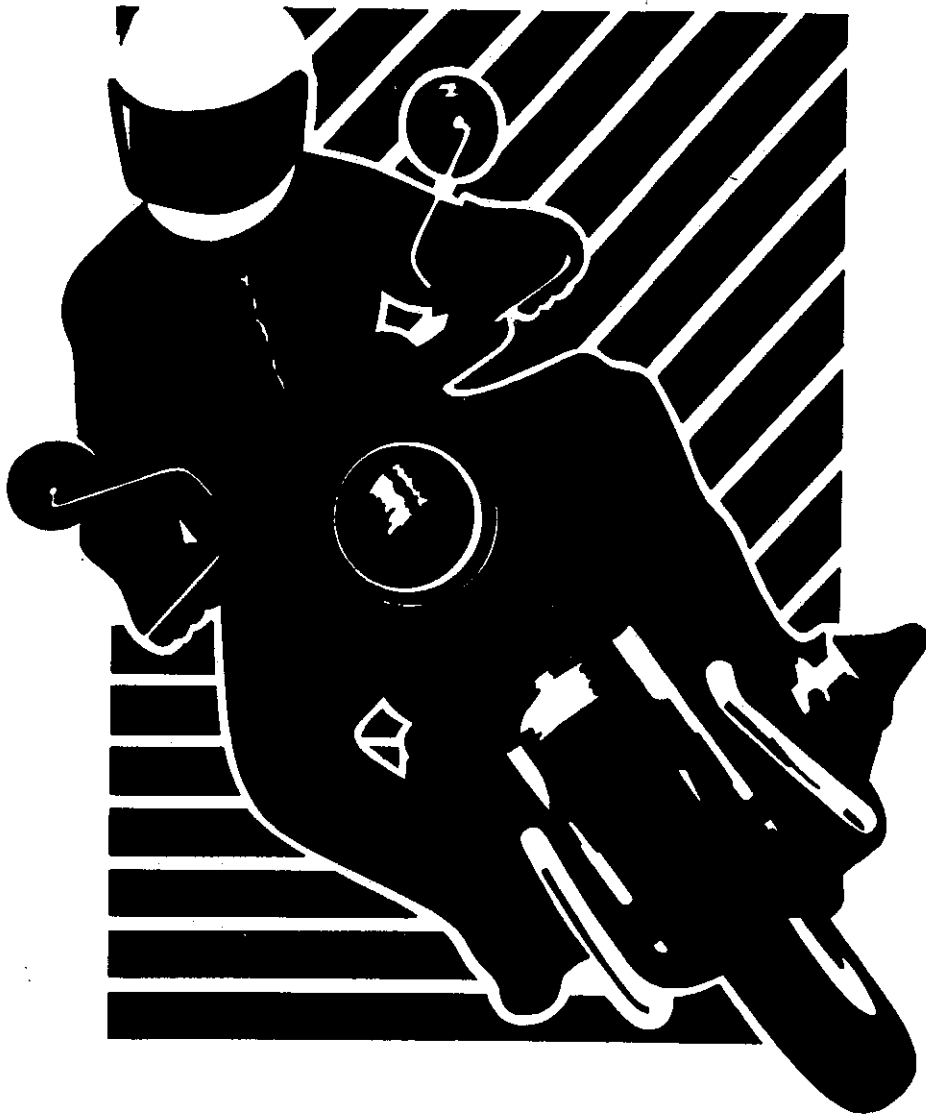


OCT
95

Good Vibrations



MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

**M.C.T.V. ITINERARY
OCTOBER 1995**

Thursday 5th	General Meeting 8:15 pm.	Camberwell Town Hall Theatrette, Ingelsby Rd.
Sunday 8th ARDUOUS	Reefton Spur Marty Thompson leading. 9:30am KBCP, 10:30am Yarra Glen.	A hard days ride around the spurs and ranges. I kid you not. Not recommended for inexperienced riders.
Sunday 15th LEISURELY	Apollo Bay Ladies Only Ride Dianne Welsford leading. 9:00am Brighton Kawasaki 9:45am Westgate servo.	Oestrogen rules today. Testosterone secreting blokes wearing frocks not accepted. Please note the EARLY start time.
AND ALSO :	Otway Ranges Steve Leyland leading. 9:00am KBCP, 9:30am Laverton.	An alternative ride for those not born female. Please note the EARLY start time.
Thursday 19th	Social Sip Retreat Hotel, Nicholson St Abbotsford.	Come and join us for a drink and a chat. 7(ish) till late.
Saturday 21st	Cathedral Ranges Dirt Ride Tom Saville leading. 10:00am Yarra Glen.	NOTE - Change of date for this ride.
Sunday 22nd ARDUOUS	Boolarra - Central Gippsland Ben Warden leading. 9:30am KBCP, 10:30am Yarra Glen.	When Ben says arduous he means it. With a capital 'A'. Not recommended for inexperienced riders.
Sunday 29th	World Superbikes Phillip Island 8:00am Hallam	King Carl, Aaron Slight, Troy Corser, Scott Russell, Fabrizio Pirovano, et al.
AND ALSO :	Warburton Les Davis leading. 9:30 KBCP, 10:15 Hallam.	For the more sedate riders, a pleasant tour through this picturesque part of the state.
Thursday 2nd November	General Meeting. 8:15 pm.	Camberwell Town Hall Theatrette, Ingelsby Rd.

GENERAL MEETING MINUTES

Motorcycle Touring Club of Victoria

7th September, 1995

Meeting Opened; 8:31

Attendances; 21 Members, 3 Visitors

Apologies; Andrew Dunn, Martin Thompson, Denise Folks, Dianne Welsford, John Morley

Captain's Report; AUGUST

Sunday 6th

Leader; Michael Chan
11 bikes, 11 people, 200 km
Weather; Mostly cold & wet

Mystery Ride

Sunday 20th

Leader; David Ward
14 members bikes, 15 visitors bikes, 33 people
Weather; fine. 500 km
David (GSXR 750) and unknown visitor (ZX9) had minor mishaps on Skenes Creek to Forrest Rd's. Cosmetic damage only.

Great Ocean Road

Sunday 13th

Leader; Ben Warden
12 bikes, 12 people, 500 km
Weather; Excellent
Sam's FZR 1000 had fuel problems, Tony's TZR 250 had engine problems near Heyfield. hidden in bushes and retrieved later.

Licola

Saturday 26th

Leader; Mark Dennis
8 bikes. 9 people, 250 km of dirt
Weather: fine

Matlock Dirt Ride

Thursday 17th

First Social Sip at the Retreat Hotel.
approx 20 people.

Social Sips

Sunday 27th

Leader; Phil Curran
17 bikes. 18 people. 550 km
Weather: fine
Allan (Across). had a mishap past Merton. Cosmetic damage only. Very late return.

Glenrowan

Sunday 3rd, Sept.

Leader; Ferdi Buddingh
14 bikes. 17 people. 400 km
Weather: fine

Powelltown Area

Correspondence; Club cheque book and statement
Info on upcoming "Falls Rally" (Gippsland Tourers MCC).
Info on cabins for sale at Phillip Island.

General Business;

- 1 Leaders spoke of upcoming rides. Steve to take Davs place for Economy ride if no-one else volunteers. Winner has his or her name engraved on the Trophy.
- 2 Les Leahy to M.C.40th birthday. Les spoke a little about the night. Motor Cycle Trader was the only magazine where an add was placed for the event. East Melbourne Hotel to be the venue. Any volunteers for leader of the Post 40th Ride.
- 3 Tom Seville's ride on the W.S.C. weekend will be moved one week forward. 29/10 to 22/10. There is a printing error in the itinerary. Tom's ride in November will take place on the 25/11 instead of the 26/11 as printed.
- 4 "Make a Wish Foundation" event coming up. any volunteers to display bike or anything else of interest on the day.
- 5 Andrew suggested not to allow learners to attend on long country rides due to their lack of experience. and to renew checks on bikes for their roadworthy state. All agreed on the roadworthy checks. but the ban on learners went down like a led balloon.
- 6 Martin Bastock's bike was stolen from inside his locked garage (along with other belongings in his neighbours garages).
- 7 Ben received e-mail from a 250 rider saying how much he enjoyed the G.O.R. ride.
- 8 Steve spoke about his holiday (and what a buzz it was to go diving). and how he found his house burgled when he got home.
- 9 Any correspondence to be sent to Dicky;- the new editor.
- 10 Steve may have scored a new copier (second hand. but slightly better than our current copier). Dicky's going to try and fix it.
- 11 Tom wanted to know if anybody could clarify the rumours circulating about the club and a certain stolen YZF 600. and its owner(a club member). Nobody knew exactly. Andrew suggested writing a letter to the insurance company concerned disassociating itself from the event. It was also suggested that listing members names and addresses could promoted theft.
- 12 Door prizes went to, 1:-Les Leahy. 2:-Dicky. 3:-Steve. They will receive their prizes next week.

Meeting Closed; 9:14.

**MATLOCK DIRT RIDE
SATURDAY 26TH AUGUST**

MARK	XT600 (Leader)	LES & DI	NX650
ANDI	XT350 (Rear)	JON	DR600
TOM	Super Tenere	MICHAEL	KLR600
ROB	TDR250	JED	BMW

On my way to Yarra Glen, between Warrandyte and Christmas Hills, Tom appeared from nowhere and offered me a ride on the Tenere. This thing is huge, with heaps of power and a really smooth ride. We swapped back and went down Breakneck Rd to Yarra Glen. The XT was like riding a Pee Wee after the Tenere.

On departure there were 8 bikes and 9 people. We went to Healesville, on to Don Rd, and then our first dirt road for the day, the Muddy Creek Rd. An oven sized fawn was seen prancing along in front of us, not too far from the road. Mother nowhere to be seen, the fawn was probably only 1 or 2 months old.

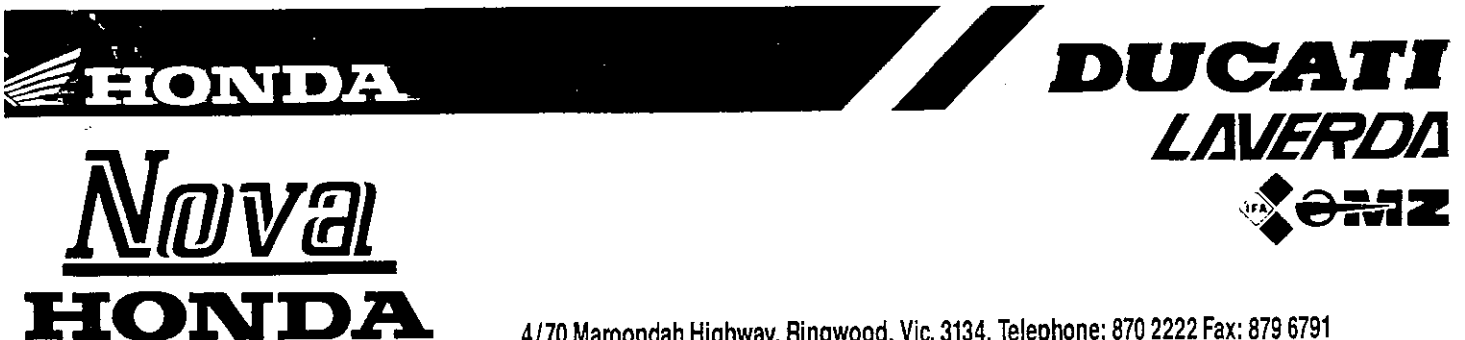
We stopped at Noojee for morning tea and then followed the Loch Valley Rd to the main Woods Point Rd. On the pre-ride the previous week the Loch Valley Rd was covered in snow, but this had mostly melted with only a few patches remaining. We had a play in one of the larger patches, then headed on to Matlock where we stopped for a look at the view, then on to Woods Point for lunch.

The Woods Point Rd is like the Reefton Spur but with a dirt surface. We headed back via the A1 Mine and Gaffneys Creek to find this hard black stuff on the road. I found the track that I had been looking for and warned those riders on heavy bikes of the hillclimb. Di transferred to the back of Tom's bike and we ascended Mt Terrible. Mt Buller and Mt Stirling were both easily seen from the Mt Terrible hut. Michael had a bit of an off on the ride up but suffered no damage. Third gear was a bit too high for the KLR on the hill.

We all made it down, and returned to the Eildon - Jamieson Rd near Big River. From here it was back to Healesville on that hard black stuff and broke up at about 6:00pm, in the dark.

About 400km travelled for the day. Thanks to all that came along.

Mark Dennis.



**KELLY AUDIO VISUAL RIDE
SATURDAY 27 AUGUST**

From Kings Bridge car park were:

DAVE W.	ZX9	BARRY	CD250 (1st ride)
GERRY	VFR750	MAL	Z1000 (1st ride)
DAVE M.	GSXR750	STEVE + SUE	GPX750
ANDREW D.	K100		

Waiting at Whittlesea were:

PHIL	XJ750 (Leader)	ROB	GS750
CRAIG	YZF750	PAUL	YZF750
LES + LEE	SILVERWING	ANDREW	DOMINATOR
ALLAN	ACROSS	JOHN	CBR600
BEAR	GPZ900		

From pickup number 2 we head north to Kinglake West, Flowerdale and Yea, along the highway to Merton where some reckoned we should have stopped, but they weren't leading! Instead the corner markers continued to point north, towards Strathbogie via the Strathbogies (funny thing that).

Unfortunately somewhere between the two aforementioned towns Allan (Les Davis' son) overcooked it, putting the 250's fairing into the bitumen. This was a double bummer, seeing as he picked it up brand new only the Tuesday before, but he was OK, it was still rideable and it was insured.

The Strathbogie Ranges are tight and bumpy with a little loose stuff, cow poo and cow bums, which set the scene for lots of bullshit by all in Benalla.

At Glenrowan Phil arranged a package deal, \$12 for lunch and show, but only Phil, Rob, Bear, John, Sue and myself allowed ourselves to be subjected to the style of the Kelly family. Enough said.

Andrew was the only member to wait for the ride home. He also volunteered to take over as rear rider from Les. The route home took in a little good dirt (about 30 k's), as Phil navigated his way through Warrenbayne, Boho South and Kithbrook to Strathbogie, over Polly McQuinns Waterhole (the new ford commercial features this), Merton, Yark, Molesworth and on to Yea for breakup.

Thanks to Phil for a very interesting and enjoyable day out.

Steve GPX750,
with Sue on the back.

FIRST SPRING RIDE OF 1995

MELB to NOJEE to POOWONG

Participants:	Two wheeled projectile used:	Member status
Mark Dennis	Suzuki GSXR750WN (for sale)	Yes- likes a firm grip!
Danial	Honda VF500 (60000km timebomb?)	No- leathers to tight?
Wayne & Meredith	BMW R80 (pannier missile launcher)	No first time fondler
Andrew Kennedy	Honda CBR600 (+10hp over stock)	Yes- He has a Honda tatoo!
Jack Youdan	BMW K1100RS (stable and grunty)	Yes- long time thumper
Craig Morley	Yamaha YZF750 (crashed & thrashed)	Yes- swells uncontrollably
David Moore	Suzuki GSXR750 (needs new screen)	Yes- He dreams of little Suzy
Sam Sirianni	Yamaha FZR1000 (cough & splutter)	Yes- He ain't shooting blanks!
Steve Leyland & Sue	Kawasaki GPX750 (glue me up)	Yes- How does it stay up?
John	Yamaha FZR1000 (no bugs on me)	No- Willing to give it a fang!
Tony	Yamaha FZR1000 (another fizzer)	No- I'll look but not touch
Dale	Suzuki RGV250 (I lost my wallet)	No- You know I'm a stroker!
Ferdie & Kylie LEADER	Kawasaki ZZR11 (big black barge)	Yes- It stays between us
Robert Langer REAR RIDER	BMW100RT (two pots thankyou)	Yes- I like to ride all night

DISTANCE TRAVERSED ~380 KM

Sunday September 3rd dawned with glorious cloud free sunshine which all lead riders dream of, and the morning chill had thawed by the time Kylie and I had arrived at the KBCP. We were quite early in our arrival, but the void of the parking lot was soon filled with Dale (first ride), Steve and Sue, Danial, and Wayne and Meredith (both first timers).

Leaving the city at 9.30 am, we proceeded through the Richmond Boulevard to the S. Eastern fwy and continued directly to Hallam, where upon we rendezvoused with everyone coming on today's ride. The emergency kit was provided to us by our club captain Tony, who was passing through Hallam whilst enjoying a solo ride, and after I had given the mandatory pre-ride lecture we headed out in earnest. The only thing that dismayed this ride leader at this time, was that I still hadn't sucked some one in to do the ride write up.

Travelling along the Belgrave-Hallam road we cruised pass the Cardinia Res, headed into the hills which greeted us with smooth dry roads and continued pass Emerald to Woori Yallock. Sam was experiencing fuel starvation problems with his FZR so he decided to abort the ride and went home. Darn it I thought, 1 less person to potentially milk to do the ride write up.

Morning tea-break was held at Yarra Junction. I was hoping to sneer a person to be the "ride-journo" during this interlude, but then power and greed for additional points made me decide to put pen to paper. I had also informed everyone that the destination of today's ride -the Ada tree- involved performing a round trip of 57kms of dirt road in order to see this monster tree. With the fact that I thought this aspect of the ride being possibly too difficult and risky considering the poor condition of this road; we continued to Powelltown. The open fast sweeping corners leading to Noojee are always a great buzz; with this section of bitumen getting the thumbs up from our first time club riders.

The only incidents so far was that mostly everyone was being wary of the sprinkling of gravel on the road; and John and Tony were giving their Fizzers a free rein in this speed-camera free environment. Following the compass due south, we passed through Neerim, on past Rokeby and arrived in Drouin for lunch at about 1:00 pm.

With ourselves and the bikes refuelled we continued with our journey south into Gippsland. The 30 kms through the hilly dairy area towards Poowong is always a great blast, allowing you to really heat up your tyres, especially two up, through the countless safe flowing sweepers. With just under 60,000 km under the ZZR wheels, I'm amazed how well it handles considering its bulk. I had recently changed the front fork oil, but the rear shocker I have never touched. It still has its' factory settings and since the bike doesn't weave or wobble and feels comfortable with a pillion I will be leaving it well alone.

Having arrived at Poowong, the ride continued eastward for about 9 kms and then proceeded north up the Strzelecki Hwy. This stretch of road is much more challenging with tighter, gravel strewn corners. The trick I found was to be smooth and stay at a steady pace which allowed me to choose and alter my lines at will.

The noticeable aspect of leading a ride is that it is quite lonely, since everyone is behind you, and always playing catch-up. When someone did sit up my butt, I eventually relegated them to enjoy the country air, by waiting at a corner!

Travelling now back north we headed through to Lardiner, back through Drouin, and on to Longwarry. We were now on our home ward leg, with many riders stretching their steeds legs along the long, but bumpy, straight sections of road through to Modella, Bayles and Cardinia. Somewhere along this vastness, Dale had inadvertently ejected his wallet from his jacket. With the RGV's thirst for petrol and oil, Danial gave Dale a financial boost in order that he could ride home.

The ride concluded at Berwick within a few minutes of 4:00 pm. This was noted with great relief as some of our participants were still recovering from the previous weekend's Great Ocean ride marathon. All the first time riders enjoyed themselves exceedingly, no body had any major mishaps and thankyou Rob Langer for bringing all the troops home.

And may I give a special thanks to the weather we had, it was sunny and 19 , but come Monday and Tuesday, Melbourne was in the grip of a virtual snow blizzard!

The Adventures of Tom and Andi 1995 R100GS PD XT 350

Trips through the outback of Australia take quite a bit of preparation months before hand. It's very important to carry the right gear, right spares and have your bike set up right for the encompassed terrain. It's also important to have good maps to establish the availability of fuel, food supplies and alternative routes if need be.

As Tom's bike dropped a valve last Christmas, this was a good opportunity for him to put in twin spark plug heads as well as shave the heads to increase the compression ratio. This gave the PD heaps more torque and 8 more horses throughout the rev range, but most importantly much better fuel economy. The engine was running a lot better now, but there was still the trial and error work to be done with different heat range plugs and different jetting. The bike was finished only days before we left so most of this was done on the way to Broken Hill.

15/7/95. We left Melbourne on a typical cold and overcast day, reaching Mildura in the late afternoon. We stayed the night with Tom's daughter and the many grandkids.

16/7/95. As we (luckily) don't see Tom's daughter very often we stayed the following day as well.

17/7/95 After changing jets several times (we had spares), doing chop tests and checking fuel consumption we arrived in Broken Hill around 2pm. We had travelled 60k's out toward Tibooburra and decided to pull in to a sandy creek bed and put the billy on. The thick sand bogged down the BM. We dug for a bit and went to start the bike but the motor had seized. On pulling the rocker cover off we found the exhaust valve rocker rocking freely. Disaster, the valve obviously not returning, this looks like the end of our trip. I towed the BM back through 60k's of dirt to Broken Hill. This was interesting as the weight of the BM dragged my bike sideways in the off camber corners. We had no option but to leave the BM at a bike shop.

18/7/95. The bike shop reported no major damage. The valve seat had dropped out, stopping the valve from returning. No piston damage, valve not bent, we just have to wait for a workshop to machine down another seat. There's not a lot to do in Broken Hill.

19/7/95. We travelled 25k's to Silverton. This place is a famous site for films and commercials such as 'Mad Max', 'A Town Like Alice', 'Coca Cola' ads, etc.

20/7/95. We picked up the bike at 9:30, total cost \$185, which we thought was quite reasonable. We head of once again for Tibooburra and camp the night in the Sturt Stoney Desert.

21/7/95. There is a 100k loop around the desert which we wanted to do, then off to Cameron Corner where South Australia, New South Wales and Queensland meet. There's actually a store out there now. If you ever pass this way, ask for a steak sandwich. As the clouds looked threatening that evening we spent the night on a sand dune rather than the low clay pan area.

22/7/95. From the corner we took off northeast via Epsilon, then northwest up the old Bore Track to Innamincka. We would always take minor tracks or station tracks whenever we could, as they are more interesting and challenging on bikes. The weather was getting warmer every day. For a small donation to the Flying Doctor service you can have a shower, built in the middle of Innamincka. After a scrub we pitched camp along the Cooper Creek (near where Bourke and Wills died).

23/7/95. A long day via Cordillo Downs to Birdsville. The sad sections were getting thicker and the roads generally rougher. The XT sure beats lugging the old GS80 around in these conditions.

24/7/95. We spent the day in Birdsville, preparing the bikes for the Simpson Desert crossing. Tom had carried tyres from Melbourne which he now fitted. We each carried 10 litre jerry cans of extra fuel, Tom carries 12 litres of water and I carried 6. We made sure we had enough supplies to last 5 days.

We spoke to a few 4WDers who had come across the dessert, they all told us we were mad, even those who were also motorcyclists said we would not get through. From the stories we heard I was beginning to have doubts.

I had visions of unloading the bikes at the bottom of each dune, pushing and shoving to the top, reloading and so on, and there are 1100 sand dunes to get over. We were also crossing from east to west and as the prevailing wind comes from the west, we were heading up the steeper side of the dunes. We intended to take the French line, which is the most difficult crossing. Still, we had the option of taking another track or at worst turning around if the going got too tough.

In the Birdsville pub that night I asked for a lemon squash. The waiter grabbed a straw and said "Damn this Birdsville dust, it gets into everything.", and wiped it clean under his armpit, ah thanks.

25/7/95. After all of the horror stories I could hardly sleep. The first dune, known as Big Red, is the highest at 40m. Most 4wd's come out here to conquer Big Red and then go home. This activity has chopped Big Red up so badly that it makes it difficult for bikes to get up. I did not make it over the first two sand dunes cleanly, but once my tyre pressure was let down to 5 psi they were not a problem. I'm not saying that it was easy but it was not impossible. The BM needed more speed to get over the dunes where the light XT seemed to float more across the surface. We made it out to Poeppel Corner by 4pm. This is where the borders of the Northern Territory, South Australia and Queensland meet. As this was a good a place as any, we set up camp. We had seen 5 4WDs that day.

26/7/95. We left early as the sand is easier to ride on while it's cooler. As soon as it gets hot it gets real loose. The temperatures during the day were around 25, hot enough to get a sweat going fighting the sand. We were lucky that it had rained a few weeks before hand, heaps of wild flowers were out in bloom and the desert was green. We saw a few dingos and plenty of camel prints. The dunes became closer together and some were quite difficult as the track did not go straight over and you were never sure which way it would go until you reached the top. We made it through to the end of the French line and camped at Purnie Bore hot springs. One 4WD was all we saw today. We did not expect to get to this point in two days, and we had heaps of water left over.

27/7/95. We didn't leave Purnie Bore until around 11am. We slept in and then spent some time looking around at the wildlife. Mt Dare was our destination, 523ks since Birdsville. We had 24 litres of fuel over between us. We had to carry extra in case we had to detour.

28/7/95. From Mt Dare to Old Anado, though the roads are harder it is worth it for the scenery. From what we had heard about Old Molly Clark we were probably lucky that she wasn't at home when we passed through. Plenty of wild camels out here. We stopped to look at a pocket of rare Acacia Peuce, only 3 stands of these trees remain in Australia. There is also one in California. We camped off the road between the sand dunes just on dusk.

29/7/95 Alice Springs was our next destination. The road meandered through the tail end of the MacDonnell Ranges, very pretty country but the roads don't allow your mind to wander too much. Through the Santa Teresa aboriginal mission and in to Alice Springs by early afternoon. We stayed at a caravan park where the showers were welcomed and we could give our clothes a decent wash.

To be continued next month.

Andi XT350.

MTCV 40th Birthday Celebration

16 th September, 1995

A most enjoyable evening was had by all at the recent MTCV 40th Birthday Celebration. Special thanks to Les Leahy and Ian Payne who did the bulk of the organising, and to those who shared with us past Club ride experiences by reading old Magazine articles. Some were remarkable.

9 bikes, 11 people

VFR750	Rob Langer	ZXR750	Ben Warden
GSX750F	Ian & Kerrie (lead)	K1100RS	Jack Youdan
GPz750	Steve & Sue	XJ900	John Morley (rear)
GPz250	Stuart (3rd ride)	XT600	Danny Kosinski
CBR600	Andrew Kennedy		

I was pleasantly surprised to walk outside and find it warmer than inside. So it was with great pleasure I left my cat pee infested waterproof pants at home. Collect the chain lube, Mr Sheen, a rag and lunch and we are away.

Whittlesea was the first pickup and the group was already there. I was surprised at how few bikes were there until I recalled where a few of the regulars had got to: Marty was racing at Calder for Preston at an interclub meeting and Dave Byrne was the gopha for the day; Tony Shrader and Dave Ward were at Winton at an advanced riding course. (Everyone else was presumably watching Bathurst.) When last I heard Dave's bike was pumping coolant out over the rear wheel and he had had a couple of close calls before realising what was happening. We hope he gets it sorted out soon. Tony is looking at suspension work, and is acquiring fairings at a rapid rate. (This is the Who's News when you don't have a Who's News.) Back to the ride.

Ian informed us Heathcote would be 150 km away, our first stop, and lunch.

We headed west through Wallan (picking up a police escort for a while) and on towards Romsey but turning south through Darraweit Gum and Bolinda. Around Riddells Creek the sky became very dark and threatening. As we skirted around Mt Macedon heading north to Carlsruhe it started to rain, but barely enough to keep the dust down on the few km of dirt we encountered.

The countryside was in fabulous condition, and I noticed a couple of very young colts and their mothers enjoying the rich pastures. Everywhere was green.

On to Baynton and Mia Mia. The roads were bumpy, relatively straight, and a bit of a chore until we picked up the back road around Lake Eppalock. Speed picked up as the road improved. Heathcote arrived all too soon.

We ate lunch and then visited the 130 year old gold diggings. Weathering has eroded the landscape into a maze of miniature ravines, the pink colouring due to iron content in the soil, hence Pink Cliffs. A 10 minute walk saw us walk to the far end of the Pink Cliffs and back again. John guarded the bikes. Then it was back to Heathcote to refuel and head home.

We travelled down the highway to Tooborac before heading south to Emu Flat and back across to Pylong. I had some fun across this section, the smoother roads and sweeping corners suiting my aging spine. Across to Tallarook and down to Kerrisdale and Strath Creek. Down to Flowerdale, Kinglake and Whittlesea to breakup. Rob and I surprised Ian and Kerrie a few times as we reappeared again and again. Our favourite roads in good condition: dry and clean. hat could be better!

I gave Rob a bit of a tow as he has done so many Phillip Island Ride Days he has forgotten how unpredictable and bumpy public roads are. He seemed to enjoy himself greatly, pushing a bit. Home by 10 past three, 360 km round trip, bike and I having a good day, especially the second leg. Thanks Ian and John.

Ben Warden (ZXR750)

**ADELAIDE WEEKEND
NOVEMBER 4th - 7th**

Saturday 4th.

Meet at the Shell service station in Laverton for an 8:00am sharp departure. Travel via Werribee, Mt Egerton, Snake Valley, Dunkeld, Edenhope and Bordertown to the Gumeracha Hotel in the Adelaide Hills. Approximately 750 km.

Sunday 5th and Monday 6th.

Riding and sightseeing around the Adelaide Hills and surrounding districts. Returning to the Gumeracha Hotel each evening. Approximately 350 km each day.

Tuesday 7th.

Depart after breakfast for Melbourne. Travel via Murray Bridge, Keith, Frances, Natimuk, Halls Gap, Moyston, Streatham and Snake Valley to break up at Rockbank. Approximately 750 km.

PLEASE BOOK FOR ME

NAME _____	PHONE _____
SAT Th SINGLE @ \$25 / DOUBLE @ \$40	\$ _____
SUN Th SINGLE @ \$25 / DOUBLE @ \$40	\$ _____
MON Th SINGLE @ \$25 / DOUBLE @ \$40	\$ _____
	TOTAL \$ _____
	LESS DEPOSIT \$ 20.00
	BALANCE \$ _____

TEAR OFF AND RETURN WITH \$20.00 DEPOSIT BEFORE OCTOBER 20th TO SECURE YOUR PLACE FOR THE WEEKEND. BE QUICK AS ACCOMMODATION IS LIMITED.

RETURN TO : M.T.C.V.
 3 MARY AVENUE
 HEIDELBERG HEIGHTS
 VICTORIA 3081

