

ITINERARY

SEPTEMBER 1984

- 2nd BTDT.....(been there done that)
- 7th General Meeting....that's tonight
- 9th BOOLARA 19km SW of Morwell, on the Grand Ridge road
9.30 KBCP (Smidge of dirt)
11.30 Hallam
- 16th SIMPSON Heytesbury Forest – west of Otway Ranges
9.00 KBCP
11.00 Laverton
- 23rd TREASURER'S This splendid diversion will be to the Creswick area
TASTEFUL via a circuitous route, with lunch stop at Lake George.
TREK Sundry amusements on the way designed to educate
And irritate, but in keeping with good taste, only a
Token stretch of gravel
- 30th BEN'S TWISTY'S ??? ask Ben.

OCTOBER

- 2nd GENERAL MEETING Club Hall
8.15pm sharp
-

EDITORIAL

Another bumper issue, WHOOPPEE!! Go to it kiddies.

AUCTION PROCEEDS

Gross income	\$336.77
Less proceeds to sellers	<u>282.50</u>
Proceeds to MTCV	54.27
Plus 10% commission	31.40
Plus donations	<u>22.87</u>
	<u>108.54</u>

RIDE TO JERUSALEM CREEK AND COUNTER LUNCH AT EILDON 27/5/84

This is a rather belated report on the Jerusalem Creek ride. Ten bikes left KBCP with Gary on a GS1000 leading and Vince on his new XJ900 as rear rider. Then out along the Eastern Freeway through Doncaster to the Maroondah Highway. Just past Ringwood 2 guys joined the ride, one riding a new XJ 1100 the other riding a 65X1100.

Across to Yarra Glen then to Yea, Kevin Robinson had warned everyone about the "Law" being active in the Yea area having been stopped a few days before. Sure enough one of the guys who joined at Ringwood was booked for doing 150k's. At Alexandra we stopped for coffee after which

a straight run to Eildon and a counter lunch at the pub. Craig Dawson and his family, Ted Marshall and Ross Bradshaw were already at Eildon having made their own way.

After lunch the consensus of opinion was to ride up to the lookout adjacent to the dam spillway, however not all made it as a result of confusion over who was rear rider and corner markers? A short time after arriving at the lookout it was apparent we were down three riders. Kevin, Ted and Keith, Ross Bradshaw went back to look for them, but unable to locate returned to the lookout. No sooner had Ross arrived back than we heard bikes in the distance. By the time we got down to the Jerusalem Creek Run Off there was no sign of the other bikes.

On the road to Jerusalem Creek a small detour was made to another lookout form where there were magnificent views of Lake Eildon.

Onto Jerusalem Creek which was only a couple of km's away. The stay at Jerusalem Creek was long enough to do a "U" turn then back to Eildon for a petrol stop, and straight down the highway via Black's Spur to Lilydale where the ride ended after covering approximately 300km.

ROSS KING GT750.

APOLOGY

I'd like to apologise to all members for my foul language arising from the Bass ride. Members should also know that this apology has not been forced upon me, I have elected to do so myself; contrary to popular belief.

Signed Craig DAWSON

FINLAY'S WIMPLESS RIDE 12/8/84

Every Sunday morning an old man with a wheelie cart, clatters through the alleyway below my flat. It always seems to be a faraway noise that penetrates deep into the subconsciousness of my mind and hey presto, there you are wide awake at 8am.

By getting up now you can just manage the 8.30am meet at KBCP you tell yourself, and since I have already recharged the battery and returned it to where it belongs, well why not?

The times may change, the names may change, faces change (some) but the club seems to be timeless. It is always there, every Sunday to be enjoyed by those who care to join in the fun of riding through Victoria. No matter how many times you cross the same stretch of road, there is always something to see.

I enjoy riding in winter and spring the most. Summer is too hot with all that leather gear, and in autumn there are too many slippery leaves on the roads. In winter I can enjoy the scenery and be quite comfortable as long as my electric vest is on and I have the handle bar muffs attached. Some of us still do not have a fairing.

Keith's Wimpless Ride, destination Mansfield, via a very circuitous route covering the boulevard and winding stretch of suburbia such as Heidelberg. Yarra Glen our first stop, coffee break. Nobody took a photo of the 2 bikes parked by the "No parking at all times" sign. Towards Healesville, onwards through the inevitable Black Spur, with a new surface on the last half, at least this time most of the excess stones had dissipated. On my last ride I had to be a bit careful.

Through Marysville, Buxton, over 25km's of dirt, that was not too bad, a bit slippery, but at least it wasn't mud. As some people didn't have mud flaps on their bikes I decided to definitely not tailgate, because some people can splatter the mud backwards onto visors. We crossed the Howqua River and eventually Mansfield, and a late lunch around 2pm. Needless to say nobody was really into speeding. Mount Buller had excellent snowfall during the night, so the skiers were out in droves and with them our friendly very concerned Aussie C.H.I.P.S. After a good country style lunch, consisting of donuts, Dim Sims, fish & chips, ice cream, (in this weather), it was as usual, time for the return journey.

The return traffic wasn't too bad, despite the skiers. Then it was just a nice cruise down to Yea and Kinglake West, where we dispersed. Some continued onto Ben's for coffee, the rest of us drifted off down the highway to Melbourne.

Back in Melbourne it had been one of those glorious winter Sundays whilst we had rain most of the day. But that's OK; I think everybody enjoyed the day.

JOY SKARELOKKE R65

MAROONDAH DAM...BBQ Aug. 12th

Leaving KBCP at a civilized hour (10.30am) the 'Kawasaki Clique' of the club, numbering eight started out along the Eastern freeway, with Ben leading and Danny as rear rider. Turning off the freeway at Bulleen and then through Templestowe and Warrandyte to join the Maroondah highway just outside of Lilydale.

At Lilydale, 3 other riders joined the run. Continuing on along the Maroondah we turned off to Launching Place, Warburton and Reefton. Next we went over the Reefton Spur where most of the views were shrouded in fog. High winds in the area were evidenced by the amount of debris on the road. At Cumberland Junction we did a turn off to Marysville. This stretch of road was fairly rough and slippery being a gravel surface. Here and there, large chunks of ice littered the road all that remained of heavy snowfalls a few days before. Needless to say it was very cold.

A stop was made at Marysville for those who needed supplies, then onto Healesville and Maroondah Dam via Black Spur, arriving there about 1.30. Although it was cold, the rain kept off while we had our BBQ.

We left Maroondah about 3.00, onto Yarra Glen where the group divided, some home via Lilydale, the remainder via Eltham.

ROSS KING GT750.

DON'T FORGET THERE'S LOTS OF CASTROL BARGAINS TO BE HAD. SEE PHIL.

HAVE YOU BOUGHT YOUR CLUB BADGE YET??????????????

MY TRIP AROUND THE BLOCK (14420KM AROUND Aussie on GSX 1100CZ)
28/10/83 to 11/11/83

Earlier in October 83, knowing I had a 3 week leave coming up, I decided to take a “run around the block” meaning around Aussie. My wife thought I was mad to do this on my own and later when half way around this run I almost agreed with her.

After some inquiries re weather and road conditions with various authorities, I compiled a timetable eg. Where I would like to camp for the night, petrol stops, where I would service the bike, etc. I calculated my overall mileage, expected fuel consumption, other expenses and I finally decided that £1,000 should see me around for the estimated 14 day excursion.

I serviced the bike before leaving, 2 new tyres (Phantom +1) and a new “O” ring chain. I arranged my luggage, small tent, sleeping bag, 8’ x 10’ poly tarp, spare 10Lt petrol tank and gear sack containing clothing, some extra tools and a few spares which I didn’t have to use. I also included my camera equipment.

“D” day arrived on Friday 28/10/83 with 24880 on the clock. The weather was overcast and cool. I left Altona at 6am and headed for Bairnsdale, then along the Princes Highway via Sydney to Swansea just this side of Newcastle. I camped there for the night in a paddock. I had covered 1204km this day, a good uneventful run so far.

The next morning, Saturday 29/10, at 5.40am, I headed north in a light drizzle. Via Newcastle along the coast to the Gold coast where the traffic was very heavy and the weather not. It was along there I was tailed by a Police car for at least 30 odd km, keeping me honest and drastically slowing my progress. I reached my friend’s property near Pomona Qld late in the afternoon where I relaxed with quite a few stubbies and with plenty of talking to catch up on. Today I covered 1022km with no dramas to date. I stayed there all Sunday as well.

On Monday 31/10, I left Pomona at 5.30am heading for Gympie. It was very foggy and wet early but is soon cleared and got progressively hotter as I travelled north via Rockhampton, McKay etc to Townsville. Of course I stopped on quite a few occasions shopping around, taking pictures and buying souvenirs. This day I covered 1247km and needless to say that the ever changing scenery was often just a blur. After a look around, up Castle Hill and tea, I settled down for the night at the local camping ground. During this night it “came down in buckets”, the only real rain for the whole of the trip.

On Tuesday 1/11/83, up again early and at 5.30am in a light drizzle headed off towards Charters Towers. Then on to Hughenden where I met a young guy on a near new 900SD Duke. Jim, it turned out also came from Altona only about 150 meters over my back fence in the next street. Small world isn’t it? Jim was on his way to Darwin and we travelled together until then. We travelled west to Richmond, Julia Creek, Cloncurry, and Mt Isa to Camooweal where we stopped for the night in a motel because he had no gear with him. The weather was very hot from Hughenden to here and we stopped at most places in between for a drink (soft). Also at Camooweal I had to weld my carry rack which broke somewhere along the way (£8). After a cleanup we went to the local until stumps, meeting quite a few other travellers and locals. Today I covered 1075km. I noticed the rear Phantom was wearing rapidly and the chain had to be adjusted every 400km or so, stretching badly.

Up early on Wednesday 2/11 and after a shower and 3 cups of coffee headed west at 6.15am. stopped shortly for pictures at the N.T. border. Weather again warming up rapidly. Stopped at Barry’s Caves, then on to 3 Ways. After some refreshment headed north via Renner Springs, Elliott, Daly Waters to Mataranka. Very hot all day. This is a very nice place. Pub, Camping and a natural warm Thermal Pool set in amongst the bush. It looks like an oasis and attracts many tourists. There are thousands of flying foxes there. After a swim, to the bar until stumps. Today travelled 1001km. Slept on top of sleeping bag on a small patch of grass. No tent needed. Beaut climate at least at night.

Next am, Thursday, 3/11 again up early. Swim in Thermal Pool then headed north towards Katherine at 6.45am for brekkie, then on to Adelaide River etc. To Darwin where we arrived at 11am. Here Jim and I parted company. I found a bike shop where I had a Dunlop touring elite fitted. In the meantime I changed the oil and fitted a D.I.D. "O" ring chain. Both the phantom +1 and the chain had only done just 8000km and were both R.S. It was stinking hot here and after I organized the bike I had a good look around and eventually finished in the local pool for a few hours relaxing. Later in the afternoon I booked into a local camping ground and as the weather was very hot and humid it was now time for a few well earned stubbies. Apart from the tyre and chain the bike ran like a clock or better and I was spot on with my estimated schedule. In the camping ground I met two bikies, a Harley & a Triumph. We discussed the dirt road between Halls Creek and Fitzroy Crossing. Between them they had 3 punctures. This worried me a bit. Today only covered about 400km.

Friday, 4/11, up early and packed up. Then left for Katherine at 5.45am. Very warm already and humid. About 20 or so km out came to road works and a side track which was wet and slippery clay with large water filled potholes. After striking a series of them I got myself all crossed up. In fact it was the worst skids I have been in without falling off in the end. I really thought I was gone. "Whew". Then about 182km out of Darwin I felt that my luggage was a bit light on and stopped to check. Sure enough, I had lost my Rossi's, the sleeping bag, which contained some camera equipment inside and the tent. What a bastard. I only put the boots on the back this once because it was that hot when I started out. There was no sense in going back as the stuff could have been anywhere. On to Katherine for petrol and refreshments then on to Timber Creek, Kununurra, Turkey Creek where I was held up for about an hour because the only Bowser was out of action. There were quite a few other travellers there and we had quite a bit to talk about. After filling up eventually took off for Halls Creek. Struck a few tricky river crossings and about 50 odd km of new gravel that was like marbles. This and the numerous wild looking cattle right alongside the road made for careful riding as emergency stops and evasive action in the conditions was a bit dicey as I found out. But luck was still with me and I got safely to Halls Creek where I again booked into the camping ground mainly for the showers. The first night without the sleeping bag for a mattress was quite uncomfortable. No grass here only red earth with gravel to sleep on. Lucky it was good weather. The Pom on his 250 also arrived later and camped alongside and we had a bit of a natter.

Saturday, 5/11, I left there at 5.30am in anticipation of bad road ahead. I did not have to wait long as it started a 100 yards outside town. The road was about 80' wide with corrugations ever 18" covered in red dust loose dirt gravel and the very frequent pot holes some of which I guarantee were as big as a bathtub. On this road I was twice passed from behind by 2 road trains. They are a monstrous contraption believe me. I waited until they were nearly up behind me then pulled up at the side. I just put my head down and covered up as best as I could as the dust was everywhere. On each occasion I stopped for at least 10 minutes before I could see well enough to travel on. The dust just seemed to hang there for ages.

These trucks have enormous wheels and just plough over the holes at about 100km/h at least. Bad luck if you are in front of them and don't get out of the way. I found that at times I was doing 15km/h it was too fast and shaking the shit out of me and the bike. Then it would get better and I'd speed up only to be completely demoralized by hitting a series of pot holes full of bull dust. About half way along this road I came across a road crew and had a talk with them. They told me what I had covered was not bad and there was worse to come. They were right of course. Another 90 odd km of bull dust covered side tracks, road works, mud where it had been watered and pot holes and ruts often 18" deep. As I was not carrying water they offered me and I thankfully accepted the coolest and best water I have ever tasted. Eventually, at 10.55am, 5 ½ hours after I started at Halls Creek I cleared this 231km of the worst "road" I have ever been on.

It was along this stretch of road where I saw only a couple of road trains and some road workers when I thought to myself, "What the bloody hell am I doing here?" Anyway I was now about half way around the block and the rest of the beautiful road to Fitzroy crossing was covered at a steady 180km/h and I got there at 11.30am. After some refreshments I headed off to Willare Roadhouse

where I felt completely dehydrated and stopped for drinks and then went for a swim in the Fitzroy River about a km away. There was no one else there and later when I was talking to a servo attendant he thought I was mad because there were crocs in the river. I then arrived at Broome later in the pm feeling buggered and dehydrated. The weather was very hot and this warranted a large amount of amber fluid after settling in the camp ground. This day I only travelled 690km all told, still spot on with my calculations and after a good cleanup and tea had a good rest for the night.

Sunday 6/11 left there at 6am heading for Sandfire flats. Very foggy and wet at this stage and due to visibility not able to travel over 100 k/h. In fact on two occasions I came across a Brahman bull on the road and luckily for me they did not move. They appeared out of the fog so quickly that I was unable to brake or swerve for them on the very wet roadway. Just as well they were not in my path or it would have been the end of the ride for sure. The fog eventually cleared and as usual it again got very hot. On to Port Headland, Roebourne heading along Highway 1, very boring country here.

Usually just small brush as far as one could see. Very few trees and definitely no shade anywhere. Very little traffic. About 1 car per 2 hours. Later crossed the Tropic of Capricorn and then the 26th Parallel en route to Carnarvon. Along this route I anticipated high cruising speeds but as now I felt very tired. The heat and humidity and the frequent "unexpected" animals forced me to keep the speed down to below 200k/h, usually much less. That day I covered 1476 km and after a most welcome shower and refreshments settled down for a good sleep inside my ground sheet.

Monday 7/11 I left for Geraldton at 5am. It was now very overcast and windy and it looked like rain. Leaving early in the morning has its drawbacks as due to now the numerous roos one had to be very careful as they seem to be attracted by headlights. Later in the morning I had very close call with the largest roo ever, but luck was still with me although only by a few inches. As it became daylight it was easier going but I still felt very tired and on more occasions than I'd like to remember I just caught myself dozing off and just about to go into gravel at usually 140 clicks. Not a healthy exercise. A stop and walk only brought very temporary relief. Pressing on towards my destination I was checked on radar near Gin Gin W.A at 131 k/h but my explanation must have been convincing and the cop was OK and I got a warning. Still lucky. I then went on to Perth and Armadale where I stopped with relatives, arriving there at 3pm. Today I covered 1049km. It felt real good being off the bike for a while and really relax. I stayed the night and the day serviced the bike with a quick oil change and also put in new plugs. The new Elite on the back hardly showed any wear since Darwin and the new chain didn't even need adjusting although it must have taken a hammering over the bad road covered earlier. This was a most welcome resting place and really slept well.

Wednesday 9/11. Up early and after brekkie left for Bunbury at 5.30am. Very cold and windy. Shortly after took a wrong turn and it took me 30km to get back on the right track. On to Manjimup where it became very foggy. This is very hilly and timber country and conditions slowed me considerably until the weather improved by Albany. It became a really nice day, cool through the forrest areas down there with plenty of good and twisty roads and now moving along quite fast. Stopped at Esperance for lunch and a quick look around then on to Salmon Springs and Norseman at a very rapid pace. Seldom saw under 3 figures. Then on to Balladonia on the Nullarbor where I decided to stay for the night. Nice pub there. Had tea and quite a few pots with a truckie from sunshine Victoria. Today covered 1420km. I slept under a bush alongside the highway wrapped in my ground sheet. The ground was rocky and the night freezing with trucks going past within yards. Slept fully clothed even with my gloves on and still woke repeatedly with every bone rattling with the cold. Didn't get much rest at all that night.

Next morning Thursday 10/11 left for Caiguna at 5am. Again still very cold and slow going due to the roos and rabbits as well just waiting for me to come along then dart out in front of my front wheel. Then on to Madura, Eucla, Nullarbor for lunch. Very tired and have trouble keeping awake. Stopping at every opportunity for soft drink and a spell. Weather very nice and warm. On to Ceduna, Poochera, Kimba to Port Augusta for tea. Still plenty of daylight then on to Crystal Brook

where again I camped alongside the road. Again a bloody freezing night on very hard ground and to top it off just alongside a railway line. 6 bloody goods trains came past naturally waking me each time on top of the frequent semis going past on my other side. Not much rest at all. Covered 1580km that day.

Friday 11/11/83, last day hopefully. Left Crystal Brook at 5am and to Port Wakefield for brekkie. Then via Adelaide Hills (beaut area) at a very fast pace to Tailem Bend. Then Mt. Gambier – Portland – Colac – Geelong and home to Altona after the various stops and arrived at home at 4.10pm very tired and very glad to be home again after my “run around the block”. This last day 1100k.

FINAL ANALYSIS:-

Start 6am. 28/10/83 Altona Speed 24880

Finish 4.10pm. 11/11/83 Altona Speed 39300 - total 14420 km.

= 15 days overall or Riding Time Only = 131 hrs 10 mins.

Total Fuel Used = 863.81 Lt or 191.1 Gals at Ave cost of 51.6 c/lt

Total petrol cost = 448.37

Cheapest petrol at Tweed Heads NSW at 42.5 c/lt and dearest on Nullarbor at 57.9 c/lt.

EXPENSES:

2 x oil changes and filter	\$26.65
Set of plugs	8.00
1 rear Touring Elite (fitted)	120.00
1 D.I.D. “O” ring chain	90.90
1 chain lube	8.95
TOTAL	<u>\$254.50</u>

REPAIRS:

Welded Carry Rack	\$8.00
Accommodation:	26.00
Beer; Approx	50.00
Food and soft drinks	118.71
Souvenirs etc.	24.00
TOTAL	<u>\$226.71</u>
Plus PETROL	<u>44.8.37</u>
TOTAL COST	<u>\$929.58</u>

Started with \$1000.00 and returned home with \$70.42.

Average fuel consumption over-all: 6Lt/100km or 16.6 km/Lt or 47.16 mpg

Average speed for TOTAL RIDING TIME 109.93 km/h

Taking into consideration everything and all aspects of the ride I feel that the SUZUKI GSX1100 EZ performed very well, was most reliable and comfortable the whole time. Since this run and after 50,000 trouble free km I have traded Susi for a so far reliable and good performance packaged, a GPz 900 R. I wonder how it would perform under the same conditions?

HANS WURSTER GPz 900

WESTERN AUSTRALIA TOUR

It seems the club's tour will be going ahead. 10 members or friends of members have indicated that they are interested and even if they do not all travel, there are enough to make it a viable proposition. We hope to finalise details at a meeting tonight for those who respond.

More enquiries are still welcome. See Peter Dwyer

MAROONDAH DAM BBQ RUN 12/8/84

Sunday August 12th has a cold south wind and drizzle early morning, not the best type of day for a club run. However the wet clears up mid morning leaving the cold wind and heavy rain threatening clouds.

Members brave the risk and 8 bikes show up at KBCP and would you believe 8 of them are Kawasaki, perhaps this makes with stands winter better than others? Then Andrew arrives on a BMW, feeling guilty of spoiling the 100% Kwaka scene and fouling up some sort of record.

Three more bikes at the Lilydale pick up with another Kawasaki, a Honda and a Yamaha. The latter's rider and pillion are first timers on a club run and had picked up our itinerary from MRA House Fitzroy. Shows someone is circulating for new members.

A Lilydale still talking about all the Kwakas, and along come a group of 14 plus Laverdas and Moto Guzzies, never seen so many together, must be a morning for records. Leave Lilydale 11am with Danny rear rider and led by Ben (Yes both on that particular make of bike). Ben being Ben, taking us to just up the road Maroondah Dam via Warburton, Marysville and Black Spur, but we all agree the ride is the thing not the arrival.

The most interesting stretch is the 19km of curves between McMahon's Creek and Marysville, and although it does not rain, the combination of mist, cloud, wet bark and clay on the road keeps speeds at sensible levels. (Well fairly sensible – start slower but then confidence builds up after 9-10 km.)

Arrive at Dam around 2pm and use up the BBQ fires from earlier lunch cooks, why don't they leave some choice steaks also? Editor Keith reportedly will meet us here, but is not in sight, probably been and gone due to our lateness. Oh wee, would have added yet another Kwaka to the outing.

We talk of many things like bike make preference and Devonshire teas (talk of what?). All agree on great idea for future club run, "Devonshire Tea Run" with many stops at Devonshire tea joints for scones, jam and cream bit. Just imagine all that black leather in such genteel establishments!

Some think we should return to Lilydale dispersal point via Buxton, Benalla or any other place in the opposite direction, but a compromise is reached and its home via the Yarra Glen Eltham route.

Jack Youdan.....VF1000R/K100RS

POLLY MCQUINS 22.7.84

BIKES: GS1000G (Gary), GPz750 (Vince Green), CB1100F (Ed Simonis), GSX750 (9) (Dean), Katana 1000 (Sam Camelleri), Katana 750 (Daryl Eames), R75/5 (Andrew Lavery), GPz550 x 2 (Janet Towns, Ben).

Weather: overcast, cold, rain forecast.

I arrived late. Vince declared the GPz Turbo the best bike he has ridden, commenting on the mid-range power especially. As agreed, Andrew led the ride and Janet was volunteered rear rider. Dean remembered that he was supposed to be helping a friend move house and reluctantly departed. Vince had to be home by 11am and when last I saw him he was heading the wrong way along Swanston Street.

Out the Eastern Freeway towards Diamond creek taking the turn off through Doreen up and down the very steep, short, dirt, switch-back section, which seemed even steeper during the day. No place for faint hearts.

Across from Yan-Yean to St. Andrews, around the outside of the faster Katana (Daryl), before some fast dirt. Then up to Kinglake; magic twisty roads, but no way round Gary. Some corrugated dirt road, followed by gentle touring to Kinglake West. Then the blast to Flowerdale where I corner marked. Strath Creek for morning tea. No, I had not seen the Statesman and two panel vans playing cat and mouse with each other. It was appreciably warmer inside the shop, though the service was slow. Petrol for those who needed it, and wet weathers to reduce the likely hood of rain, it started to drizzle.

North to Goulburn Valley Highway (smidge of dirt), then headed towards Seymour (150 km/h stuff). Inland for the next 160km of carefully selected, scenic touring roads through the Strathbogie Ranges. Panicking sheep running helter-skelter across the largely unfenced road reduced speeds a mite. There were large sections of dirt road now, of generally good quality, but getting slipperier with the continuous drizzle. The group was spreading out and it felt cold. I corner marked at Gobur, dirt finished.

Rounding a corner I saw plenty of activity. Sam had dropped his bike on a single lane bridge while crossing from the right side to the left. There were two lanes of sleepers for car wheels with a gap between. Sam's front wheel had (not unexpectedly) failed to bump-up the sleeper, spitting him off. The Katana had slid along the bridge and off the road ending up almost upside down in a muddy gully along the side of the road. Petrol and brake fluid were leaking profusely. Eye witness Gary stood the bike up to reduce the risk of fire. Sam was in shock, his left leg hurting. He was able to walk. Ed pillioned him to Yea (?) District Hospital, Andrew was fetched from Merton, and using Gary's bike we towed the Katana about 2 km back to Yarck, using two ocky straps around the forks. I steered. Damage to the Katana was minimal mechanically: - shattered alternator cover and possibly engine casing, and alternator clogged with dirt; but cosmetically substantial:- mashed fairing(s), blinker, mirror, dented tank and miscellaneous scratches. We regrouped at Yarck for lunch. Andrew, looking like a policeman, flagged down a car towing a bike trailer. The owner lived a couple of streets away from where Andrew and I live, and happily tailored the bike back home. The ride split up at Yarck.

Andrew decided to follow the trailer home. I went ahead, not wishing to "waste" the roads and waited in Whittlesea. Along came a bunch of familiar faces including a few members of touring club: Gary and Brenda, Christine and Gavin, and another couple, out on a "Claytons" ride. Ed, Darryl, and Sam also pulled in. Sam was okay, his knee a bit swollen. I told him what was happening with his bike. It would be home that night. The Katana ferries had taken a tricky route home, by passing Whittlesea, after unloading the trail bikes on a farm. I raced home, meeting them just as they drove in. After some tea at Andrew's, we borrowed his brother's (attractive-to-police) car and towed the Katana, still on trailer, out to St. Albans, Sam was pleased.

Returned the trailer and home by 9pm. My bike had now done 72,600km

Ben (GPz550)
