Down to Tilpa, the climate certainly getting cooler, we lashed out and stayed in a room at the Tilpa Hotel.

8/8/95. From Tilpa through to Belarabon, Trida and Hillston, I had the XT to the throttle stop the last 100k. We saw quite a few emu's with chicks along here. It's the male emu who rears the young. It's bitumen from Hillston onward. Riding through Griffith was a challenge, the motorists were far more unpredictable and a greater hazard than the wildlife. Maybe the drugs around here give them the same IQ as a kangaroo. We made it to Coleambally where we stayed in an overnight van.

9/8/95. Wise choice as the bikes were covered in ice. It was so cold it made you swear. Through Shepparton, Seymour, Flowerdale, Warrandyte, usual windies and home.

Travelled a total distance of 7000 k's, 5500 of which was over dirt.  
Not even enough rain the entire trip to warrant putting on wet weather gear.

The chain on the XT did not need adjusting for the whole time.

Total cost for four weeks \$1,800.00

No crashes.

Next years adventure, the Gulf country.

I can't wait,

Andi, XT350.

#### A cynical word from the Editor.

I have discovered a great way of saving money, both for myself and the club. If I don't ring everybody who organises the rides to find out who is doing the write ups, and then don't ring the persons responsible for the write ups, I save myself a lot of telephone calls. This in turn saves the club money, as no one bothers to write articles for the magazine unless they get hassled by me, and so our paper and printing costs are reduced as well.

If you wish to contribute to the magazine in any fashion please send your copy to:

The Editor  
12 Moray Street  
Diamond Creek  
Victoria 3089

Please send any ride write ups as soon as possible as it allows me more time to correct your spelling misyakes, and gives you less time to forget any details or embellish the facts.

**Noojee**  
**Sunday 24 September**

Me and Sue on my GPX, Mark leading on his GSXR, a non member on his ZZR250 by the name of Stewart, it was his second ride, and a mister Warden on a ZXR rode from the city to Yarra Glen. With me and Sue (or should that be Sue and I, please forgive me I was brought up wrong) rear rider, Mark took us there via some usual bitumen, like the Kew boulevard and Christmas Hills, but how he connected them's got me stuffed. Anyway, at the Glen was John and Andrew, both on CBR600's, Jon and Jenny both on his brand spanking new extremely red and extremely expensive R1100RS (someone reckons it's got lovely handle bars, or was that rubbery?), and Danny was on a XTZ 633.3333.

Not to bad a turn out if the dismal forecast was taken into account, but we've learned to expect rain when Mark's leading. But Sue and I weren't going to let that stop us, well, I only had to drag her part of the way until it became apparent that it mightn't rain at all. Sure it was overcast and threatening and a little wet on some out of the way roads, but IT DIDN'T RAIN ALL DAY! You shouldn't allow a poor weather forecast to deter you. All our leaders go to great lengths to ensure a top days outing (of which this ride was no exception) and what do they get for their efforts, they have to be there come earthquake, flood, famine or war, and you're worried about an ordinary forecast, although work, holidays, girlfriend/wife with attitude are valid reasons.

From Yarra Glen Mark took us to Gembrook for coffee and a wee. From here Andrew left, something about the possibility of rain. Then onto Drouin for fuel and repairs. Mark noticed his fish clip was missing (we had a spare), and Stewart lost the bolts from his front mudguard causing some damage. With some touring club ingenuity and experience we ocky strapped it back in place, but he chose to head home anyway.

North and Noojee for lunch. Then to the trestle bridge so we could trample this national tressure with our motor bike boots, good fun that. Then back to town via that grouse windy road but I only got as far as Powelltown when I noticed a wobble (more than usual). I had a flat rear tyre. Being unable to find the puncture and not wanting to use my last plug I pumped it up at he Caltex there (good people them) and rushed to the next servo, setting a pattern for the trip home. Sue and I left the ride at Woori Yallock.

Thanks to Mark for a most enjoyable day out.

Steve GPX750  
and Sue too.

**RUMOURS RUMOURS RUMOURS**

There was movement in the bike shed  
for the word had got around  
that a High Plains Drifters trip  
will be on next year.

**Reefton Spur  
Sunday 8th October**

Tony F	FZR1000	Jon R	R1100RS
Stuart F	ZZR250	Flash & Lyn	R100GS
Fletch	CBR1000	Andrew K	CBR600
David M	GSXR750	Gerry E	VFR750
Andrew	FZ750	Rob L	VFR750
John W	CBR600	Mark D	XT600 rear
Danny K	XT600	Ron J	CB400
David W	ZX9R	Ben W	ZXR750 leader
Damina ?	ZXR750	Ian P	GSX750
Tony S	YZF600	Craig M	YZF750
Steve & Sue	GPx750		

At work on Friday night my workmates tell me it's supposed to be pissing down on Sunday. Oh no I said. Come Sunday it was sunny, wrong suckers; this little Ninja is going to have some fun today.

I set off straight to Yarra Glen to arrive at 10:15. Awaiting was a small group, then Ben arrived with the rest of the goods.

Ben gave us the pre ride lecture about it being an arduous ride, but it was only 250 km. That sounded strange to me, usually arduous rides are more like 550 km.

10:40 am, we set off in search of Mt Donna Buang. To get there we went via Healesville then cut across to Woori Yallock, through to Warburton and the ascent to Mt Donna Buang. The roads were wet and Gerry complained about how cold it was. We all went up the tower but no sight seeing to be done due to fog. Back to Warburton for lunch, then back on the road again to hit that famous Reefton Spur.

Tony FZR1000, Ben and I had a nice little stroll to the top of the spur. While we were waiting for the others to arrive, a sixty year old couple rocked up on a tandem pushbike and tried to tell Ben how to ride his ZXR, and told me I was too young to be playing out here.

Anyway, the rest of the group arrive, with the news that Ron went down but with no damage to bike or himself. We then headed to Marysville via DIRT. Just before Marysville Steve & Sue ran out of fuel, but strangely it took only 14 l to fill a 20 l tank. I should also mention that my ZX9 isn't running too well at the moment due to coolant leaking out. The reason for this I haven't yet worked out.

At Marysville for afternoon tea break Dianne, our trustworthy treasurer, and Alex YZF750 were waiting, as was David M.

We all had a fill up and a gasbag, and then on our way back to Healesville via the Black Spur. The traffic was heavy but Gerry, Dianne and I eventually got ahead of it to enjoy the rest of the road. Turn off at Healesville to head back to base at Yarra Glen at 3:40.

Had a wonderful day, as I'm sure the rest did as well.

David W. ZX9R

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**NEWS NEWS NEWS NEWS NEWS NEWS**

We have a new president! Due to work commitments (and the pressures of a budding racing career), Martin Thompson has stepped down as club president and in accordance with the club constitution Mark Dennis is now the main man. As befits the authority of this position, we should no longer refer to Mark as 'scruffy' or 'hippy', but as Mr Scruffy or Mr Hippy. May he preside well over the club.



Apollo Bay Ladies Ride  
Sunday 15 October.

Bronwyn	GS500	Rear	Dianne	CBR600	Leader
Gudrun	R80	Rear	Nicky	Spada	
Andi	TDR250		Eichell	GPX250	
Joe	RF900				

In these days of equal opportunity, it is only fair that women have an equal opportunity at being sexist.

From the Westgate service station to Duncans Rd, off the freeway to Geelong via Lara, and on to Anglesea for our first break. We pretty well stuck together until then, as these roads don't exactly increase the heart rate.

The weather was great, it didn't rain, which put me in the clear at last, as I've been on all previous ladies rides and each time it's rained.

Anglesea to Lorne, where we regrouped to pick up Joe on the RF (who certainly was no slouch) and Eichell.


On to Apollo Bay. The usual knee dragging, peg scraping, power sliding, red lining Touring Club blast. Did we kick some arse! Followed by a well earned leisurely lunch in the sunny streets of Apollo Bay, meeting up with the non sexist Touring Club ride.

They headed off to Lavers Hill and we continued our arduous journey through those magic twisties to Lorne, Deans Marsh, Winchelsea then back down to a more conservative pace to Geelong, Lara and break up at the Westgate service station at around 6 pm.


Most went back to Bronwyn's for drinks, I declined the offer as I knew my man would be waiting at home with dinner on the table.

Thanks Dianne for a fun fang day out with the girls.


Andi TDR250.



**HONDA** **DUCATI**  
**LAVERDA**



**Novel**  
**HONDA**



**EMZ**

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