

Ian Payne (leader)	Honda CBR1000	Ronny Ronny	Kawasaki ZX6R
Adrian MacGeraghty (1 <sup>st</sup> ride)	Honda CBR600	Gordon Heydon	Kawasaki ZX6R
Scott Bowden (3 <sup>rd</sup> ride)	Honda CBR929	Geoff Jones (rear)	Yamaha R1

With most of the regular riders gone to Dargo, I didn't expect too many people would turn up for this ride to Mt Baw Baw, although Simon Wastney had indicated at the Social Sip that he would be there. He wasn't, so I thought maybe it was too cold or he had other things to do. But I learnt a week later that on the Sunday morning when he was preparing for the ride, he placed his helmet in the lockable top-box to carry it down to the bike but it toppled off the table snapping off the key, part of it remaining flush in the lock! So there he was with his only helmet locked in the top-box and no easy way to extract it. Suffice to say he missed the ride.

Luckily, another five riders made the decision to go for a ride. So with Geoff bringing up the rear we set off from Berwick to Narre Warren North, Upper Beaconsfield and Cockatoo. Some of the roads were still a bit damp so this tempered the ride somewhat. Fortunately, after Mt Burnett the roads were dry, so the run through Gembrook to Hoddles Creek and from Powelltown to Noojee were taken with a bit more vigour and so we were able to enjoy these great motorcycling roads.

Noojee was uncharacteristically deserted so getting a bite to eat was easy. But alas, no fuel today! This concerned Geoff as after the recent Dyno Day he had put larger main jets back in the R1 carburettors to compensate for its demonstrable lean running. Scott was also after fuel as he'd only filled up at Altona that morning and his bike was a tad thirsty because he had gone down one tooth on the front sprocket and up three on the rear (!) to improve acceleration performance. I assured them it was only 100 km return to Baw Baw and we would get fuel up the road at Neerim Junction after lunch.

After a leisurely break we headed off to Icy Creek and Tanjil Bren. The Mt Baw Baw road can be quite demanding on its own but throw in lots of pot holes, leaf litter and bark and it is doubly demanding! We finally make it to the top to find the Alpine Village is closed to traffic due to a Mountain bike competition.

We left the bikes in the carpark and walked down to the cafe which has a good view of the competition tracks. It was amazing to watch these guys ride down steep drop-offs peddling as fast as they can all the way to the bottom. Fortunately, they had a courtesy bus to ferry them back to the top.

Time for lunch, so back to Noojee. Scott is concerned he won't have enough fuel, so I send the others ahead and ride with him and Geoff, just in case! His premonition comes true and half way down he splutters to a stop! As Geoff has the syphon hose it should be an easy matter to transfer fuel but there is no way we can get the bikes positioned for the syphon to work. After Geoff has more than a few mouthfuls of petrol we abandon that idea and look for a container, nothing is found so Geoff's spare 500ml oil bottle is used. After transferring two litres we finally get going but only travel 20km before more petrol is required! Another litre does it and we make Noojee for a very late lunch, so late in fact we see the MSR Dargo contingent heading home.

After stopping at Neerim Junction for fuel we head to Nayook and Powelltown and then on to Yarra Junction where the ride finishes without further incident.

Thanks to the guys for coming out, especially Geoff for his syphoning efforts!

*(Geoff: Rule number one: always make the guy who ran out of petrol do the syphon sucking! ...Ed.)*