

Ben Warden	Honda CBR1000	Mark Copeland	Kawasaki ZZR1100
Paul Southwell	Honda CBR1000	Cliff Peters	Kawasaki ZX10
Misho Zrakic	Honda CBR1000	Marc Marais	Kawasaki ZX10
Ian Payne (rear)	Honda CBR1000	Sam Serham (1 st ride)	Kawasaki Z1000
Craig Morley	Honda VTR1000SP	Phill Hotschilt	Suzuki GSXR1300
Ron Johnston	Honda CBF1000	Billy Simpson	Suzuki GSXR1000
Pina Garasi	Honda CBR600	Steve Mudford	Suzuki GSXR750
Rob Langer	KTM 990	Mark Edmonds (1 st ride)	Suzuki GSX600
Tony Ripepi	KTM 990	Rod Merrett	BMW S1000RR
Ed Simonis	Moto Guzi 1200S	Dave Chisma	BMW F800ST
Cindy Lee	Triumph 675		<i>21 bikes, 21 people</i>

Leg 1: Geoff will lead today's ride out through Flowerdale, Strath Creek, Trawool and Highlands to Seymour for morning tea. (122 km)

Leg 2: After the break we'll through Pyalong, Emu Flat, Baynton, Burke & Wills Track, Cobaw, Mt Macedon to Woodend for lunch. (121 km)

Leg 3: After lunch it is on to Trentham, Blackwood, Greendale, Ballan, Mount Egerton, Dungall, Morrisons, and Meredith. (105 km)

Leg 4: The last leg included Steiglitz, Anakie, Bacchus Marsh, Diggers Rest. (90km)

I was still on a high after riding the Irving Vincent 1600 at Broadford on the Friday. I've been doing the chassis work on these bikes since 2000 and the boys wanted to shakedown the bike before sending it to the U.K for the Goodwood Festival of Speed. Craig McMartin is the regular (68kg) rider of the bike so I was always going to stress the setup being 100kg. Now to put it into perspective, this bike has 180hp, double the torque of a CBR1000RR and weighs 160kg. What a bike!! It's an absolute privilege to be able to ride it! The guys worked with Phil Irving (Irving Vincent) together at Sir Jack Brabham's Repco Brabham F1 team, so a lot of history there.

It was the promise of a fine day that brought out a great showing at Caltex Whittlesea. Cindy and I were cutting it pretty fine, rolling up right on 10am. Geoff was leading today, and, after an entertaining riders briefing, he was adamant no one was going anywhere until someone volunteered to write the story. Ha! Great tactics!

There were lots of familiar faces, including Cliffy which was great to see! Billy was in fine form too! We had a couple of new guys today, Sam on the Z1000 and Mark on the Bandit 600, the latter falling foul of the "SS" (Highway Patrol). More about that later! As we were preparing to get going, Craig on the SP1 came up enquiring about a recurring fork seal failure. It's a small world but it took until Woodend when Craig asked, "You didn't used to ride a ZXR750 did you?" Turns out Craig and I were on a Phillip Island Rideday I was running in 1992! Ha, ha. I don't think I've seen him since until now.

Geoff took off towards Flowerdale with all in tow. We made our way to Strath Creek and then on to Highlands. I was following Misho which is, I must say, a tactic of mine. He knows the way, he's very fast, and he's very sensible the way he goes about it. You can say the same about Ben, too! I wasn't feeling all that "with it" through Highlands so I was taking it a bit easy. Highlands isn't a great place to make a mistake!

We got to Seymour for a break at the famous Burger joint and it was good to warm up a bit. Misho and I discussed wiring looms and earths because the Gixxer has an issue where the tail light stops

working sometimes. It's usually when it rains! Cindy and I went up to grab some fuel and a Red Bull which seemed to do the trick. It's bad stuff, I guess, but I needed to be more alert.

We took off toward Pyalong on the way to Burke and Wills Track. It's fast, open stuff... except for the dirt section that I forgot was there! Anyway, made it through okay. Down through Burke and Wills and a brief stop at Lancefield for a splash and dash. At this point we headed for Woodend for lunch. These roads I had never been on before, so it was interesting.

The run down into Woodend proved a bit tricky. I was following Rod on the BMW and we were holding a good pace, but next minute Rod went from one side of the lane to the other in a massive front end slide. GRAVEL! I'd seen it already but the Gixxer didn't seem to be as upset as the BMW. Having said that, I was following the tyre tracks. Maybe Rod hadn't seen it... not sure! When we got to Woodend, everyone had a story about that section, especially a hairpin covered in gravel. Billy went on to re-tell the mother in law joke and others... he's a funny guy. Good onya Billy. Keep it going!

At this point Rod, Craig, Ed, Paul, Rob, Tony and Phill headed back to Melbourne with various commitments pending.

On the run through Blackwood and down to Greendale the roads were shiny and very cold so we were all taking it a bit carefully. But Ben must have got bored with that and zoomed past with Ron in hot pursuit. Cindy had wanted to head home at Ballan so we peeled off after informing Ian and headed for home.

Apparently, later an unmarked bike cop ran into the group and encouraged everyone to overtake him, but no one did. He then took off and pulled over Mark on the Bandit 600 and maybe booking him for something. I'm not sure about the result! *[Policeman took Mark's details and is supposedly considering whether to book him for 6 months or 12 months suspension. But no paperwork ... could be lucky ...Ed.]*

I really have a big problem with lack of driver training and the road toll being blamed on speeding. You just have to compare us to Germany where there road toll is low, speed limits are very high comparatively, but extensive driver training is mandatory. Funny about that! Here it's about revenue raising, plain and simple!

As usual, another great Sunday adventure with the crew!

Thanks to Geoff for leading which he did really well setting a great pace. Ian was rear rider today, and again thanks. I'm planning on having a go at rear rider just to give the regular guys a break.

Steve Mudford