



## Newsletter No. 9, August/September 2005.

<http://autos.groups.yahoo.com/group/Royal-Enfield-Club-Australia/>

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*Craig Jolly's 1947 J model project bike.*



A big thanks goes out to all that sent in articles make this newsletter an easy one. If anyone has anything for the next newsletter please email it to me at [tizz@elvis.com](mailto:tizz@elvis.com). Enfield activities here in Canberra have been limited due to the cold weather. The last time I went for a ride I could see snow on the mountains and could not help but feel that riding and seeing snow at the same time was not a good thing. There are some people here that are not worried by the cold, I guess it's the banana bender in me that scares me off.

I have been catching up with Craig Jolly and monitoring his project bike (see part 2 of his story below). After taking a pic of his bike with the tank on I could not help but put it on the cover of this newsletter. Every time I see him he has made some serious progress. The colour choice of the tank was a good one and in the flesh looks awesome. This paint job

was his final choice after concluding that getting it chromed was not going to be a guaranteed success. If you have a project please email me pictures and workshop notes. After a brief search on the web there is not more news on the 600 or 535 that India has planned for the export market.

## Craig's 1947 J model. Part 2.

### Model J Restoration



Since the last installment we have progressed to the point where the old girl now runs and has done a couple of 100m laps around the street. (Limited by the amount of fuel I can squirt down the hose I have attached to the carby – no tank yet) I need to do some work on the gear selector, finish the tank and complete the wiring harness.

The club has provided some invaluable advice especially when I thought I had put the clutch assembly together correctly and it didn't work. Even after a lengthy discussion with Fred Garland I was sure I had everything right. It took me no more than five minutes to solve the problem once I had a closer look at it. Despite reading the book a few times I managed to put the friction and steel plates in the wrong order – possibly beer related problem.

A couple of interesting bits that I have found recently:

Since the pre-monbloc carby came without a filter, and I am trying to keep with the metal fuel lines, I searched high and low for an in tank filter that I could use by tapping a thread into the brass fitting supplied by Enzed. After three weeks of searching I have found that a standard gauze filter out of a whipper-snipper fits perfectly, doesn't require any machine work to fit and at \$2.00 each is an excellent bargain.

Trying to find the right spring for the choke had eluded me for some time as well. Could find springs the right diameter but too short, or the right length but too wide. After traipsing all over the ACT and surrounds I was stumped. My son broke a bic pen and I found that the spring was perfect, just a little short. So I broke another one, wound them together and inserted them into the carby. The result – perfect; another cheap option at around 29 cents per pen.

What is holding me back now is the tank. If you have followed the forum you will have noted that I was very keen to get the tank chromed as per the original. Despite all my efforts; cost and no guarantee of success have pushed me down the track of going for a two-pack finish. Now that the tank won't be original I have decided to go with black with

silver frosted panels. I am on the lookout for a tank that is suitable for chroming though – check your back sheds if you wouldn't mind.

I have just finished sealing the inside of the tank using the POR 15 system from the US (\$61 including GST). Very easy to use and the result was excellent. You will need to take a lot of care if you don't intend to repaint your tank, but it could certainly be done. The system is a three-part treatment: firstly a cleaner to remove old fuel residue etc, then a rust neutralizer and finally silver "paint" finish. Took about 12 hours to get it done (a lot of that involved Resch's stubbies) and then 4 days for the seal to cure prior to adding fuel again. I am waiting for the transfers to arrive from Hitchcock's so no big rush at the moment. By the way – they don't take kindly to cricket jokes over there at the moment – no free postage.

So what's next – finish up the wiring harness, fit the tank, rego and ride. (Then pretty the old girl up with a bit of chrome work and some more paint). I hope to be on the black stuff by September. Unfortunately I'll miss the November ride and the AGM due to work commitments, but will be back on deck in June 06.

While you're out there searching in your sheds for a J tank – if you come across a J front guard I'd love to hear from you. I have a bullet set up and want to get the real deal.

Here's Cheers to Beers and Royal Enfield Engineers

## **Running in a new Bullet.**

By aNoop "Siman" Kumar.

"A properly run-in machine will have just enough clearance between mating surfaces to permit an unbroken oil-film under normal operating conditions"

After ages and ages of dreaming and lusting, you have finally taken delivery of your new Bullet.

The manual warns you; the dealer warns you; your friends warn you:

Run it in correctly, they say, or else...

In face of this united chorus, you almost wilt. But not quite! Bulleteers, as a rule, will not be stubborn, but they won't be pushed into anything willy-nilly, either!

Or else, what? You ask, innocently but firmly. The dealer looks incredulous. But you won't back out! And he is forced to play his trump card on the back foot: The warranty does not cover misuse. And no, he can't qualify "misuse". It is just about any thing you admit to having done when you go to report a problem during warranty period.

Your friends don't know either! They were simply passing on what they had heard said, just to be helpful (?) to a friend.

Impasse?

Hardly! For a Bulleteer it is just a beginning of a fascinating voyage of discovery.

What is this running in; what is it for; how strict are the guidelines to be followed; indeed, what ARE the guidelines?!!

Really, in this day & age, "don't exceed 50Km/h for first 3000Km; change oil at 500" hardly classifies as a technical guideline! More of a "fatwa": Incomplete, illogical, and arbitrary.

This time we re-wind into History! The history of manufacturing technology. To us techies swearing by CAD, CAM & CNC it comes as a jolt to realize that not so long ago, the mass-production of components was only a small part of the story. To make a reliable machine, they had to be assembled by highly skilled craftsmen to get the required slackness/tightness of fit!! In short, the parts could not be economically produced to required tolerances. The success of several legendary marques of the motoring world is attributed to the skill of these artisans: Some manufacturers went to the extent of engraving the name of the assembler on each engine, just like a painting or work of art!

Forward now, not to Bullets, but to Guns! Very recently, I came across an interesting article about a prosperous gunsmith firm specializing in rebuilding NEW handguns for better precision and reliability. This they do by plating/lapping until all the clearances are exactly enough and no more. Their labor-charges were USD500 for a gun costing USD400. And the gun was manufactured by a reputed company whose logo is a frisky horse. Whatever the technology, the mechanism can always be improved by manual fitting. But the cost more than doubles with hardly a dozen parts to be fitted!

Finally, we come back to familiar terrain: Who has not freed a seized door-hinge by liberal application of penetrating-oil and cycling open/shut with gradually increasing amplitude. If the entire operation were attempted in a single try, something would have bent/broken!

Hmmmm. So here is an alternative! Neither you have to manufacture to space shuttle tolerances nor you have to hand-fit the parts. Just aim for interference-fit where running-fit was needed, and it will wear itself to a lovely running-fit if progressively run-in like the hinge!

So that was the run-up to running in.

Which you have done by "the book":

3000Kms never exceeding 50Kmph, Oil-change on the dot at authorized-dealer's, and all.

Feeling smug?

OK, ride out to the nearest National Highway one Sunday morning (no traffic) and open 'er up!

Ten minutes at 120Kmph, and it is even-money that you have a seized engine and misc damage in forks & gearbox.

Oh, really?!!! But how?

And why didn't anyone ever mention it?

Well, I just did, and the reason is not difficult to understand!

#### **First we consider the engine construction:**

Piston - Al Alloy; Rings - White Iron; Cylinder - Grey Iron; Gudgeon, Crank Pins - Steel; Connecting Rod - Al Alloy; Floating Bush.... OK, OK, the point is that there are many different materials, which have different, co-efficient of thermal expansion. It stands to reason that the clearance between the components will change as temperature changes. The plot FURTHER thickens, if you believe me (Please do; I am pretty good at Metallurgy) when I say that these materials are non-homogenous! I'm serious!! For example, Grey Cast Iron is particles of graphite embedded in iron. The size & distribution of the graphite is influenced by so many factors, you really don't want me to list them here! You'll just take my word for it when I say that in case of a mass production piece, nobody can predict it's EXACT dimension at a given temperature. Nobody but an insurance salesman :-)

Now consider engine temperature:

It depends mainly on the balance between (a) the heat from the burnt fuel, from friction and (b) the heat removed by the exhaust gases, by air, by oil. Rises with rising engine RPM.

Back to running-in.

you have run-in your bike at 50Kmph., which means, at the corresponding temperature T(50), the clearances are ideal. The next step is to make them likewise at T(60) where

$T(60) = T(50) + \Delta T$   
and NOT at  $T(120)$  where  
 $T(120) = T(50) + n \Delta T$  where  $n \gg 1$ , right? :-)  
Don't like "mathematical" formulae? , Eh? :-)

OK, try this:

Recall (or visit) a machine shop. Observe how the machinist removes material from the work piece to bring it down to the required dimension. He traverses the length repeatedly, advancing the tool SLIGHTLY each time, removing a LITTLE material each time, obtaining a pretty decent finish too. Try removing the whole lot in one pass, and you'll neither get accuracy nor a good finish! If you were very lucky. If not, screeeeeeeeEEEE-KRAK-crrrruNCHH. Overheat, smoke, tool breakage, system-seizure.

See any connection? :-)

In other words, even if you have already "run-in" the engine at 50Kmph, you should progressively expose it to higher speeds and gradually forms the clearances for best finish and fit. If you directly go to 120Kmph, the clearances might suddenly close-up, scrubbing off the oil-film and creating a rough unstable finish. If you are unluckier, crrrrruNCHHH!

Now, should you take your chances on that, or should you take Nandan's advise?

**Point One:**

Even if your bike has been used for YEARS in the city, say at 70Kmph max, DON'T try holding 120Kmph steady on the first interstate trip! Run-in the engine to 120Kmph first.

**Point Two:**

A suggested running-in method. Don't exceed 50Kmph for the first 1000Km. (OK, 3000 if you feel better that way) Then with engine warmed at 50Kmph, go to 60 and hold it for not more than half a minute. Do not repeat for at least 10 minutes (You can guess why, right?) Repeat this process at least 5 times before proceeding to next step, which is the same but holding time is one minute. Then repeat for 2min, 5min, and 10min. This may have taken several days or weeks! Repeat this for 75, 95 and then 120 Kmph. NOW you can say your bike is run-in.

**Point Three:**

OK, you didn't take me seriously, and chased a car on the NH without looking at speedo nor watch. Your engine suddenly goes uh-uh-uh-uh-uh and you grab the clutch and coast to a standstill praying it is a case of fuel-starvation, nothing worse. But the kick-starter is like the footrest! Immovable. And the oil-filler is smoking like a chimney. Curses! Why didn't anybody warn you! Worse, what next! Relax. If it is any consolation, you are not the first person to have this happen to. Nor the last. Relax, because if you have grabbed the clutch in time, the engine will free itself in about 5 to 15 minutes, and the oil would have stopped smoking. First, open the sump-plug (front, not the rear one, that is the oil-tank plug), and let the oil drain. Gently kick the engine over, with decompressor pulled, listening for any unhealthy noises, feeling for resistances. To be on the safe side wait half an hour, which you can utilize getting some engine oil if possible. Now start the engine without putting back the plug. Yes, I know that the scavenge-pump and rockers are running "dry", but that is the lesser of the evils. Oil will start dripping from the sump-plug hole. (Collect it and examine for metal-particles...Always nice to analyze the stable after the horse has run away!) Now & then, rev the engine for better oil-distribution and cleanup. After about five minutes, or after you feel about 250 ml of oil has been lost -in case you could not get more oil- screw in the sump plug and proceed to your destination. Change oil as soon as possible. Hear a rat-tat-tat-tat from the engine nowadays? That is because the piston has been "grated" on the dry cylinder wall till it has lost some diameter, and rock/play against the cylinder wall is now possible. Don't worry. It is not an emergency situation; it can be ridden safely for months (Ask me how I know!) before changing the piston.

## Ray and Jeff's bogus adventure. Part 2.



**Sunday 13 March.** I had made an arrangement to meet some old mates of mine this morning. Only one turned up, but fortunately it was the one I hadn't seen for about 18 years. He was riding a BMW R100 but also owns a Norton Mercury and Honda XL250. Both of these mates I have known since primary school.

In the afternoon we packed our tents etc. and returned to Leon's. Even though our beds were on the floor it was great to sleep on a mattress after 6 nights on a Thermarest. And we didn't have to queue for a shower or the toilet. And we had a home cooked meal. Thanks again Leon and Lindy.

**Monday 14 March, 370 km.** We had finally decided our route home should include the legendary Great Ocean Road. So once again we said goodbye to the Downs as we headed out of Canberra for the coast at Cann River.

The first half of the run was through open rolling country on fast roads – fast for cars that is, but not good for Bullets. We stopped at Bombala for a feed. There were plenty of Ulyssians returning to their homes and there were several sitting outside a café. As we entered we noticed a Ulysses supporter sticker on the window. Apart from good food (“We don't serve fast food, we serve good food as fast as we can”) and coffee they offered gear for cleaning helmet visors.

The second half of the ride was better, being hilly and winding through forest. Even the run along the Princes Highway from Cann River to Orbost (where we stayed the night) wasn't too bad.

**Tuesday 15 March, 415 km.** The morning was very foggy and cold and remained overcast all day. We traveled through Stratford, Sale and Traralgon, turning off to Frankston before reaching Dandenong. Our plan was to avoid Dandenong, Melbourne and Geelong, even so we got caught in a lot of traffic

Somewhere south of Frankston we were forced to don our wet weather suits and rode to the ferry at Sorrento in the rain.

Once on the ferry we were told we should stay with the bikes in case of rough seas or bow waves from freighters, so instead of enjoying the warmth of the upper deck lounge we stood on the vehicle deck looking out at the miserable overcast and drizzle.



One up side of this was a guy who was smoking dope in his car. When he opened his door Ray and I were almost instantly stoned.

When we arrived at Queenscliff there was a hot rod type coupe towing a teardrop caravan waiting to embark. These caravans were popular in the UK in the 40s and 50s I think and there was one at the Ulysses AGM built to tow behind a bike. They are tiny with just enough room for a

double bed and some storage for a gas stove and camping gear.

It had stopped raining and our suits had dried on the ferry so we were dry when we arrived at a motel. This place was a hang over from the days when a holiday to the seaside was a big deal. It consisted of several self-contained, two bedroom bungalows that would have been home for a family for a week or two in the summer holidays.

**Wednesday 16 March, 138 km.** Although it hadn't rained overnight it was still cloudy, windy and cold (cold enough for thermals) as we headed for Torquay and the start of The Great Ocean Road. For those of you who have not had the pleasure, The Great Ocean Road is 170 km of winding bitumen. The first half to Apollo Bay hugs the coast with the seaward side of the road often dropping sheer to the sea. The speed limit had recently been lowered from 100 to 80 km/h, which was not a bad thing as there are a number of riders killed each year. Unfortunately, cars are allowed on the road and we got stuck behind quite a few. There was also roadwork at about 6 locations. This was a mixed blessing as it allowed us to get in front of the cars as they were stopped but water trucks had wet the road in a couple of places, slowing us down. We stopped the night at a backpacker's in Apollo Bay, the halfway point along the GOR.



**Thursday 17 March, 204 km.** From Apollo Bay the GOR turns inland. We took a detour to Cape Otway to have a look at the lighthouse. The GOR touches the coast again near Glenaire then heads up a great winding road to Laver's Hill from where it is mostly winding downhill until the road joins the coast again. Just out of Laver's Hill is an advisory road sign showing a motorcycle skidding. "Better be

careful here.” I thought. There were some tight downhill corners to get the adrenalin going and then a tight right-hander that had huge bumps in the bitumen just in the best line. “Shit; well I was warned.” Five or six more tight corners just to lull one into a false sense of security and then another lumpy corner. I took the hint after that, but I didn’t see Ray in front for some time.

Once back on the coast the road wound through undulating sheep country – pretty unexciting.

Somewhere between Nirranda and Nullawarre I was leading when I spotted a shed just off the side of the road with a bloke bending down by an old bike. I slowed and stopped, confusing Ray who thought I must have dropped something. We rode back to the shed and there was an old bloke squatting by a Coventry Eagle. We started chatting and he showed us a restored Model A Ford. Next to it was an unrestored Model A with a wooden buckboard back and wooden roof that curved over the cab. Next was a Francis Barnet, a BSA Bantam and two old CZs. One piece I really loved was a Kris bicycle and two-seater side chair. The whole shed was filled with old parts including a shelf full of headlights. There were boxes everywhere and stuff hanging off all of the walls. This was one glorious shrine. We took some photos and said goodbye. It wasn’t till later that Ray pointed out we didn’t even ask his name.

We continued to Warnambool where we stopped for the night.

**Friday 18 March, 194 km.** We were headed for Hall’s Gap but we wanted to avoid main roads so we traveled via Koroit, Penshurst and Dunkeld then took the right hand road through The Grampians. It was a good road with some winding sections and not too many steep hills to Hall’s Gap. Not far from Hall’s Gap there was a road sign saying “Cat Free Zone”. We had to stop and take photographs. This is something I would like our gutless council to initiate but they were even too weak to introduce a cat curfew.



Hall’s Gap is a lovely little town and I would have liked to have stayed longer but after food and fuel we continued north. This was a much better road with lots of curves and hills and some great lookouts.

We rode through Horsham to Dimboola for a night stop.

**Saturday 19 March, 294 km.** From Dimboola we took more back roads through Jeparit, Rainbow, Hopetoun and Patchewollock to Speed on the Sunrasia Highway. Although there wasn’t much traffic the Sunrasia Highway was very ordinary riding. We stopped for lunch in Ouyen where we had stayed 18 days ago.

When we were trying to leave Ouyen we were stopped

about 6 times by people who wanted to talk about our bikes. I thought we would never get away. This was typical of a lot of places we stopped. We must have educated 50 people on the history of Indian Royal Enfields, not including those at the Ulysses AGM where our bikes attracted a lot of attention. Several people wanted to know if there were any Bullets for test rides and one bloke even wanted to buy one of our bikes.

From Ouyen to Red Cliffs was very unexciting. We stopped in Red Cliffs to have a look at Big Lizzy, an amazing piece of machinery (see <http://www.walkabout.com.au/fairfax/locations/VICRedCliffs.shtml>) If you are in the Mildura area and have any feelings for machinery then make the effort to see this marvel.

We missed Mildura, it must have been there somewhere but the road we were on seemed to bypass it, and continued to Renmark for a sleep. Most of today's riding was just A to B stuff although riding through thousands of rows of grape vines added some interest.

**Sunday 20 March, 369.** From Renmark we took the back roads to Burra via Morgan. If you find yourself in Morgan and in need of coffee there is a café overlooking the Murray River on the road to the left as you head towards the ferry. **DO NOT GO THERE!!!** This was the first place in more than 2 weeks that we were served instant crap. Why were we asked if we wanted cappuccino or flat white if we were going to get instant? On the other hand I don't think we got real coffee again till we were home.



From Morgan to Burra was desolate grazing country. This was an area of "Soldier Settlement" and there was plenty of evidence of failed farms. There were plenty of old, abandoned stone farm houses; some were empty, some were filled with hay and some were used for shelter by sheep. In some ways this made the trip more interesting than it might have been. There were pipes following the road, presumably carrying water to the surrounding towns. More interesting was an

open, concrete lined canal winding its way around the hills. I assume it was the predecessor to the pipes and what fascinated me was that it must have been running down hill all the way from its source.

We had a break in Burra, a nice little town that I must return to one day. The 4 km ride to Burra from the main road and return was enjoyable after the rest of the day's ride.

We stayed on the back roads through Spalding, Gulnare, Gladstone, Laura and Melrose stopping in Wilmington for the night. Melrose is a lovely little town and Ray wanted to

stop there but for some reason we kept going. We could have made it to Port Augusta for the night but there was a toy museum in Wilmington that we wanted to visit and it was about to close when we arrived.

**Monday 21 March, 342 km.** The toy museum was well worth the \$2 entry price. The owner was one sick puppy. He had a collection of collections. The main collection was old toys and electric trains. There were Dinky toys and Matchbox toys, plastic models and Mechano sets. There was a collection of Coke bottles and a collection of hubcaps, a collection of old tools and a collection of old books. This was a trip down memory lane for both of us.

The trip over Horrock's Pass was our last chance for some fast bends and it passed too quickly and we were back on the Stuart Highway.

We fuelled up at Port Augusta. It was not uncommon for a fuel stop to take 30 minutes by the time we filled up, checked the oil, sprayed the chain and Ray drained his catch can. This was also a chance for a stretch.

We had a fuel and food stop at Pimba and continued on to Glendambo for a night stop.



Although we talk of the 1100 km from Port Augusta to Alice Springs as flat and straight it can actually be quite interesting if you take notice of the surroundings, which most motorists probably don't. Between Port Augusta and Glendambo there are treeless rolling hills, some quite high, and salt lakes and the vegetation changes are interesting if you watch for them.

**Tuesday 22 March, 485 km.** Pirsig could have been describing much of the

Stuart Highway South of Alice Springs when he was writing about his journey in the first part of his book so if you read it I won't have to write anything.

We stopped at Cadney Park for fuel and then rode to Marla where we camped for the night.

**Wednesday 23 March, 454 km.** We were woken early by the Galahs so we packed in the dark and took off on the last leg of our journey.



talk to us. He saw my Ulysses sticker on the bike.

We refueled at Kulgera, stopped for something to eat at Eralunda and refueled again at Jim's Place (Stuart's Well) and arrived in Alice at 3.30. We both went to the Post Office to check the mail and, like in so many other places we were approached by a bloke who wanted to

This was one hell of a trip. It was slow (I estimate we averaged about 78 km/h) and at times tedious; we were overtaken by cars, trucks, road trains, busses and other bikes but we did manage to overtake a small truck towing a caravan up a hill, an MG Sprite, a pushbike and a freight train. I have driven some of the same roads but I have never seen so much of the country. The weather was better than expected and we only got wet twice. The bikes performed admirably, without any breakdowns or even a flat tyre.

If I had the time and money (and permission from my good wife) I would have loved to have kept going.

**To what do I owe the success of our trip?** "Riding like I own it" and carrying spares.

**Disappointments** (in decreasing order )

- Missing a ride on the Electra X
- Foul bastards that stop at roadside stops with rubbish bins and toilets and proceed to drop papers, bottles and cigarette butts, crap in the parking area and stake their claim to it by flying a toilet paper flag over it and dropping the baby's used disposable nappies on the ground.
- Lazy bastards that leave their road-killed kangaroo in the middle of the road for the eagles to eat so they too can be killed by some speeding driver thus causing the death of two animals and causing damage to two vehicles.
- Small-minded half-wits whose claim to immortality is to write or carve their name on other people's and public property.

**Why is this story called a "Bogus Adventure"?** I set out thinking of this trip as an adventure. I know Ray has ridden further, and on a 350, but this was to be the furthest I had ever ridden and it is 34 years since my last long ride.

However, we passed a guy on a pushbike 140 km from Port Augusta and with 40 km to go until he reached the next civilisation. This started me thinking about all of the people who had run, walked, cycled, pushed carts or pulled carts between Darwin and Adelaide for charity, fun or some reason of their own. I even came across a guy on roller-blades

way north of Alice Springs. So it seemed to me that our adventure was not such an adventure after all.

I haven't heard of anyone doing the same on a pogo stick. Does anyone know where I can get a touring pogo stick?

### **The boring bit**

Specifications

	Jeff's Maude
Total Km travelled	6905
Fuel consumption	29.5 km/L
Total cost of fuel	272.09
Dearest fuel	136.9 c/L at Marla
Oil consumption	1.7 L
Chain adjustments	2
Pushrod check/adjustment	frequent

### **Enfield Classifieds.**

J2 post war engine. - Missing mudguards, new back hub, new clutch, Freshly rebuilt. Gearbox new bearings, frame and forks have been painted. Missing headlight. \$2,800 ono

2 x 500 J model engines, rebuilt with new rings. \$450

350 overhead G model \$400

350 side Valve. \$120

Contact: Wal Littlejohn - Hillcrest. 07 - 3800-8617

If you have parts sitting around that you'd like to put in the classifieds please email me. [tizz@elvis.com](mailto:tizz@elvis.com).

### **Ride Calendar**

**The third birthday run of the RECOA will occur from FRI, 28 OCT to TUES 1 NOV, 2005.**

A ride from Queanbeyan, NSW, to SEYMOUR, VIC, arriving on FRI, 28th OCT will occur, followed by a long w/e of riding in VIC.

Day 1--Queanbeyan to Albury--230km approx

Day 2--Albury to Seymore--230km approx

Day 3--Seymore to Stawell--280km approx

Day 4--Stawell to Lorne--387km approx

Day 5--Lorne to Seymore--375km approx

Day 6--Seymore to Albury--230km approx

Day 7--Albury to Queanbeyan--230km approx

Don't forget that we have a days travel to reach the starting point (Queanbeyan) and a further days travel on the return journey.

It's important that we plan to succeed and not plan to fail. Remember also that on an event such as this if it can happen it more than likely will, so

we have to have some time up our sleeve.

TUES 1 NOV: Northern riders head to Albury; southern riders back to Melbourne.

(VJ organizing some cabins or whatever)