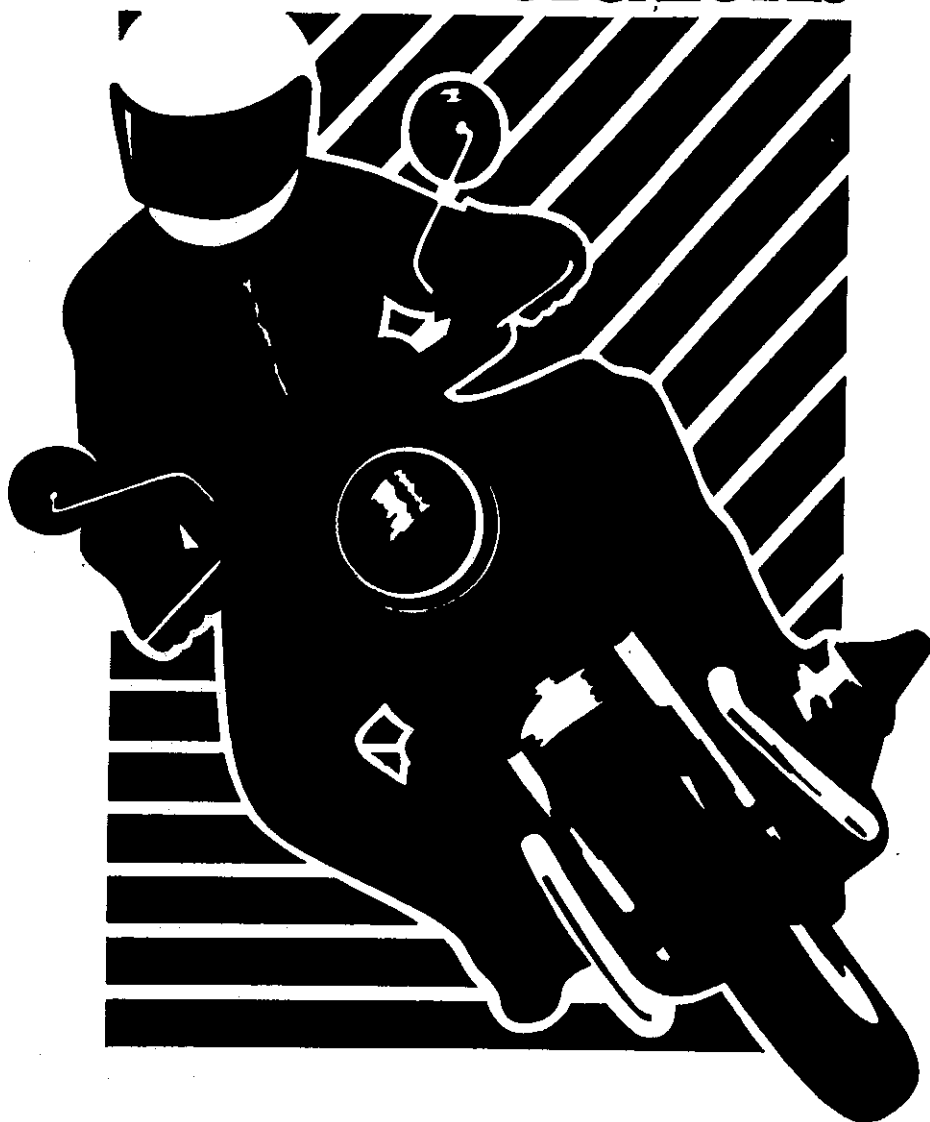


FEB 87

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

THIRD PARTY PROTEST RIDE

- Parliament House -

TUESDAY Feb. 24th

12 Noon at Sth Melb. Cricket Ground

Show YOUR Support

ITINERARY

FEBRUARY 1987.

SUNDAY 8th. STRATH CREEK and MOUNT
DISAPPOINTMENT.
9.00 KBCP.
10.30 Yarra Glen.

From Yarra Glen a round about way
to Yea for lunch. Afterwhich to
Strath Ck. and the Mountain.
Home via Flowerdale, Kinglake &
breakup at Whittlesea.

~~THURSDAY 12th.~~ BOWLING NIGHT.
NORTHCOTE BOWL
FRIDAY 13th. 7.30PM SHARP.

Come along and either play for or
support your Club as we battle
the BMW Owners Club. If competing
please arrive EARLY so we can
book bowling lanes.

SUNDAY 15th. ALPINE TOBOGGIN PARK,
WHITTLESEA. (Ph 716-1078)
10.00 KBCP.

Join with members at this family
day BBQ. The park is situated
just South of Whittlesea on the
West side of Plenty Rd. Free entry
with BBQ's (2 x electric & 1 x wood)
and playground facilities available,
but a \$2 fee payable per toboggin ride.

SATURDAY 21st GRAMPIANS.
8.00 KBCP.

Murray Browne will lead club
members up to Halls Gap & the
Lakeside Caravan Park (ph053 564281)
where we have booked 3 cabins, (4
berth , sleeping bag required). At
approx \$9 per person. Those wishing
to go please contact Ian Payne
Ph 211-5549 by 17th Fed. to enable
a firm booking to be made.

MARCH 1987.

SUNDAY 1st. BREAKFAST RIDE
POWELLTOWN RUSTY RELICS.
8.00 KBCP.
9.00 DENNY'S RINGWOOD.

Join Peter Dwyer over a coffee at
Denny's and then a ride into the
past. Those who participated in
Peters last jaunt will know this
ride is not to be missed.

THURSDAY 5th. GENERAL MEETING
Club Hall 8.15 Sharp.

DON'T FORGET New Club Hall!

WHO'S NEWS

Nice to see Keith Finlay back in the saddle of the big Z1300.

Bon Voyage to Janet Towns now back holidaying in ENGLAND. So thats why you had a shave Ben!

Congratulations to Joanne Wurster the Club Christmas Hamper WINNER.

For those who missed the Christmas BBQ, a great time was had by all.

Since ANNE came on the scene, KENNY is using the Station Wagon and neglecting the Bike, wonder why!!!!

On Ben's Twisties Mk VI, 25% of the riders sustained some form of gravel rash..Hmmm.

With the \$1600 pa. Hans estimates he's saving since giving up the AMBER FLUID he's used it to buy a Nissan Skyline Silhouette motorcar.

Who said BMW's where slow?....Tom and Andrea seen passing Ben's Gpz900 on the Black Spur and then Hans out dragging Tom's RZ500.

After 26,000kms, Hans has turned the Front (REAR) Arrowmax tyre around again.

Any members with completed CENSUS FORMS, please forward them to Ben Warden.

BMW have again came to the party and agreed to paint the STONECHIPPED fairing on Hans K100RS. Cost of repaint approx \$360.Thats some Warranty!

Gary O less than pleased with the 4000km his rear Pirelli has given.

Who said.... No daughter of mine would get in the house with a HAIRSTYLE like that.

TAS RALLY is on again this year, with most people taking the extra week for sightseeing. IE. Friday 27th February to Sunday 8th March. return passage for bike and owner is approx \$234 with some discount available for bulk booking. If interested contact Ben Warden for details.

FOR SALE....

Janet's 1982 Gpz550 H1 Kawasaki. Rare Gold colour, ridden by (not to) careful lady owner on week days. Approx 30,000km and in good condition (considering) July reg. and RWC. Pirelli front and Avon rear, New chain, sprockets and battery. Miscellaneous scratches, JAB bag and rack, foam grips, Link fork springs and workshop manual. Runs well, reliable honest bike. \$1750. Phone Ben 439-8015.

LEMON LAWS.....Does Australia need them?

Introduced into America a few years ago to give automobile/motorcycle buyers some measure of protection.

Typical Law stipulates:

1. If a verhicle is bought back to a dealer four times to correct the same defect & remains defective thereafter, the manufactureer must replace the vehicle or refund the customers money.
2. If a vehicle is out of service for any combination of repairs for an aggregate of 30 days the manufacturer must replace the vehicle or refund the customers money.

Above repairs are those covered under warranty and carry a time limit of one year from purchase.

GREAT OCEAN ROAD - DECEMBER 7th.

You know what happened on Sunday December 7th??

Two things of note:- The Japanese attacked Pearl Harbour (a few years ago), and three Club members went on this ride, namely Mike DR600, Ray Gpz900 and Jack Gpz1000.

So while many of the Club members were out at Calder watching the Swann Series race, we thought we would really do our stuff on the G.O.R.:- Wrong, Wrong,Wrong! Great riding to Anglesea (well a few curves anyway) but a few Kms. past there we ran into a tropical type downpour, only this one was going to last all day. There followed much discussion until all agreed to turn back. Oh no, TURN BACK ON A CLUB RIDE!- shock, horror, never happened, unthinkable, you will go blind. We got around that one by NO ONE being first to suggest it, sort of just came up when shouting at each other through the rain.

The run incidently was to check odemoter readings, at least we did this with Mike loosing as his was 113.9km from Laverton - rain started - to Anglesea verses the two Kwackas at 118.3km and 118.5km.

we all know "two of a kind wins".

Jack Youdan.

CHRISTMAS CLUB CAMP - POREPUNKAH.

From all accounts this was an excellant venue with good camp sites and facilities. Members seen there:-

Peter Dwyer XJ900.	Mick Fagan & Barbara R100CS.
Ted Marshal R75/6.	Hans Wurster K100RS.
Tom Saville R80GS.	Andrea Sirninger R80GS.
Mike Davis 400/4.	Peter Philferan HD Holden.
Rod Miskin & Libby VF1000F2.	Ivor & Yummie Gpz1000RX.
Tony Gustus XJ900.	Ross King XJ900.
Jack Youdan K100RS.	Peter & Sue Moreland Gpz1000RX.
Ben Warden Gpz900R.	

Apologies if I've missed anyone.

I believe Mike gave an informative demo on puncture repairs.

Peter P. seen waving to everyone! In actual fact he was performing PHYSIOTHERAPY FOR HIS ELBOW INJURY.

And yes Ben has finally got a NEW set of TYRES!

If it starts to rain, don't wait for it to ease off. It gets worse.

Leaving home in pouring rain I decided on a positive attitude: the weather could only get better. Luckily it did. But the poor day's start was enough to put off most riders and only Ian and Kerrie (nominated leader) arrived at the carpark riding Peter Philferan's (weaves in a straight line) GT750. (Peter is still recuperating but manages to drive the car.)

At Hallam, Jack (immaculate black chromed wheels K100RS), Frank (trusty R80 G/S) and Peter Moreland (*even accelerates better with new chain and sprockets GPz1000RX*) joined the ride. Jack took up riding at the rear - he had the emergency kit - and we were away.

Ian did a quick U-turn in the service station and ended up pointing south, almost losing the whole ride. We just assumed he headed off down the highway. After untangling ourselves we headed for Loch picking up towns such as Bayles, Lang Lang and Poowong. The occasional fast dirt road saw Jack drop off the tail end only to reappear once the bitumen returned.

Late (11.30 am) morning tea was consumed, a couple of bikes refuelled, chains lubricated and we were soon heading south, climbing steeply out of Loch along 36 km of scenic, smooth, fast swervery. It is quite a magnificent road offering, at times, uninterrupted views of undulating rolling cool, green hills, the horizon dominated by an ever closer Western Port Bay. The road will certainly rate a mention in Jack's *Magic Road* book.

Wonthaggi State Coal Mine

William Hovell discovered black coal in the cliffs of Cape Paterson in 1826. In the 1880s, the Powlett River Coalfields - later to become Wonthaggi- were tested, and by 1900, mines at Korumburra, Jumbunna and Outtrim were supplying about a third of Victoria's needs. Industry and transport continued to rely heavily upon coal from New South Wales and when the miners struck in 1909, the Victorian Railways were forced to burn wood and import coal from India and Japan.

The State Coal Mine at Wonthaggi was brought into operation to keep the steam trains running. The first coal - brought to the surface two weeks later - was taken by bullock wagon to Inverloch and then by boat to Melbourne. By February 1910, the railway from Nyora had been extended to Wonthaggi and coal could be carted by rail. A year later the mine came under the control of the Railway Commissioners.

Over 2500 miners and builders lived in a vast tent city which sprang up in virgin bush. In 1910, the township of Wonthaggi was surveyed, and the construction of permanent buildings began.

The State Coal Mine produced almost 400,000 tonnes of coal in its first full year of operation. Well planned and ably managed, it remained profitable well into the Twenties.

From the onset of the depression in the 1930's the State Coal Mine made continuous losses and production declined until the last mine closed in December 1968. The significance of steam diminished, production methods ossified, and only a powerful union kept Wonthaggi alive.

Only a small part of the once thriving State Coal Mine remains to be seen today. There are seven historical sites. At East Area there is an orientation Centre and a re-opened mine. Two parallel sloping tunnels driven for over 5 km to intersect four different levels of coal have been re-opened as far as the first coal seam. All coal was hauled to the surface through the larger tunnel, while the smaller was used by the miners to get to work.

The Sate Coal Mine was the first electrified coal mine in the southern hemisphere, making use of the latest automated machinery. The tall brick Power House supplied electricity to the mines for the operation of winders, coal borers, haulage, and electric lighting. Power was also supplied to houses and shops of Wonthaggi. The low corrugated iron buildings in front of the Power House were the repair and maintenance workshops for the mines.

The tour went the full hour and was conducted by an old miner who had worked at every job in the mine and was obviously a fanatic. He had plenty of good stories to tell, though the jargon he spoke was barely comprehensible, and after a while we just let the ideas flow rather than try and understand the language.

It was very dangerous work: such hazards as cave-ins, running water, electricity, hurtling coal carts, coal dust, rats, poor ventilation, poor lighting, poisonous gas, explosives, combined with long hours, low pay and very heavy manual labour often made for a precarious existence.

We wandered around a few levels and marvelled at mans' ingenuity. Jack really missed something memorable when he chose to stay outside and guard the bikes, though he did have the pleasure of the almost blind, wacky Scotsman restricted to driving "not on the highways". Hmmm.

Leading, and on the road again, we traveled around the now completely sealed beach road to Inverloch. We had also picked up a new rider, James (*call me James*) Livesey-Cole on a thirsty RG250, who had pursued us from Melbourne to Wonthaggi. More refueling took place, then on to Leongatha (after missing the Korumburra turnoff), back to Korumburra via the fast sweeping South Gippsland Highway and north towards Warragul peeling off towards Drouin along the Lardner Road, as recalled from the Navigation Trial ride a couple of weeks earlier, thankyou Ross.

An unexpected delay in Drouin proved to be a lack of oil in James' RG, and was soon rectified. Taking the back roads to Pakenham, we broke up at the usual Narrewarren Shell service station on the Prince's Highway. A fun and interesting day was had by all, clearly as a result of Ian Payne's meticulous research, and the time and effort he expended in pre-riding the ride. Thankyou Ian.

The bike has done 88,500 km and handles much better after replacing a vibrated loose engine mounting bolt and welding up the latest fairing subframe fracture. Ho-hum.

Ben (GPz900)

7/12/86.

JUST AS A MATTER OF INTEREST -

BMW K 100 RS - PURCHASED NEW ON 7/4/86 by Hans WURSTER.

NOW 8 MONTH OLD and travelled exactly 44,000 km

= 5,500 km per month average.

COSTS TO OPERATE TO DATE : -

Scheduled Services (6)(Inc. 1st Inspection by the dealer.)

All services except 1st inspection performed by me as per manual.

COST OF ALL PARTS & OIL my labour \$ 190.00

REPAIRS TO DATE (not on Warranty) 1 x Headlight globe. 12.00

TYRES USED:- (over and above 1st standard set)

2 x Front and 3 x Rear (with discount)400.00

FUEL USED (approx.) working an ave. of 16.8 k/lt

or (47.7 mpg) = 2619 lt at ave. .55c/lt = 1440.45

TOTAL COST \$2042.45

AVE. COST PER SERVICE:- \$ $\frac{190.00}{6}$ = \$ 31.66 ALL INCLUSIVE.

AVE. COST PER KILOMETER ALL INCLUSIVE = \$ $\frac{2042.45}{44000 \text{ km}}$ = 4.64 cents p/km.

WARRANTY CLAIMS TO DATE:-

2 x front fork oil seals at 5100 km.

1 x Oil pressure switch at 33360km

1 x Air Foil also at 33360km. after returning from Cairns.

REPAIRS EFFECTED BY ME(ALTHOUGH WERE WARRANTY JOBS).

2 x cracks in frame gussets at rear shocker and directly oppo ite welded & extra gusset fitted.

Left Horn bracket welded back on to frame after breaking off.

PRESENT CONDITION OF BIKE: -

Mechanically just run in. Appearance wise it looks O.K. from the distance. Close up there is excessive chipping of the paint AROUND THE FRONT OF THE FAIRING. There are areas on the paint where the clear coating is peeling off from above the paint and the dealer tells me that will be repainted on Warranty.

* THIS HAS NOW HAPPENED, REFER WHO'S NEWS * (Ed)

Reefton and Black Spurs

Sunday 21st December.

Present.

Ben GPz 900; Murry, Tony 2x EJ 900; Hans, Jack, Tom/Andrea 3x K 100; Craig CBX 750; Michael GSX-R 400; James RG250; Craig FZ 750 (Stafford); Wally GPz 750; & Con FJ H100; Greg 750 Turbo.

Arriving at the carpark I found a selection of old and new faces, after introductions we waited for Michael (a one time member R80 G/S). When the company was complete we set out for the adventures of Bens Twisties Marque Vee Iye. (Mark is a more suitable term, more of that later,). I was nominated rear rider.

Yarra Boulevard first (of course), then The Boulevard in Ivanhoe, around the back of the 3XY and 3AW radio masts. Onto Main Road then the back roads of residential Eltham (here it is proposed that we lost/ went AWOL Greg).

A stop at Yarra Glen for the pickup and some morning tea, a few more people here. Next Healsville, Warburton via Launching Place, up to Mt. Donna Buang for a look and a natter and then back to Warburton for lunch.

After lunch some of more challenging sections for the day. Reefton Spur - Why did we all stop along there? At first I thought someone had come adrift, but no these things don't happen on Club rides. Off again, regrouping at Cumberland Junction, a couple of people commented that it was their first ride along that section and were very impressed. On through the dirt section (5.8 km isn't it Ben ?) which had recently been resurfaced. ie. new gravel had been dumped over the top of the old. I was thinking to my self at this stage that this was about the notable event, as the run so far had been pretty ordinary.

(From a narrative view only of course, it is difficult to put on to paper all the experiences of riding motorcycles through that sort of country with the pressure on (real or imagined). Unless one possess particular literary skills that this prestigious journal rarely encounters. The feelings of the ride are our own personal memory for the day, this is just waffle for the armchair motorcyclists who could not make it out that day.)

Anyhow I was wrong.

Ten km down the road, down hill from lake mountain I saw some motorcycles parked off the side of the road, one in particular, Craig Williamson's, a little to far, actually in the gutter against the embankment. A patch of loose gravel on a bend was his undoing. He lost it, kept the bike upright and rode it into and along the gutter to a halt. Regrouping in Marysville to inspect the damage, and remove some dirt and grass.

At Narbethong we refueled and had some afternoon tea. Jack said he would leave the ride at this point as he had to make his tyres last another week.

Back through Healsville and then Toolangi on the back road and to Kinglake, with various people dropping out along the way.

Before Kinglake an interesting event occurred. James (RG 250) overtook Ben, Ben had to stop at the St Andrews turn off and wait for the next rider to mark the corner, then went off in pursuit. Catching up with James he tried a police style stopping maneuver, James taking exception to being forced to slow down in this manner and not recognizing Ben, accelerated through the gravel with some part of his bike catching on Ben's waterproofs, ripping them. Ben then recaptured James and redirected him back to Kinglake.

Drama Pt. Three.

Scene: A bend on the St. Andrews- Kinglake road.

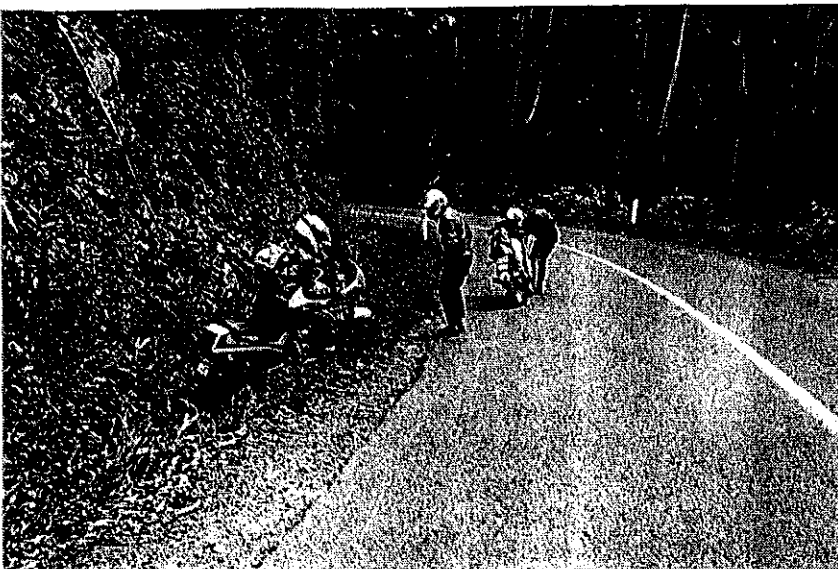
I remember the corner well after several close calls, as it is quite sharp and is reverse cambered. Murry found this out after following Craig (FZ 750 - whos brake lights did not work) through the corner too fast, after realizing his bike was not actually turning it was too late, and he and XJ parted company. The bike went down 2 m, Murry went across several then down. Bloody lucky not to have done any serious damage to himself. As he started to right the bike Con rounded the corner, the motorcycle below him caught his attention for a moment, too late. Managed to stop with only the front wheel over the edge after pushing out a guide post.

We got Murry's bike back onto the road, he rode it towards the creek where it was closer to the road, then it was pushed back up. Some repairs were made at the roadside to the throttle assembly. Other damage was done to fairing, instruments, tank, rear section bent rear subframe and handle bar. Con's bike recieved some scratches to the lower faring only.

Murry rode slowly to St Andrews and the ride broke up at Eltham.

There would have been some sore bones to nurse the next day. All in good fun ?

Tony G XJ 900.



Craig BUSHBASHING

on the CBX

LINTON RUN - JANUARY 11th.

It's a bit rich when the Editor reminds you on January 28th that you promised to write up a Club run that happened weeks ago.

Particually when you have forgotten you even went on it!

Well here goes with the main points, (really the only ones memory can recall).

@ Weather fine and cool, not conducive to swimming as advertised.

@ Ben to lead the seven (I think) bikes, after all HE discovered this Linton place.

@ Realization that Linton is near Ballarat..... so thats why we got there via Whittlesea and Woodend, eh?

@ Oh yes, remember a few Km of rotten (dusty) gravel road in Doncaster area early in the ride. Now don't ask me how we got there enroute to Ballarat.

@ Overall good roads with little traffic until we reached downtown Linton and its POOL.

@ Its POOL! well really it is an old dam used to store H₂O for bush fire use, sort of muddy with reeds, everyone HAPPY its too cold for swimming.

@ Sorry folks don't remember much about the return trip except it seemed to go on for hours, probably what we call in the Club a circular route home.

@ But do remember Ben heading off the Western Hwy at the "To Blackwood sign" and two of us opting to go direct back to Melbourne. Fooled us didn't he?.....just a little detour off then back onto the freeway (don't really know why).

So as the say in Bike mags, "there you have it", the Linton run from a poor memory.....well its better than dreaming up a story to fill the pages.

NOW you writers-up of future runs - take NOTES and do a better job than this please. (If they are as good as this Jack I'll be more than pleased. Ed).

Jack Youdan.
(I think)

#####

A CLAYTONS ~~RACE~~ RIDE

18th JANUARY.

Organised by Tom Saville for the benifit of DUCATI F1 & SUZUKI GSXR750 pilots.

The Riders:- (you could have guessed)

Ben Gpz900, Gary O XJ900, Hans K100RS, Tom RZ500, Peter Ducati,
Andrea R80GS.

The Absentees:- Mick Fagan and ? GSXR750.

The Ride :-

The usual twisties around Toolangi, Flowerdale etc ect. Ride was cut short by the demise of the DUCATI halfway up Mt. Donna Buang, Extensive cosmetic damage but ridable.

Heard Hans \$uccessfully befriended one of the local boys in blue.

MORNINGTON PENINSULA 18th JANUARY.

Keith Finlay Z1300, Ray Thomas Gpz900, Tony Gustus XJ900,
Ross Bradshaw GS1000G, Gary Clifton & Debbie K100RT, James Livesey
- Cole RG250, Jack Youdan Gpz1000RX, Lee & Tracey 600Pantah,
Ian & Kerrie.

From the KBCP we proceeded down Alexandra Pde to Como and the Yarra Blvd, around
past GTV9 and back onto S.E. Freeway to Oakleigh. Then Braeside, Bangholme, Skye,
and Pearcedale for morning smoko. (Keith can't go more than 2 hours without a
fix of nicotine).

On through Somerville, Tyabb and Hastings to Crib Point and the Stony Point jetty,
discovering a parking fee was required we pushed on to Somers for lunch and a
swim. (Tony being the only one to make the plunge, although it would have been
a different story had we been at the NUDIST beach along further).

After lunch along the Boneo Rd, past Cape Schanck and the back road to Arthurs
Seat. At this stage Jack headed home followed by Ross (only after discovering
a slight oil leak on his Suzuki).

After a bit of the UP and DOWN we learnt of Police presence halfway up the
hill. Unfortunately Lee was snared, the end result being a severely depleted
wallet in the not to distant future.

Having admired the girl with the BIG blue eyes (remember Keith/Ray?) we headed
to Dromana via Red Hill, then along the Esplanade to Mornington and Moorooduc,
where in their enthusiasm the contingent over took the leader making a left
hand turn. After regrouping we headed into Frankston where the ride broke up.
Great weather, Great scenery led to a Great ride.

00000000000000000000000000000000

CLUBMAN RALLY

A large group of Club members headed North to participate in the
weekend's activities, including:-

Tony Gustus XJ900.	Ray thomas GPz900.
Rod Miskin VF1000F2.	Gary Clifton & Debbie K100RT.
Geoff Webb Z500.	James Livesey-Cole RG250.
Lee & Tracey Pantah.	John Arrowsmith GPz1000RX.
Ben Warden GPz900.	Ivor & Yummie GPz1000RX.
Alf ? K100RS.	Mark & Sue KATANA 550.
Con & Wife FJ1100+trailer.	Con's friend ? GPz750.

CONT.

Clubman continued:-

They would have camped by the Club Flag BUT there was no Club flag. For once Bens bike was NOT the talking point, as Mark had HIRED the Katana & was it RAT. As usual the Rally YOBBO's were in attendance. We wont mention any names Ben or Tony as to how a Beer Barrel appeared in camp or why the tents kept falling down. The WET 'T'shirt competetion was NOT held instead the NO 'T'shirt contest was, and to show bikies are not sexist, a NO jocks contest was held. There was even a display of how to carry a lighted newspaper, no hands, by a naked man! SUNDAYS Race/Ride proved interesting with the group visiting Khancoban, Adaminaby (lunch), Kiandra, Tooma and Tintalda. Also the Yarangabilly Caves. It seems James had an anxious moment while negotiating a tight lefthander, as he drifted across the road and made contact with the right hand side ARMCO, bounced off and continued on his way. Last but not least, Congratulations to Ivor and Yummie on their forthcoming marriage.

WELSHMANS REEF 1.2.87

After a day of blazing heat, Sunday promised a good riding day in reasonable temperatures; however, it seemed not many were convinced of this and there were only three riders present when I arrived at KBCP, subsequently rising to twelve. With Peter P. in the lead, we headed out to Melton, then the usual circuitous route, this time via Gisborne and in the process, running into mist and quite cold in that area. Like a curtain, it all lifted for the coffee stop at Woodend - must say I approved of the exotic offerings of the country kitchen there. A hidden radar in the Black Forest, of course, but the only one seen for the day. Had anyone been caught, most fines are \$135 from Feb. 1st!

Onward towards Daylesford, encountering a few unexpected roadworks and then the Midland Highway past Mt Franklin and a backroad to Newstead, then Welshmans Reef. By now it had become fiercely hot and those who weren't prepared for swimming in the inviting Lake Cairn Curran had to sit and watch those who were. Contrary (and disappointingly) to the expectations of the occupants of the caravan park, we did not break bottles, swear (much), threaten rape and pillage, streak or do anything terribly unsociable; we promise to try harder next time. Ben did bite the head off a rat, however, though I did remind him it was customary to bite the head off a live chicken.

Back now on the homeward run and a stop at Castlemaine, throwing the service station staff into confusion, then arriving in the local park to do likewise to the family groups. Perhaps some should have joined the gospel singers nearby and received an early experience of hell in the heat! Our esteemed leader had intended a rather more circuitous way home, but due to heat and lateness of the day, we went straight down (well, as nearly as possible) the Calder to disperse at Gisborne. The usual frustrating traffic on that highway, but it's difficult to avoid.

When asked to do the write-up, I did threaten to ummm... be be careless with the truth, but decided to take the surprise approach instead and leave out all the "naughty bits". So, if you weren't there, you will never know what really happened.

Peter Dwyer XJ900

AN MCTCV GOOD FOOD GUIDE

Without stealing the thunder of the good Mr Smith of "Two Wheels" fame, members might be interested in where to find good-value-for-money munchies in their meanderings round the State (and beyond). The following might not appeal to everyone (and almost certainly not to the "dim-sim on a park bench brigade, if there be any now); they are mainly middle of the road (well, actually you'll find them at the side of the road) places, with a couple of up-market ones. And, no! - none are owned by relatives and plates of roast beef were not exchanged for a mention (you nasty, suspicious person, you).

<u>Princes Highway</u>	Geelong-	Barwon Bridge Hotel-good mexican counter meals Captain Barnacle-Princes Highway, Belmont (near Pizza Hut)-great fish and chips
<u>Western Highway</u>	Bacchus Marsh Ballarat Trawalla	Shell Roadhouse Take away roasts (opposite Ollies Trolley) Truck Stop cafe (sit down meals recommended)
<u>Calder Highway</u>		The Shell Roadhouse between Kyneton and Woodend (on the left leaving Melbourne)
	Castlemaine	Hotel opposite the park drinking fountain in main street
<u>Loddon Valley Highway</u>		
	Swan Hill	Carriages Restaurant (not cheap-neat clothing)
<u>Goulburn Valley Highway</u>		
	Nagambie	Lakeside Kitchen
<u>Hume Highway</u>		
	Violet Town Wangaratta	Ellen Francis Hotel Hotel on left in main street near traffic lights-there are two hotels adjoining.
	Albury	Viennaworld near Murray River bridge Roast House, Lavington Siesta Motel, Lavington (not cheap) Bonegilla-hotel near Hume Weir wall
	Holbrook Gundagai	Ampol Truck Stop Carriages Cafe (at Dog on Tucker Box-wear MRA badge)
<u>Ovens Valley area</u>		
	Beechworth Porepunkah Bright	Tanswells Hotel Porepunkah Hotel Underground Cafe
<u>Gippsland/Princes Highway</u>		
	Heyfield Bairnsdale	Railway Hotel-Sunday smorgasbord (prebook) Bairnsdale Motor Inn (Flag Motel)-not cheap)
	Paynseville Lakes Entrance	Hotel on waterfront Maranui Motel (try the crab claws)

Some of these places might have changed hands-don't blame us if they now set the Alsatians onto motorcyclists!
You probably know of others to add to the list-let us know; also, good places to stay. While we're at it, we might compile a "Bad Food" guide and Where Not to Stay-all libel suits from same to be directed to.....well, anyone but me!

Peter Dwyer