

IIRA July ride to Pt Cook Air Museum

A freezing cold morning (Owen in Tallarook had a layer of ice over his water drum and Robert in Gisborne had a layer of frost on the ground.) turned into a brilliant day for our ride.

10 riders met at the Shell Servo on Melbourne Rd for the ride to Point Cook Air Museum.



We took off at 10:00am heading down Hudson St to the Scienceworks Museum then onto Douglas Parade.

The Parade takes us past some of the fuel storage tanks at the Caltex Terminal on the right and the Newport Power Station on the left. If you were a little bit off you could always call in to the Container fumigation service just past the Caltex Terminal. Even though it was an industrial area the view on the left side showing the city in silhouette is always a distraction. We approached road works that slowed us down to 40k just before North Rd, having another opportunity to look over towards the city view that is now being blocked by the huge container cranes at Webb Dock (I suppose you could still call them million dollar views, those cranes would be very expensive.). Turning into North Road we noticed that the cyclists were thankfully of the road and having a latte at The Point of Milk milk bar on the corner. North Rd takes you down towards the entrance to the Power Station and also where the car ferry used to cross the Yarra River to Port Melbourne back in the late '60s. (My 1st boat trip was on that Ferry). If you were a keen fisherman you would have come down to this area and fished in an area called the Warmies. The Warmies were the hot water from the Power Station was discharged, always packed along the water's edge with fishermen due to the number of fish that liked the warm water.

Onto the Williamstown Strand we past houses that not many of us could even contemplate owning. Very wealthy area with great views across the water and only the road and parkland between them and the water. At this stage we were sitting on a comfortable 50k per hour and almost had the road to our selves. It was then on into Nelson Place, past the Commonwealth Reserve and the Dockyards. Noticed about a dozen motorbikes from the Williamstown Club outside Café Cirino getting ready for their Classic Group to go for a ride to Eynesbury, gave a toot hello and a wave. From there it was up past the old Titanic Theatre Restaurant to the Point Gellibrand Reserve. This area also gives great views back towards the City as well as across the bay to Elwood.

The Timeball tower in the reserve was built in 1852 using Prison Labour and acted as an navigational aid until 1928. It was then converted into a lighthouse in 1932. (If you want more info on this look up –

www.lighthouses.org.au/lights/VIC/Williamstown/Williamstown%20Lighthouse.htm



We only slowed down in the parking bays to allow the others to catch up before heading along Battery Rd passed the Williamstown Cricket Club onto the Esplanade. The Esplanade is a pleasant ride along the beach front with beautiful views of the beach on the left and the Botanic Gardens on the right. For those that have not explored this area I can highly recommend the Restaurant that has been built into the old bathing sheds.

We stopped in the car park at the end of the Esplanade for a Coffee at the Life Saving Club. While having a chat and admiring the view we were lucky enough to be directly under the flight path of the planes from the Air Museum flying over the top of us in formation, 3 Winjeels a CT4 trainer and a Harvard trainer heading towards e Shrine for a flyover.



After being suitably fueled and having admired the view we headed off out of the car park along Victoria St towards Koroit Creek Rd. Phil White had to head home (on a mission to get CHIPs back on the road.) while we turned left and headed towards Altona. At the rail crossing Daniel Andrews was busy putting up another overhead rail bridge and had Koroit Creek Rd down to 1 lane. It was at this point we got off Koriot Creek Rd and turned left into Racecourse Rd towards the Altona Coastal Park. This road takes us over an old cobblestone ford which was not under water like it was 2 weeks prior. Racecourse Rd turns into Altona Rd and takes us past the

Pines Scout Camp and the Altona Working Mans Club (another good spot for a reasonable meal.) to the Altona Esplanade. Houses on the right have good views over the bay but are not in the same category that were along the Strand in Williamstown. Another Slow ride along the beach front before turning off onto Queens St and heading towards Point Cook Rd. Queen St has some interesting history with the Truginina Explosives Reserve opposite the Karingal Golf Club. The old buildings are being restored by some members of the Altona Mens Shed. The Mens Shed is next door in what used to be the EPA offices and for those of you that had been pulled up for loud exhausts this where you had to come to get int tested. The Working Mans Club had a Show and Shine on and the car park was full of some nice looking Classics.

The ride from here down to the Air Museum is a bit boring travelling through suburbia and the bottle neck that is Point Cook Rd. Once you get past Sanctuary Lakes it starts to open up, it is amazing how many houses are now being built down here in what was all salt flats. Slowed down and pulled over a few times to let everyone catch up.

At the end of Point Cook Rd is the Air Museum and everyone had to pull over and show their drivers licence and receive a pass before entering the base. The museum is at the end of Williams rd with plenty of parking available.



Being the galloping gourmets that we are everyone headed to the hole in the wall café at the entrance to the museum for a coffee and something to eat. There was not a lot of food left in the café and when questioned the lady said that it had been very busy all morning and they had hardly any food left. So we survived on the slim pickings to at least tide us over.

The original plan with this ride was to have a look at the museum and then head to the new Marina in Werribee South for a meal at the new café there before heading of on the roads from there through Werribee South back to Werribee. This part of the ride was cancelled as everyone was so interested in the museum and there was not enough time to eat.

All wandered throug the museum with Daryl Colt eyeing off some of the motors on display, possibly for an interesting conversion into an Indian Frame. At 1:00pm they announced the flyover was about to take place and we all gathered at the edge of the airstrip to hear a talk about the planes about to take off and an introduction to the pilots. It was worth the time to observe these old planes warming up, taxiing out then flying over us in formation. All in all everyone enjoyed the experience and were amazed how much was on display and the

amount of information that was available. If you wanted to read about all the planes and memorabilia on display you should allow at least 3 to 4 hours to have a good look around, there is something there for everyone.

After we left the museum we headed off towards Werribee South but did not turn off towards Weeibee South but turned right onto Duncans Rd and headed towards Werribee and the freeway.

Good turn up of 10 riders.

Daryl Colt – 741 Scout

Chris & Chris Knoop – 47 Chief Outfit

Phil Pilgrim - Scout

Richard Onyon – Indian Scout

Owen Jones – Triumph Bonneville

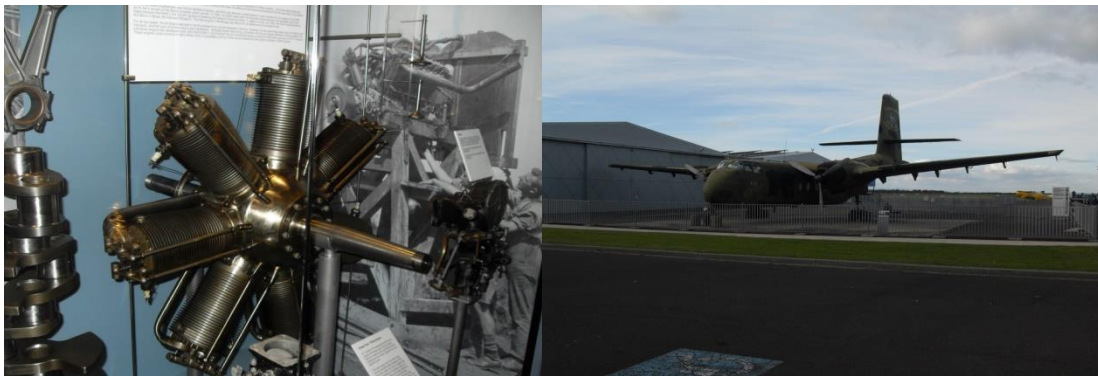
Robert Hall – Triumph T100

George Fitzpatrick – Drifter

Phil White – Drifter (Turned off at Williamstown)

Peter Kime - Drifter

PHOTOS from the Museum -



What do you think Daryl could do with this?

Caribu that Stevie York flew back from Veitnam in.



