



Ben Warden	Honda CBR1000	Cliff Peters	Kawasaki ZX10
Paul Southwell	Honda CBR1000	Tony Stegmar	Suzuki GSXR1000
Misho Zrakic/ Pina Garasi	Honda CBR1000	Glenn Aspden	Suzuki GSXR1000
Fikri Awang (1 st ride)	Honda CBR1000	Andy Maher (2 nd ride)	Suzuki GSXR1000
Jesvin George	Honda CBR600	Geoff Jones	Yamaha R1
Geoff Dick (rear rider)	BMW 850R		<i>11 bikes, 12 people</i>

Tassie done and dusted so a ride way out west with Cliff seemed a good chance to catch up with the latest news, of which there was much, and get away from the recent Queensland type weather.

Tassie talk started as soon as the group gathered, Tim and Andrew the main talking points as expected. Seems they both had rather large offs but are talking on social media so we hope their recovery is swift.

Ben did the pre-ride talk with extra attention to the mechanics of the ride for the benefit of the new people and so with Glenn as rear rider we set off for Moriac. Rain had eased and so we settled in for the freeway drone to the Little River off ramp to Lara and on to Batesford and Ceres to join Cliff at Moriac.

Line up for fuel and food, more talk the talk, and some questions about the smell from the R1: castor based two-stroke oil in the fuel. As Paul pointed out, absolutely no benefit, but I like the smell. Much like my extra crankcase breather on the benefit front, I guess. Geoff Dick took over the rear ride role from Glenn.

Another pre-ride talk from Cliff and a warning about the state of the road after the Carlisle River dirt. First stop to be a regroup only, near Irrewillipe. Some plug cleaning indulged in as the roads were traffic free, almost, and no sign tax collection devices noted. Regroup done and on to the dirt section and then the bumpy section to Simpson.

We line up at the retro fuel pump for very personal service and take pot luck on the food. I had a cold pie, as it turned out, but it was my choice. Tassie pictures on Ben's phone featured at lunch, the smoke ring a

sight. Tony tried the other Simpson food shop and had a long wait for a salad roll. I almost paid for his fuel as it was the two minute call to move on.

Waarre is on the map and so we headed out for a Waarre loop. On the web page there was a suggestion we would return to Simpson, but that did not eventuate and we found ourselves on the Great Ocean Road, consuming fuel and rubber at a rather wasteful rate. An oncoming large bus flashed the front few runners so we slowed for the expected police presence. Riders then closed on the front group as the bus did not flash them. Pace up again and into Lavers Hill for a break. I should have filled up but didn't. Geoff on the BM also did not fuel but had a 22 litre tank and thought he would be okay to Moriac.

Turtons Track is a very technical piece of road and it was to be Cliff's choice to get us to the Skeenes Creek Road for the run north to Forrest. Through the wettest place in Victoria, Weeaporina, to Beech Forest and on to the Track. I was behind Cliff and Ben who promptly disappeared and apologies if my speed through here was not at MSR standard but a few slips on the wet tree bark slowed my pace, that's my excuse anyway. All through and north to Forest, Barwon (local policeman having a chat) and Murroon for a long wait.

Eventually Glenn arrived with the news that Misho was the new rear rider as Geoff had left to find fuel. I was also low and left the ride at Wurdiboluc where my uncle lives. Ten litres of free fuel and a cupper and biscuits saw me leave for Gisborne at 600pm. Moriac fuel closed at 400 I believe.

Hope everyone got to the ride end okay. Rear ride duties shared between Glenn, Geoff and Misho/Pina.

Thanks Cliff for another fine way out west event.

Geoff Jones (sweet smelling R1)