

FEB 88

# Good Vibrations



**MOTORCYCLE TOURING CLUB OF VICTORIA**

P.O. Box 453, Richmond 3121, Victoria



# Itinerary cont.

## MARCH

THURSDAY 3rd.      GENERAL MEETING.      This meeting we have a Guest Speaker  
Club Hall 8.15 sharp.      from the LAW INSTITUTE. So come along &  
get answers for all those complex legal  
problems.

SUNDAY 6th.      TORBRECK RIVER      This very scenic picnic spot is situated  
Eildon.      on the Eildon / Jamieson road. Depending  
9.30 KBCP.      on the weather swimming could be possible.

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## WHO'S NEWS

Thanks to Mike Davis for his donation of Club newsletters dating from 1970 up to the present. Another valuable contribution to the Club Library.

Congratulations to Peter & Sue Moreland on the arrival of their son "Scott Peter" born on 23rd of December.

Also congrats to Geoff & Rhonda Webb on the arrival of their baby daughter "Kaitlyn!"

Club camp once again proved popular (weather could have been better). Seemed it got a bit rowdy one night, strange how the amount of Alcohol consumed is directly proportional to the Loudness of one's voice.

After the Editors "incident" or step off as Mick puts it, on the Violet Town ride took Kerrie (pillion) to Doctor for a check up. Much to our surprise he diagnosed a bruised kidney, requiring hospitalisation for a few days, and a broken left thumb, now encased in plaster. Just proves no matter how minor the accident a check over by your Doctor is good insurance.

Gargoyles on the church in Skipton reminded Mick Fagan of the ones he had seen in Germany! or was it in Holland! no maybe Belgium! perhaps Austria! or was it.....

One of the assembled at the Wayne Gardner presentation in Melb. showed he was not intimidated by all the officialdom present when he asked Donna Forbes to show him certain parts of her anatomy. Just in case you weren't there she did not respond to his requests.

MINUTES OF THE MOTOR CYCLE TOURING CLUB OF VICTORIA (INC)  
HELD AT THE JIKA JIKA COMMUNITY HALL CNR UNION AND PLANT STS,  
NORTHCOTE 3-12-87.

PRESENT 34 MEMBERS AND GUESTS,  
MEETING OPENED AT 8-10 P.M. BY PRESIDENT HANS WURSTER.

MINUTES OF PREVIOUS MEETING CONFIRMED BY KEN WURSTER

SECONDED BY IAN PAYNE.

GENERAL BUSINESS. HANS WISHED EVERY ONE A MERRY CHRISTMAS.

JACK YODAN EXPRESSED HIS APPRECIATION TO THE EDITOR (IAN  
PAYNE) FOR AN EXCELIENT MAGAZINE THROUGHOUT THE YEAR.

CARRIED BY UNANIMOUS ACCLAMATION.

BEN WARDEN SAID THE CLUBMAN RALLY HAD BEEN PUT BACK/A WEEK.

OUR CLUB WILL STILL HAVE CAMP AT THE SITE ON THE LISTED WEEKEND.

(A CLAYTONS CLUBMAN)

ANY ONE GOING TO THE SWANNSERIES RACES TO SEE BEN, AS A DISCOUNT  
CAN BE OBTAINED IF THERE ARE TEN OR MORE.

ALL OTHER MATTERS WERE SUSPENDED SO THAT THE B.B.O. COULD PROCEED

MEETING CLOSED AT 8-25 P.M.

A GOOD TIME WAS HELD BY ALL.

GEOFF WEBB

ASSISTANT SECRETARY.

Well time to watch somebody else HOON!

Got the bumseat on the BM Starship without too much difficulty and headed for the dreaded KBCP. On the way I came across a big mob of veteran racers running on foot! Couldn't see Hans... so I kept going, passed Rod on the way but somehow he still beat me there.

Wayne was already at KBCP then Ross, Rod and me, then Bendem & Vicki appeared followed by Ian & Kerrie.

Elizabeth St. & Flem. Rd. were fairly quiet, onto Tulla Fwy and up to Calder Park and its NOT raining. Gary & Velga roll in just as we roll in, then we all roll through the gate and contemplate the mysteries of motorcycle racing.

Ross and I check out the Pits while the others guard our campsite and take photographic evidence of the days events. Very interesting were the pits, all sorts of goodies but just at the moment I can't think of anything worth mentioning.

Bendem and crew decide to head off and check out the track, & of course, come back with the news that our spot is NOT the best that a better one existed over there. Thanks Bendem, (learned how to ride that Beemer yet?)

Well the excitement must have been too much for Gary, Velga and Ross as they depart early, but we hold the fort till the very end and it is well worth it. Some of those racer guys go nearly as fast as some guys I know (not you Bendem).

Well getting out onto the Calder was a real pain so I decide to go left because everybody else was going right and getting nowhere. Came back home through Tulla after an excellent day (got ripped off at the food stalls, Next time it will be a cut lunch) but I still had a good time with good company.

Gary K100RT.

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13TH. DECEMBER BEN'S TWISTED. (TWISTIES?)

Fortunately there were a good many bikes on this run. This means that the list of riders and machines fills out half the write-up at least.

Once again I've left out the alphabet soup, so you just get brands and capacities. Here we go;

Ben & Vicki BMW 1000.....Harry Suzuki 400  
Barbara & Mick BMW 980 (to be technically correct)  
Rod Honda 1000.....Andrea BMW 800  
Daryl Yamaha 900..... Nick Yamaha 250  
Frank BMW 800..... Mitchell Yamaha 250  
Kerrie & Ian Kawasaki 750.....Georgie & Simon Kawasaki 1000  
Tom Yamaha 1000.....Les Yamaha 350  
Russell Honda 250.....Hans BMW 1000  
Michael Suzuki 1100.

cont.

BEN's TWISTED cont.

On a perfect morning (except for a little smog) four machines departed KBCP at the allotted time. Ben & Vicki, Hans, Daryl and myself.

It is interesting to note that only four bikes completed the run to the designated dispersal point, even though the numbers swelled to 16 throughout the day.

Can we assume that popular as the "hoon road" rides might be, people tend to lose interest when there is no set destination or activity planned.

At Yarra Glen, it was good to see an increase in the numbers of young riders and especially those on 250's. This saves us the embarrassment of having the term "geriatric" bandied about quite so often. It is also good to see that motorcycling is still able to encompass all ages.

Passing through Healesville I flagged down a well known multiple grand-father in our club and borrowed his latest whiz-bang Yamaha 1000. This bike is brilliantly setup for a production unit and would be safer to ride fast than almost all other bikes. The only problem being the unpredictability of other road users. I'm also glad I don't have to pay for the tyres, chains and sprockets.

On handing it back, I immediately thought one of the plug leads had come off my 350. Anyone who tells you an RZ350 is fast lies through their teeth.

On through the Reefton spur with all the usual near misses, over running corners etc So far on this run I had been conducting a very important road test. Yes, the infamous Ben Warden/3M/orange earplugs were firmly inserted, one in either side of my head. These are in fact a highly sophisticated piece of motorcycling clobber. They are easier to insert, stay in position, are more comfortable and reduce the noise level further than the yellow numbers. The only drawback being that it is very difficult to ride off the sound of a high revving 2 stroke motor as there isn't much sound getting through.

So, it would seem necessary to be equipped with at least two varying grades of earplugs. Orange ones for cruising along, and Yellow ones for wringing the bikes neck. Very complex, this motorcycling business.

After a brief catching of breath at Cumberland Junction, we continued on along what remains of the dirt road to Marysville, then stopping for lunch at Narbethong. I'm not sure that having highway traffic ripping past only a few feet away is particularly conducive to a pleasant lunch but it certainly was a perfect day by weather standards.

Michael, on the Suzuki 1100, had missed us at the start of the ride but managed to catch up with the club at this point.

The final round of the Swann Series at Lakeside Queensland was on the box that afternoon, so Ben kept us moving along over the Black Spur, through Healesville and onto the Chum Creek rd. On rounding one of the many bends, I was confronted by a small group of stationary riders. At the centre of the group was young Russell dusting down his Honda 250. He had had a brief altercation with the surrounding countryside but apart from the odd broken mirror was unharmed.

cont.

BEN's TWISTED cont,

On the continuation of the journey people were departing in significant numbers until at Eltham we had the fabled four machines left only.

Frank decided to head home and the remainder (Ben, Vicki, Ian, Kerrie, Les) descended upon the Warden household to watch the cricket (cries of protest from the ladies) until the Swann Series came on.

Lakeside looked very bumpy and I can only conclude that the riders are quite in sane riding at those speeds. Mr Magee can have it all on his own, thank you very much.

Les (Yamaha 350)

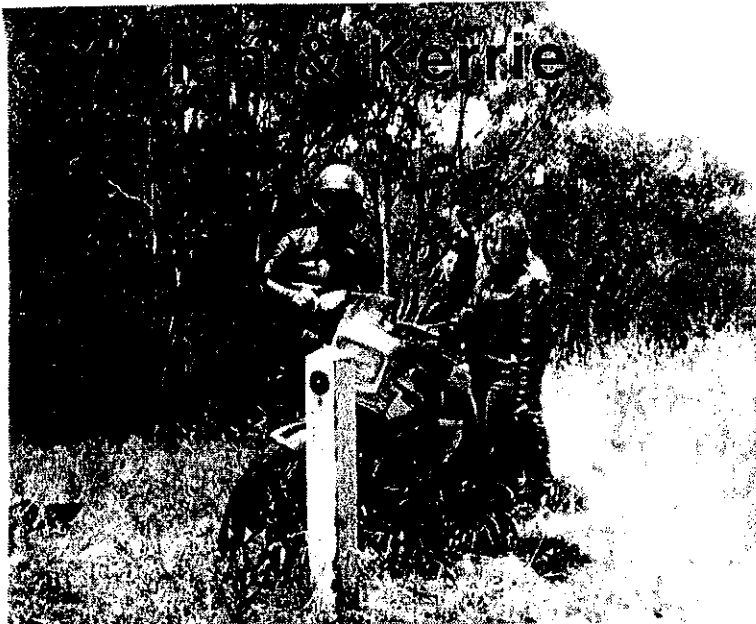
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**Violet  
Town  
Counterlunch**

**"SMILE"**



**"The Incidents"**



## VIOLET TOWN.

20th December, Last day run for 1987.      Approx. 400 Km.

Ben and Vicki, K100, Jack Yourdan, K100, Hans Wurster, K100, Ken Wurster GPZ900, Peter Dwyer, XJ900, Rod Miskin, VF1000, Ross King XJ900, Gary Osborn GTR1000, Ian Payne and Kerrie Gooding, GT750, Peter P. GT750, Les Leahy RZ350, Ross Gabriel GSX1100. New Riders: Eddie XS1100, Graeme, Katana, Steve, Honda 750, Geoff, Gpz 750 (first ride in 3 years.)

Leaving KBCP at 9-35 with Ben leading and Ross K rear rider. To Hoddle street Studley Park Road onto the Boulevard, through Fairfield to Whittlesea, King Lake West and morning tea stop at Yea.

Steve (XS1100) had some fuel problems and the bike stalled at the Tyler st/ Plenty Road intersection. A push start down the hill got him going again, although the bike had a few fits and starts on the climb to Kinglake.

At Yea it was very pleasant having a break under the shade trees on the median strip. Leaving Yea out along the highway to Merton.

Not far along the Merton Strathbogie road, being rear rider, I was waved down by Rod as I came around a sharp right hand descent-very poorly signed. So Eddie on his XS1100 had missed the corner and run over the embankment. All hands to the fore to get his bike back on the road. Apart from some bruising to his right side (very lucky) a gouged helmet (if no helmet, would have been his head-these anti-helmet Lobbyists!!) Not a lot of damage to the bike and with a bit of leverage to the forks and handlebars the bike was on the road again. be it cautiously.

Not long after the Boho Intersection I was waved down again, this time by Peter P. Ian Payne had hit a gravel patch on sharp left turn descent and his bike went over the embankment also. Fortunately neither Ian or Kerrie were injured although Kerrie was a bit shaken. Once again the bike was not badly damaged and once the bike was back on the road the forks levered into alignment again and a spark plug replaced we continued onto Violet Town.

Arriving about 1-15, we had lunch at the Ellen Francis Hotel - excellent meal-highly recommended.

After a Leisurely lunch 16 bikes descended on the one pump service station to fill up for the homeward journey via the Hume Highway and old Hume Highway which follows the railway formuch of the way to Longwood, Avenel, Seymour and Wandong. I left the ride at the Whittlesea turn off after a really enjoyable run.

For future reference: The road from Merton to Strathbogie and Violet Town is definitely not a high speed road. Although sealed, a lot of gravel on corners and the road foundation is badly compressed in many places. Many very tight curves and poorly signposted, not to mention the 'Give Way' intersection at Marranweeny. Never heard of it? I'm sure that one day you will when someone is wiped out at this intersection.

Ross K.    XJ900.



POKER RUN 17-1-88

With threatening overcast skys the group left Hallam (after the First card had been drawn) for Pakenham and the usual back roads to Drouin for morning tea and the drawing of our Second card.

Onto the Korumburra road with a slight diversion to Arawata, Fairbank, and into Leongatha, good roads but some sandy corners to keep everone on their toes, From here to Dumbalk and Meeniyan.

After lunch and the Third card, we headed back to Leongatha and Mirboo North where we drew our Fourth card, then onwards and finally down to Trafalgar for the Fifth and final card to complete our Poker hand.

After scruttenising the cards, Rod Miskin was declared the winner. A suitable prize will be presented to Rod at the February meeting.

The ride officially ended here with members deciding their own way home. A small group accompanied Hans, after talking him out of the via Yea to the via Noojee -Yarra Glen route. Your correspondant having his first club ride since his "incident" had spent all day visualizing GRAVEL on every corner (read paranoid) finally found some on the Neerim Sth road, this had the effect of transferring previously eaten lunch into yours truly's pants.

The rest of the ride home was far less exciting. Thanks to all those who participated.

Ian GT750.

RESULTS:

Hans K100RS	J-Clubs	8-Hearts	7-Spades	6-Diamonds	2-Spades
Steve VF750	K-Clubs	Q-Spades	7-Spades	4-Hearts	2-Hearts
Peter GT750	A-Diamonds	J-Hearts	10-Diamonds	6-Spades	2-Clubs
Gary GTR1000	10-Hearts	9-Diamonds	8-Diamonds	5-Diamonds	5-Spades
Velga "	K-Hearts	8-Hearts	7-Hearts	5-Hearts	3-Spades
Max GPz900	10-Diamonds	4-Clubs	3-Clubs	2-Clubs	2-Hearts
Andrea "	Q-Hearts	10-Hearts	7-Diamonds	6-Hearts	5-Diamonds
Danny Z500	A-Spades	K-Hearts	Q-Clubs	10-Diamonds	3-Spades
Ross GSX1100	A-Hearts	10-Spades	8-Hearts	8-Clubs	6-Clubs
** Rod VF1000	A-Clubs	A-Spades	K-Diamonds	9-Spades	5-Diamonds
Andrew K100RS	J-Clubs	9-Clubs	7-Diamonds	6-Diamonds	4-Spades
Ian GT750	Q-Spades	J-Hearts	9-Clubs	7-Diamonds	5-Clubs

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CLAYTONS CLUBMAN RALLY. Aust. Day Weekend.

Just a few of our members ventured up to Jingelic, namely;

Hans Wurster, Ray Thomas, Tony Gustus, Tom Saville and Andrea Sirninger.

AN ILLOGICAL LESSON ON ROAD SAFETY.

During a recent visit to New Zealand, found that yep, laws for motorcyclists are tightening like everywhere..... it's for our own good you know, but why-oh-why don't they pick on other minority groups ?

Yeah I know, in a multi cultural society minorities are equal with all, and should not be singled out for special legislation, so how come for riders ? ( You said it above, it's for your own good! - ED. )

This time it's helmet wearing exceptions and since the new NZ regs. came into force November, all ( yes all) 30 applicants for exemptions on medical grounds had been "declined" ..... that's multi cultural, government jargon for no, no, and no way.

OK , most of us accept the " need" for compulsory helmet wearing, sort of like the Joe Cocker sung words.... take off your ( everything ) but you can leave your hat on.

But, and it's an enormous but, the NZ Ministry of Transport logic borders on the unbelievable if you give credence ( how about that word?). to the press statement of the Assistant Director, Mr Geoff Henry.

The press reported that " Ministry Doctors" had advised Mr Henry that there were no valid medical grounds for an exception for helmet wearing, and his press statement was...

" We have not been able to think of one, and anything that was valid would probably mean that the person should not be on the road anyway. " Mr Henry said people with a permanent medical condition should ask themselves whether they should ride a motorbike. " Maybe they should get off their bike and get into a motor car ."

Of course, I-you-we forget you are safe in a car, so if you should not be on the road on a motorcycle due to your " permanent medical condition " , get into a motor car as suggested by the Kiwi Ministry.

Words have just failed me, I am now in a cannot- understand- this- logic- so- have- gone- blank- mode..... how about you ?

Jack Youdan November 30.

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# WIDDERIN CAVE

Colin Gary Geoff Jody Mitchell Ben



Tony

Peter, Mick & Barbara

## Widderin Caves

31st January, 1988

13 People, 11 Bikes, 9 Members:

K100RS	Hans Wurster	XJ900	Tony Gustus (leader)
K100RS	Jack Youdan	RZ250	(Mitchell)
K100RT	Gary Clifton	R100CS	Mick and Barbara
GPz900	Ben Warden	GT750	Peter Philferan (rear rider)
GT750	Ian	Z500	Geoff and Jody Webb
GPz900	Collin Waddell		

### News

I crashed my six week, 6000 km old K100RS into the rear of a Sigma station wagon on Sunday the 10th whilst leading the Lorne, Waterfalls Club ride. I was not insured and have no extended third party insurance. The bike is presently at home in pieces, awaiting a rebuild. Damage estimated at \$4,600.

Legal opinion regarding my chances is most unfavourable. A letter of intent to sue has arrived.

Vicki suffered three broken lower vertebra (transverse processes), is in great pain, and is off work indefinitely. I dislocated my collar-bone and broke a bone in my right hand. Off work for one week.

Prognosis: both to make full recovery.

### The Ride

It was great to be back riding with the Club again. (Someone had threatened to buy the (GPz)900 so it had its full compliment of blinkers, the number plate up the right way, and a new second hand (\$175) clutch. (I suspect only the springs needed replacing as the plates were "just-run-in" as they say.))

Tony was already setting a lively pace reminding me of his RD250 days.

Notable absentees were Max Brew and Rod Miskin. Rod and I went to the Speedway at the Showgrounds the night before, but missed Max. (Stephen Wigg (pommy) won everything including "Mr Melbourne".) I especially enjoyed the outfits, mainly kitted with 900 motors. Motorcycle Speedway is classified as "the most dangerous sport in the world" according to the Guinness Book of Records, the announcer enthusiastically informed us. I believe him.

We left the Calder Highway at Diggers Rest and took the back roads to Bacchus Marsh before picking up the familiar sweeping roads around Myrning, avoiding nearly all the Western Highway, and attendant hazards. More narrow bumpy roads to Ballarat via Ballan and Buninyong for a welcome morning tea break. Then on to Mt Widderin, near Skipton, and the caves.

The farmer who last time acted as guide and money collector was nowhere to be seen, so we proceeded unaided. Jack, anticipating the worst in the Bicentenary Cricket Test, went home to check the scores. A fierce southerly wind was blowing all day, and the scent of the sea was driving Hans crazy. He was last seen heading for Port Campbell and the GO road. The rest of us piled down the caves.

I was most amused by Mick and his faulty torch globe. "I checked it this morning!" Is this the man who once produced a spare tube for some hapless wayside rider after a puncture, but when it was noted (with some satisfaction by onlookers) that the valve had rusted in, proceeded to produce his

*spare* spare tube! And now not even a spare globe.

And Collin, clearly jet-lagged after recently returning from his Thailand and Malaysia excursion: no torch, no overalls, and no wet-weatherers. The day before we serviced his 900 and he forgot to get an oil filter, bought the wrong oil, and had not noticed the metal to metal rasping sound emanating from the rear end. Apart from the chain and sprockets being dry, the rear pads were through. And all the inlet valves had no clearance. Hmm. "Even idles now!" he quipped.

Peter P. slipped early and decided that was as far as he was going into the cave. Mick and Barbara made it into the large "ball room" while the rest of the intrepid explorers made it down to the "lake", err, puddle, including Geoff and Jody Webb. Good fun was had by all. Plenty of photos were taken too.

Back to Skipton for lunch (still no sign of the farmer so we discreetly disappeared). The food and service at the hillside milkbar/service station is excellent. After the big guy behind the counter had picked his jaw up from the floor after Gary Clifton's superb one-liner (ask him!), Mick motioned us towards the gargoyles on a nearby Presbyterian Church for a history lesson.

Tony was being a little coy about where the ride was now heading. It seems only a couple of us heard him say more caves at Bacchus Marsh. Mick and Barbara bade us farewell and headed for home.

The eight remaining bikes followed Tony on a *very* roundabout route (quite ironic in the light of a recent boisterous roundtable discussion) via Meredith and Anakie Gorge to Bacchus Marsh. The usual few kilometres of deep gravel around Steiglitz saw Collin riding slowly with both feet down while the rest of us sailed serenely past.

And then no-one came. Mitchell's RZ had run out of oil, apparently consuming it at an unhealthy rate throughout the day. After half an hour delay, almost within sight of the caves, the ride numbers were now reduced to the (in)famous six: Collin, Tony, Ian, Gary C., Peter P., and myself.

As we entered old McDonalds farmhouse property, Collin's clutch lever fell off (ya gotta laugh). We wandered up the road looking for the pin but soon gave up and decided to fix it after visiting the caves.

After spending half an hour riding around over wheat stubble we eventually found the hole in the ground. The second set of instructions (we followed farmer Mac), helped immensely.

Gary and Peter P. erred on the side of safety and remained above ground. This was a proper cave with crawling on your belly involved. After exploring maybe 50 metres in one direction and about to give up, I found a very tight convoluted way into a large chamber which led on indefinitely. For the next couple of hours we walked, crawled, and slithered commando style along a number of parallel passages. At last we emerged, red mud from head to toe, totally buggered. Peter and Gary were somewhat relieved to see us.

The sun was getting low as we cleaned up, took more photos, and wired up Col's clutch before heading to Bacchus Marsh township. Gary, Peter P, Col, and Tony were last seen heading for a counter tea, while Ian and I, with similar pressing obligations, headed for home.

A round trip of about 480 km for the day. What a pearler!

Ben (GPz900)

SPEED CAMERA EXPOSED!

( Pun intended-- pretty clever eh ? )

We have heard, and believed, all the rumours and theories about speed cameras but it took a Queensland trucking magazine to check and come up with the facts about camera use in Victoria.

Someone from the ex Joh State must have pulled the " freedom of information" bit to get it out of our do-gooder, highly funded RTA.

Apparently only four speed cameras exist in Victoria, and there was a Ministerial undertaking that no more than two would be used at any one time during the present two year trial period.

Get that ? , a two year trial, which expires March 24, 1988. However , it is expected to be extended, as camera use still has problems requiring sorting. This is why the new Minister, Mr Crabb, gets on about a possible further five cameras in 1988, presumably the good Minister can scrap the two-cameras- at-a-time undertaking in the trial extention.

Why is it that politicians get away with dropping citizen's safeguards after using them to justify their legislation? Remember all that assurance over the proposed ID card? - - - - they would have the safeguards eroded within two years!

Back to the camera issue.

The speed camera is stationary car mounted, and is activated by two tapes ( coaxial cables) set 2.5m apart on the road. ( Yes, you

should be able to see them if you are looking ). These tapes are very sensitive and wear quickly, so they are used only once at a set-up site.

Incidentally, there are 44 approved speed camera sites in the State, mainly in the Melbourne vicinity. Those roadside boxes, with tape type sensors set in the bitumen, are not magic boxes to house future unattended speed cameras ( I thought they were too ) but are part of the RTA's network of traffic "classifiers". These, and the non-permanent cable-box set ups you see on roads, record traffic levels and speeds.

Yes, I know, this data will help decide where and when to set up the car mounted cameras to achieve maximum effectiveness. Maximum effectiveness meaning greatest revenue raising even if the area is not a black spot accident one.

Well folks, them's the facts, so watch out for tapes as well as radar traps, aswell as suspicious parked and following cars. If, repeat if, you have any attention left, watch where you and other traffic are going and avoid an accident !

Oh yes, forget the popular story about how speed ( and red light ? ) cameras take your photo from the front, and as motor-cycles do not have front rego plates, you will not be " exposed"---  
--- pure fantasy darlings!

Jack Youdan  
Photographic model.

Riders; Hans K100RS, Rod VF1000, Gary + Velga GTR1000, Frank R80G/s, Jack CB500, Steve VF750, Mitchell RZ250, Holger Willrath R90/6, ? Bimota DB1 and Ben + Vicki K100RS.

Unfortunately ride was cut short when Ben's BMW was involved in an accident with a car (for details see Widderin caves write up). Ben would like to thank all riders especially Hans, Rod and Steve (F100 ute) for getting the bike home. Also Gary and Velga who helped the elderly couple in the car.

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**LABERTOUCHE  
CAVES**

**29/11/87**



**Motorcycle Cavers Club**



**Down in the Bowels**



M.T.C.V. RESTAURANT NIGHT.

DATE.....SATURDAY 27th. FEBRUARY.

TIME.....7.00PM.

PLACE.....



**Yum Yum**

**CAMAL'S LEBANESE B.Y.O. RESTAURANT**

Shop 2-23 Koornang Road, phone: 211 9307 (down by the Rosstown Hotel)  
and WE ALSO HAVE TAKE-AWAY SERVICE AVAILABLE

OUR DISHES INCLUDE:

- HOMMOS** — Chick Pea and Sesame Paste, Lemon Garlic
- BABAGANOOJ** — Smokd Egg Plant, Tahini, Lemon Garlic
- LABNEE** — Cream Yoghurt dip
- CUCUMBER YOGHURT SALAD** — With Garlic
- TABOULEE** — Crushed Wheat, Tomato, Parsley Spring Onion
- VINE LEAF ROLLS**
- CABBAGE ROLLS**
- CHICKEN WINGS** — Marinated and B.B.Q. with Garlic
- KAFTA** — Minced Lamb with Parsley & Onion. Grilled or BBQ
- KIBBE** — Minced Lamb - Crushed Wheat, Onion and Pine Nuts
- VEGETABLE SLICE**
- FALAFEL** — Chick peas, broad beans and spices
- CHICKEN BREAST** — Chicken Fillet, Charcoal Grilled
- SHISH KEBAB** — Tender Charcoal Grilled Lamb Pieces
- SHISH TAWOOK** — B.B.Q. Marinated Chicken Fillet

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**SWEETS**

Baklawa, Turkish Delight, Halva  
Homemade Lemon Squash

or Special Banquet (11 Course) for \$20.

I/We will be attending;

NAME..... Number of Adults ( )

ADDRESS..... Deposit of \$10.00 each

.....PHONE..... Total.....\$\_\_\_\_\_

Send to Ms. K. Gooding, 2/3 Leroux St. Oakleigh. 3166. (Cheques to MTCV Inc)

(Prior to 22-2-88.)