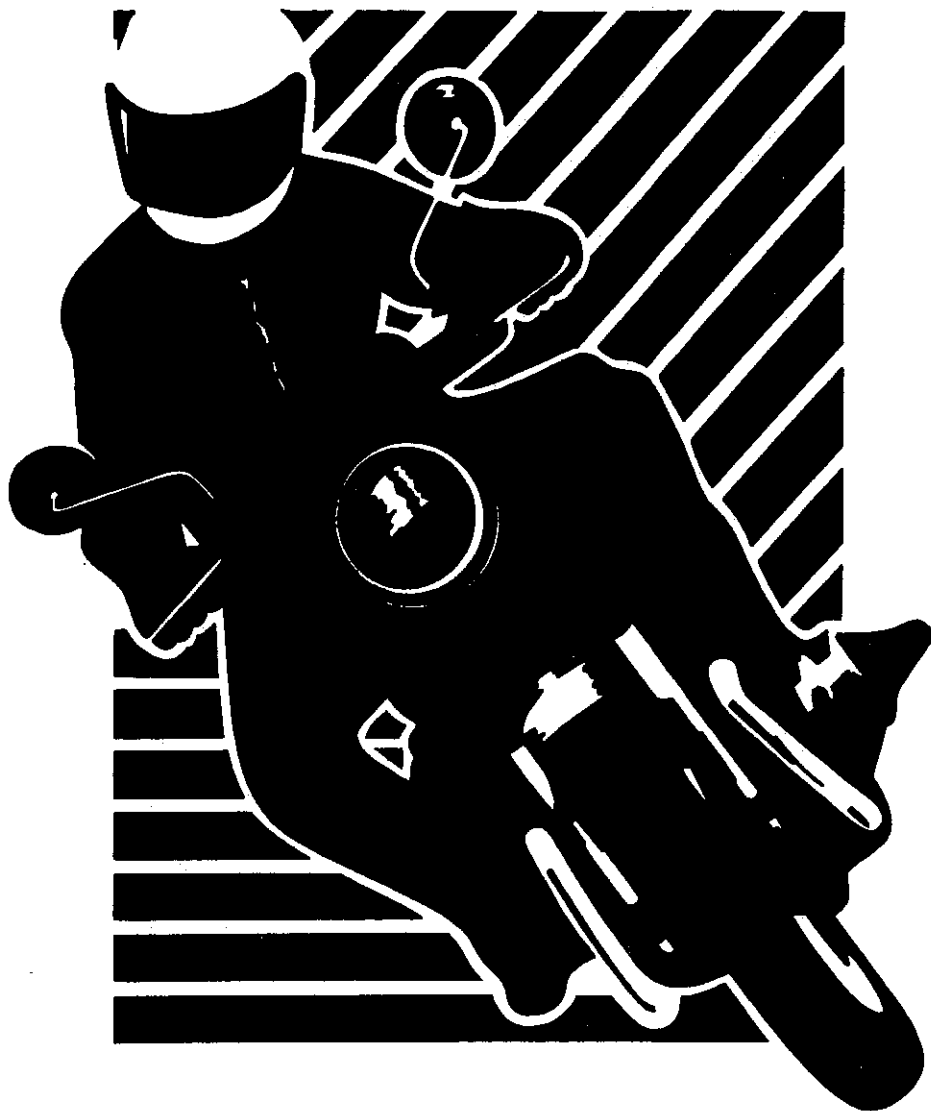


Good Vibrations



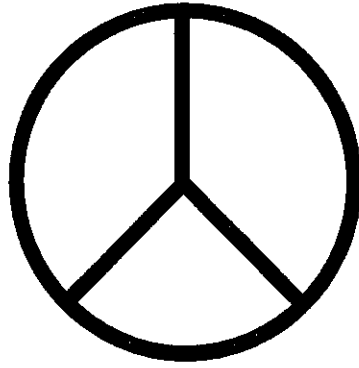
MOTORCYCLE TOURING CLUB OF VICTORIA

P.O. Box 453, Richmond 3121, Victoria

MTCV Itinerary November 1996

Sunday 10th	Organ Pipes National Park Luke Richardson leading 9:30 am KBCP 10:30 am Yarra Glen	The usual route, for those who know. A bit of mystery for those who don't.
Sunday 17th	Horse Riding Gunnamatta Steve Leyland leading 9:30 am KBCP 10:30 am Hallam	Settle back to a genuine one horesepower. None of this crankshaft/countershaft/output shaft fudging of the real figures. Call Mark Dennis for details and costs.
Thursday 21st	Social Sip Swan Hotel Cnr Swan St & Church St Richmond	Come and join us for a drink and a chat. 7ish til late.
Sunday 24th	Dumbalk North Ben Warden leading 9:30 am KBCP 10:30 Yarra Glen	A long hard ride. May not suit lesser experienced riders.
Saturday 30th Dirt Ride	Dirt Ride 10:00 am Yarra Glen	Mark Dennis leading.
Sunday 1st December	Toboggin Rides Whittlesea Toboggin Park Rob Matricciani leading 9:30 am KBCP 10:30 am Toboggin Park	Flat out, down hill, on your bum. At least if you crash it won't damage your bike.
Thursday 5th December	General Meeting 8:15 pm start	Camberwell Town Hall Theatrette, Inglesby Rd.
Sunday 8th December	The Spurs Ride 9:30 am KBCP 10:30 am Yarra Glen	Interesting fact No 476. The geographical name for the area between Healesville and Narbethong is 'Blacks Spur', not 'The Black Spur' as most people refer to it.
Saturday 14th December	Christmas Party BBQ Fairfield Park	See next month's magazine for complete details.

Hey Man



Peace

*Okay all you groovy flower children, dust off your old
caftans and platforms, and start practicing all that
free love (and plenty of it).*

'cause we've got an event for you.

*The December general meeting is usually a light-
hearted affair, and this year we're going to make it
memorable as well by going back to the 60's. That's
right, a fancy dress to see out our final meeting for
1996, and everybody's welcome, and I mean everybody.
There will be music, food, fun, and a few good laughs
as well, and we might even have a prize for the best
costume, so don't be a square and come along.*

Remember to bring a plate.

WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S NEWS WHO'S

November 1996

Its official. **Rykk Budd** announced his retirement from the MTCV committee at the September general meeting. He's heading home after the Super Bikes at least until Christmas. (In fact I tjink he has headed off to Japan!)

Wayne Pope has taken delivery of the new Honda Blackbird (CBR1100XX). It was on display outside the Club Hall and gathered quite a few interested onlookers. The Blackbirds were only released the previous Friday and he picked it up on Wednesday.

The new itinerary is being formulated so get in quick if you want to lead a ride. The Christmas Camp will be at Halls Gap this year.

Stuart Forster has acquired a new ZX6R and was seen running it in on the Cape Patterson ride earlier in the month. It handles and goes a lot better than his old GPx250, last seen at Fowles Auctions.

Steve Leyland had a low speed tumble on his GPx750 on the Cape Patterson Ride at Inverloch. The bike suffered minor cosmetic damage, including breaking the right-hand handlebar. It was rideable after the handlebar was taped, puttied, and cable-tied back on.

Tony Schrader began his racing career on his Super Mono at Broadford on Sat 5th competing in the FIII class (250 production, 400 production (grey imports) and single cylinder). All was going well, qualifying 18th and finishing 17th (of 24) in the first race. In the excitement of the second race he missed a gear (reverse gear shift pattern) and snapped a rocker on his XR600, ending the day's activities. Removing the head may reveal more mechanical woes. His best time was 1.10.08 mins.

On the Sunday of the same meeting, **Dave Ward** finished 11th out of 22 starters in the 600's racing his YZF600, 19th in the FII (250GP, 400 production and 600 Supersport (superbike rules: big capacities, slicks, etc)), and 10th in the 250-600 class. In the second race he did a bit of gardening. His best time of the day was 1.06.988, using a standard compound front tyre! Similarly this was Dave's first race meeting.

Marty Thompson faired quite well though gave up on the idea of racing in the *Moderns* on Saturday due to the continuous rain. On Sunday he came 5th in the 600 Supersport, 4th in the FII and 1st in the 250-600cc class. After changing to a new set of tyres for the last race he improved 2 seconds a lap to run consistently in the 1.03s with a best of 1.03.508. His main competitor in the last race was a B-Grader riding a hot CBR600 (670cc, slicks, had to add 4kg to meet the minimum weight requirements) and Marty was pretty happy about it. Anyone who can help out Marty please contact him on 9857-4017 (H) or see him at Cosway Kawasaki, top of Elizabeth St.

More on Tony's engine. Removing the head revealed a broken valve head almost imbedded in the piston, bore damage and the remaining valves bent. He has since acquired another motor.

Les Leahy organised the Navigation Trial (13th Oct) very professionally. It was won by **Andrew Kennedy** on his Dominator (NX650), defeating 17 other riders. His prize was a stack of near new motorcycling magazines. Most people took a few wrong turns. *Moment of the day* was a dead head between **Geoff Jones** and **Dicky**. Geoff went straight across the Bacchus Marsh - Anakie Rd (through a stop sign) at speed due to the copious amounts of gravel preceding the intersection. He had been attempting to stop for quite some distance. I remember the intersection well. While avoiding pot-holes, Dicky found himself out of control in thick (I mean thick) gravel on the first dirt

section on his relatively new, unmarked TRX850. The front wheel was snow plowing its way through the stones piled up at the side of the road, flipping left, then right. Eventually he came to a halt, still vertical, in the clay at the side of the road

On the same ride **Lyn Duncan** was seen running in her new black and gold Suzuki GSXR750T. Very stylish. Very fast. This contrasts starkly with **Danny Kosinski's** XT600 which expired on the ride, blowing a head gasket. He continued on the trial on the back of **Derek Atkinson's** FZR1000.

Commiserations to President **Mark Dennis** who dropped his new "T" at the Hallam servo (20th Oct). He entered the driveway a tad fast, crunched the front end over a new steep hump, locked up the rear wheel, and finally flipped on the high side while almost stopped. Meanwhile a couple of Life Members (**Ian Payne** and **Les Leahy**) were working out which way to jump, wondering how many bikes were about to be smashed into. Minor cosmetic damage was sustained and badly damaged pride. Don't worry Mark, I crashed my GPz550 into a steel barrier across Kings Bridge Car Park one sunny Sunday morning. Didn't see it.

Sadly we heard at **Sam & Rita Sirianni's** GP BBQ that **Tom Saville** and **John Willis** had crashed into armco at 10 am on the way to Powelldale, a couple of km out of Gladysdale. Apparently a load of offal and fertiliser had been dumped onto the side of the road, and over-night rain washed it onto the road making it treacherously slippery. Tom went down first, his bike hitting the armco tank first, then John followed, his bike hitting Tom. Everyone was okay, though Tom was pretty battered and bruised. Thank modern technology for back protectors. The bikes (YZFZR1000 and CBR600) suffered significant cosmetic damage (YZFZR's tank, instruments). Two police cars, ambulance, tow truck, and two fire engines attended the scene. The offending offal was washed off the road by the fire brigade.

On a happier note Tom has put a deposit down on the new Suzuki 1000cc V-twin (TL100VS) 187kg, 125 ps fuel injected, upside down forked, dream machine due for release in the new year. Sounds like a very interesting bike.

Whilst chasing leader **Ian Payne** around the Dandenongs on the GP BBQ ride **Ben Warden** overtook Ian (stopped at the round-a-bout in Monbulk, hiding behind a bunch of 5 girls waiting to cross the road, round a blind corner) considering the folly of leading and running on reserve after 55 km ! Ben was pursued by Ian but failed to respond to horn blowing. Ian eventually had to bail out as they were likely to lose the rest of the ride. Ben, lost, made it back to Hallam, after almost ending up in Fernreegully before realising the error of his ways, only to run into **Phil Curran** putting air in his fast leaking rear tyre at the service station, who he followed back to the BBQ.

More on tom's accident. Tom has in fact suffered his worst bike accident in terms of personal injury. He has suffered a broken hip, damaged ankle, severe bruising to his shoulder, swollen back. After eating the steaks intended for the Sirianni BBQ at John Willis's house, where they all ended up after the accident (John's bike delivered by the tow truck) and watching the GP, Tom's pain suggested a visit to Box Hill hospital was in order. He specifically asked for x-rays to be taken of his hip, to no avail. Ligament damage to the ankle, bruising elsewhere was the diagnosis.

After three days in bed, unable to roll over or sit up, it was time for a second opinion. Five and half hours in casualty and yes, broken hip near the ball joint. "Individual seems to have a high pain threshold" - we all knew that. Spends Wednesday night and Thursday in hospital making a general nuisance of himself, steeling wheel chairs, disappearing for a shower, nicking down to the servo to inflate the tyres ("get some speed into this thing; handles like a bucket of shit"), wandering around the hospital. Shunted off to Waverly TAC rehabilitation Friday, discharges himself Saturday night to go to the Superbikes, back to the Rehab. Sunday night, out on Wednesday. More blowing up of

tyres on wheel chairs, conning a patient to loan him walking frame, etc. Both bikes written off. Andi's van blowing serious amounts of smoke.

More on Marty at the Superbikes. Crashed on Friday in the wet first qualifying session at MG corner, first lap. Went back to pits and put on wets for second qualifying session - crashed on lap three at Honda corner. Bike sustained damage to swing arm, steering head and fairings. Frame damage not detectable to naked eye, but each item was bent and twisted 5 or 6 mm in the wrong direction making the bike handle atrociously - not wanting to go around left hand corners ie Phillip Island! Managed to qualify 40th of 45 with only 3.5 laps in the wet. First race Saturday finished 25th, and was taken out at Honda corner on Sunday. Bike spent a while at Bob Martin's being straightened.

Seen at Philip Island Superbikes: Ian Payne, Kerrie Gooding, Mick Fagan, John Willis, Tom Saville, Andi Sirninger, Sam & Rita Sirianni, Ben Warden, Alex Oberhofer, Les Leahy, Dee Thomas, John Clowes, Eric Makin, Dicky Otzen, Steve Schultz, Ray Toulson, Davorin Zivkovic, Mark Dennis, Lyn Duncan, Diane Welsford, Debbie Eckert, Patrick Tayeh, Vince Genova, Jacinta, Andrew Kennedy, Ken & Anne Wurster and many other missed. Crowd variously reported at 35,000 and 40,000 people.

Ben Warden (c/o 9457-4479)

The new Editor is Gerry East.

You can send your articles to her at:

3 Mary Avenue

Heidelberg Heights 3081

Phone: 9459-3293 (Home) 9890-0777 (Work)

Fax: 9899-7242 (W)

If you don't have enough time, or access to a type writer/word processor, I am happy to have your story told over the phone - I will type it up.

Gerry

Dirt Ride

Saturday 28 September

It was a good thing that I looked in the club magazine for details of the dirt ride or I would have wound up in Yarra Glen at 10:00 am and not Whittlesea.

But as luck would have it, I did and so I was. Well, you know what I'm trying to say.

As the departure approached the number of chook chasers swelled to nine. Not a bad turn up considering that four of our regular riders were not there.

Those present were...

Jon R.	Yam DT 200 (illustrious leader)
Paul	Yam TT 350
Lyn	Yam Serow
Mark	Yam XT 600
Les	Yam Tenere
Barnesy	Kwaka KLR 650
Pat	Honda XL 250
Jed	Honda XR 400
Rob M.	Suzuki 250 (rear rider)

Jon had very kindly based this ride around areas associated with his mis-spent youth and had kept road and track surfaces in the 'easy' category. This was to assist those of us (namely Barnesy and myself) who were riding great big ugly lead sleds with reasonably smooth tyres. I had spent much of the week removing objects from the front of the Tenere and secreting them in my bedroom cupboard. A very sensible move considering the cost of replacement for these Yamaha thingies, and it is very hard to destroy parts of your bike if they are at home in your bedroom.

The self same removals were also making the bike much easier to punt around. I shan't as yet mention such terms as 'with confidence' but things are on the improve.

Most of the other trailies were running knobbies of some variety.

So off we went from Whittlesea to St Andrews by every back road known to mankind.

Occasionally road signs such as 'Eagle Nest Road', 'Strathhewen' and 'Mittons Bridge' would flash by and I'd know where we were. Done some snooping around this neck of the woods m'self Jon.

The rest of the time I was like a member of that well known lost Indian tribe 'Wherethefucarwi'.

Finally we quickly re-grouped at St Andrews as Jon had already given us a spiel about how we were going to ride right up the guts of the St Andrews market on a track that about 500 people were using as their personal property. And he wasn't kidding, it was chaos on wheels for about five minutes.

Anyway, we somehow avoided a lynching party and headed along Black Cameron Rd. Quite soon Jon had us arriving at Queenstown Cemetery. This is a quite remarkable piece of history from the gold mining era of smiths gully. The large number of graves lay silent in the Australian bush.

If I hadn't been totally lost before Queenstown, I sure as hell was afterwards. We now visited every abandoned stripped car dump in the mulga, Jon obviously has some kind of underworld connection to have the precise locations, beware if he offers you a cheap set of gudgeon pins.

Next, a visit to the Sugarloaf water treatment dam and then up along Skyline Road to the turn off to Breakneck Road. The view from up here overlooking Yarra Glen is Just stunning. Our necks managed not to break, even though the descent had been chopped out. Mark however did manage to break a kick start lever.

Lunch in Yarra Glen was a fairly informal affair. Pat squeezed one shilling and threepence worth of petrol into the XL250. Including lunch and fuel for the whole day I think he still hade change left out of five bucks. Expensive business this day touring.

The afternoon ride consisted of getting totally lost again. I do remember a quickening of the pace when we found ourselves next to an active rifle range, it wasn't the only thing that was active. I figured that maybe it was harder to hit a moving target, so dialled in the necessary revs. There were a couple of greasy slopes that us 'lead sledders' were able to bypass however Lyn, on the little Serow, tackled everything and was riding well throughout the day.

Jon promised that he would have us at a lookout in time to see the parachutists drop into the MCG. Sure, Jon! Visibility was hazy and own to about one kilometre, and the fact that there were no parachutists on the program made it even more improbable.

By now we had had enough tom foolery and headed back to suburbia for a drink and an ice cream. Finding suitable terrain for different levels of off road bikes is very difficult. Thank you to all the knobby tires lot who so patiently put up with us dual purpose lot.

Les (Tenere)

Navigation Trial, Ballan

Sunday 13th October 1996

Name	Bike	Estimated speed [km/h]	start time	end time	elapsed time [mins]	Actual speed [km/h]
Andrew Kennedy	NX650	68.55	1	122	121	68.92
John Morley	XJ900	75	2	122	120	69.50
Lyn Duncan	GSXR750T	40	4	124	120	69.50
Patrick Tayeh	XL250	80	3	118	115	72.52
Mark Dennis	GSXR750T	80	7	112	105	79.43
Ian Payne	RF900	79	12	116	104	80.19
Ian Rodgers	R1100RS	80	13	115	102	81.76
Steve & Sue	GPx750	83	11	113	102	81.76
Jon & Jenny	R1100RS	64	0	101	101	82.57
Dicky Otzen	TRX850	67	10	111	101	82.57
Danny Vits	BM F650	80	5	105	100	83.40
Rob Langer	VFR750	70	14	113	99	84.24
Andi Sirninger	TRX850	72	16	115	99	84.24
Ron Palmer	FZ750	80	6	105	99	84.24
Tom Saville	BMR100GS	68	15	113	98	85.1
Geoff Jones	RZ350	72	9	99	84	99.29
Derek & Danny	FZR1000	85	8	92	84	99.29
Ben Warden	ZXR750	112	25	107	82	101.71

Rob Matricciani (GSXF750) went home before trial.

Les Leahy (XTZ600) organised trial but did not participate.

Navigation Trial Sunday 13 October

When I arrived at KBCP the weather was fine with only a few clouds, Les and John M. were already there, and Danny V. arrived shortly after. Les was checking out the amount of space under the ducktail on my bike and seemed impressed with how much room there is.

I was sworn to secrecy as a gold and brown fire bug rounded the corner to the car park, and had to keep my mouth shut in the face of comments like "Is she with us?", "It's a girl!" and finally "It's Lyn!". And indeed it was, with muffler and steering damper already fitted to the 3 day / 80 km old GSXR750T. I had no influence over the purchasing decision at all, Lyn wanted it, so she bought it.

The ride got under way at 9:30 to meet a larger group at Laverton, then on through Werribee and Bacchus Marsh to Ballan for morning tea. Les explained how the trial worked, then he and Ben recorded rego's and estimated average speeds and taped a set of instructions to the tank of each bike. Simple instructions like go west from here, turn left there, go right up that road, continue straight ahead for so many km.

We left the start at one minute intervals. I had estimated my average speed at 80 km/h and as I missed the first turn and had to turn back, then turned right instead of left at another, I had decreases my average speed and increases my time taken, so after a few careful mathematical calculations I adjusted my speed to suit. Well, OK, I guessed and fanged it for a while.

All the roads taken were familiar to the club and Les had done a great job working out distances and track notes. There was one spot that caught a few people out where the notes said '101 km - Continue straight on after Blakeville gravel road.' There was a gravel road, but it went straight on, the bitumen turning to the right, but this was all before Blakeville. The two roads joined again after Blakeville anyway.

Sometimes you wonder if the person behind you is following you or the notes. Ben came along side me and pointed to his tank. He had lost his instructions and had only a few torn scraps of paper taped to his bike. So much for ZXR aerodynamics.

I arrived back at Ballan just 0.4 km/h outside my estimated average speed, a shoe in to win. But it was not to be, Andrew K. was even closer. How did he do it?, consistency, keeping to a scheduled time, or just being a smart arse.

We rode back to town along the Calder Highway, and with the warm weather and having worked odd and long hours I almost fell asleep. We stopped in the city for a chat and then headed back to my penthouse (?) for coffee.

Thanks to les for a great day, I hope that we can make this an annual event.

Congratulations to Andrew K. for taking the grand prize.

I hear that it's nice in Europe this time of year. That's not the prize, it's just a general comment.

Mark Dennis,
Club President and proud GSXR750T owner.

FOR SALE

Kawasaki ZZR 1100 D1(93), 10,000 kms, 5 months reg, RWC, excellent cond, \$13,000, 9899 7333 BH, 9369 2835 AH, as for Danny(Lamoor Automotive).

Morris Marina Coupe, 1972, 6 month reg, new battery, reconditioned alternator, new rear brake cylinders, work shop manual, blue duco, body and mech fair, interior good, \$300 ono, Robert Matricciani(treasurer)

UPCOMING EVENTS

TAS RALLY AND TAS TOUR, February 24 to March 3 1997.

The rally is held in North West Tasmania on the 28th of February to the 3rd of March by MRA Tasmania. The plan is to see a little of Tassy before and after the rally(although if you don't want to go to the rally you don't have to). We travel on the Spirit Of Tasmania from Station Pier in Port Melbourne and the voyage takes about 15 hours, landing in Devonport. Cost for a bike only(no sidecar or trailer) is \$40:00 return, while accommodation is \$198:00 per person for hostel sleeping quarters, to \$298:00 per person for a 2 berth room. These prices include breakfast and evening meals. Spaces are filling fast so bookings must be made very soon to guarantee a spot. Speak to any committee member for further enquires about riding around Australia's own motorcycle heaven.

CHRISTMAS CAMP. This year's camp will be held at Halls Gap. A very popular tourist destination with something for everybody, from bush walking to bird watching and even a few good roads as well(both bitumen and dirt). Bookings will have to be made soon so let someone in the committee know you want to go and a site will be saved for you.

THE FINAL GENERAL MEETING FOR 1996. Usually a little more casual than other general meetings, this year's will also be a fancy dress night. Yes, thats right, a fancy dress. The theme will be "the '60's", and there are plenty of members that where around back then so finding something to wear shouldn't be a problem. There'll be music and plenty of good laughs if everyone joins in so don't miss out. There might even be a prize to the best dressed groover.

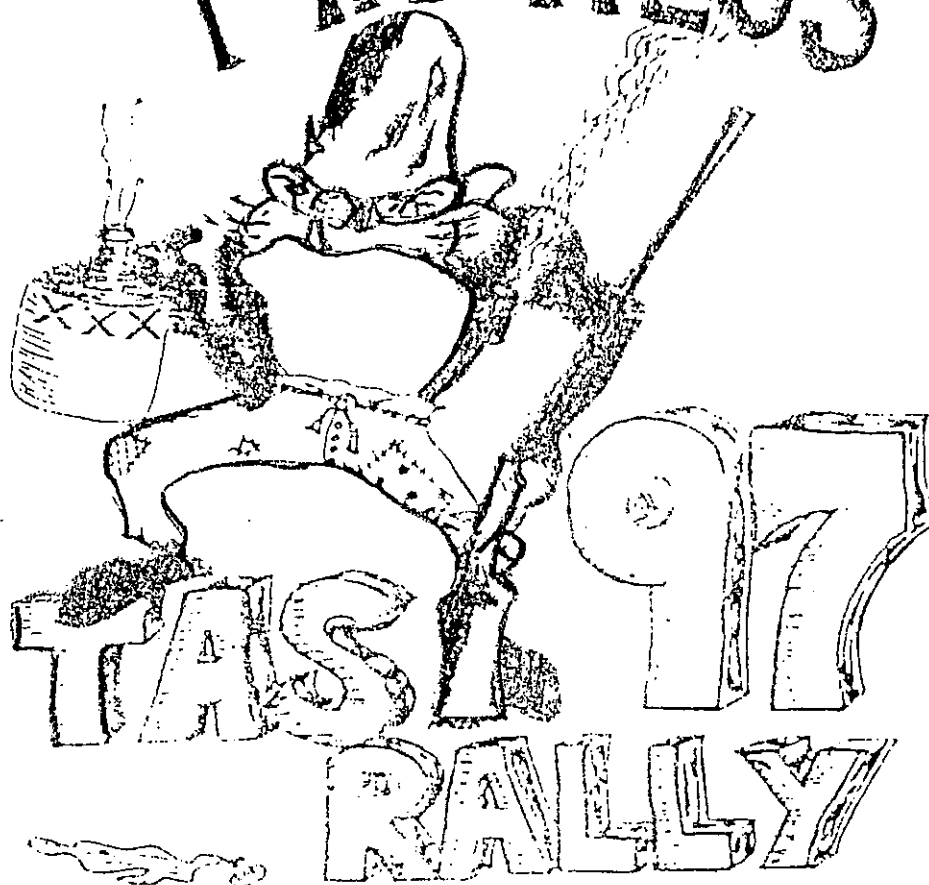
For Sale

2 x Metzeler Z1's
180/55 17 rears
Brand new, never used.
\$250 each
\$480 both

David Ward
Ph. 9563 7705

Yes folks
It's on again

**MOUNTAIN
MADNESS**



North West Tassie
Feb 28. March 1. 2. 3

Contact MRA Tas: GPO

Box 1154, Hobart.

***phone: 03 6243 0698**

NEW CHEAPER? FERRY FARES

After the recent Federal Budget the Government announced that it would honour its election promise and grant a Vehicle Subsidy for private vehicles crossing BASS STRAIT as a measure of creating an equitable national highway system.

This subsidy, coupled with the introduction of a new APEX fare, has dramatically reduced the cost of crossing Australia's most expensive stretch of water.

While the subsidy is to be applauded there is still an air of inequality when motorcycles are to be charged between only \$5 to \$10 less than your average sedan even though four motorcycles will fit into one car space. Trikes, Sidecar combinations or Bike and Trailer outfits are even further penalised by being asked to pay up to double that of an average sedan when any two such combinations would be needed to fill the same space.

The Apex fare has dramatically slashed the return fare bringing the cost down by an average 25%. This means that one person plus motorcycle sleeping in a cabin can save up to \$180 or almost another person's fare.

The rules of the Apex fare are that you must book a minimum of thirty days in advance and pay, in full, within three days of booking. The only snag being that the fare is non-refundable but insurance is available and recommended.

So, book your tickets, pack the bike and head on down to Australia's own motor-cycling heaven, the roads will just blow you awaayyyy!!!!

Your's in Bikin', *Flapper Terry, MRA Tas President.*

	Peak 14Dec-25Jan	Shoulder 26Jan-12April	Off-Peak 13Apr-27Sep
Motorcycle	\$25	\$20	\$20
Trike Sidecar			
Bike & Trailer	\$75	\$40	\$40
Average Car	\$35	\$25	\$25
Inside 2 berth cabin	\$160	\$145	\$140
per person 1 way (same fare applies to inside 4 berth cabins)			
APEX return	\$240	\$218	\$168
Porthole 2&4 berth	\$180	\$155	\$150
APEX return	\$270	\$234	\$180
Hostel	\$120	\$99	\$95
APEX return	\$180	\$150	\$122

GPO Box 1300R
MELBOURNE 3001
Tel (03) 9582 2184
Fax (03) 9582 3080

PASSENGER FARES

SPIRIT OF TASMANIA FARES INCLUDE
EVENING BUFFET MEAL AND CONTINENTAL BREAKFAST.



Effective 26 August 1996.

PEAK SEASON			ONE WAY				RETURN
14 December 1996 – 25 January 1997 PER PERSON			Adult	Pensioner	Tertiary Student	Child/Student	APEX
DECK	CABIN TYPE	BEDDING	\$	\$	\$	\$	\$
C	Suite		280	280	280	90	420
D/E	Double		220	187	187	–	330
D/F/G	Porthole 2 Bunk		180	108	135	90	270
C/D/E/F	Porthole 4 Bunk		180	108	135	90	270
C/D/E	Inside 2 Bunk		160	96	120	80	240
J	Inside 4 Bunk		160	96	120	80	240
K	Hostel		120	–	120	–	180

SHOULDER SEASON			ONE WAY				RETURN
01 September 1996 – 13 December 1996 26 January 1997 – 12 April 1997 PER PERSON			Adult	Pensioner	Tertiary Student	Child/Student	APEX
DECK	CABIN TYPE	BEDDING	\$	\$	\$	\$	\$
C	Suite		225	225	225	78	338
D/E	Double		185	157	157	–	278
D/F/G	Porthole 2 Bunk		155	93	116	78	234
C/D/E/F	Porthole 4 Bunk		155	93	116	78	234
C/D/E	Inside 2 Bunk		145	87	109	73	218
J	Inside 4 Bunk		145	87	109	73	218
K	Hostel		99	–	99	–	150

OFF PEAK SEASON			ONE WAY				RETURN
13 April 1997 – 27 September 1997 PER PERSON			Adult	Pensioner	Tertiary Student	Child/Student	APEX
DECK	CABIN TYPE	BEDDING	\$	\$	\$	\$	\$
C	Suite		210	210	210	75	252
D/E	Double		175	150	150	–	210
D/F/G	Porthole 2 Bunk		150	90	113	75	180
C/D/E/F	Porthole 4 Bunk		150	90	113	75	180
C/D/E	Inside 2 Bunk		140	84	105	70	168
J	Inside 4 Bunk		140	84	105	70	168
K	Hostel		95	–	95	–	122

Bunk Bed

Double Bed

SOLE USE

Sole use of a cabin is available for a surcharge of 50% of the Adult rate for that cabin category.

PENSIONER

Concession applies to holders of D.S.S. or Veterans Affairs Cards – Limited availability.

TERTIARY

Concession applies to full-time tertiary students under 26 years of age. Airline or University ID must be produced at time of booking and payment.

STUDENT

Concession applies to full-time secondary students 16-18 years of age. Proof of full time enrollment must be produced at time of booking and ticketing.

CHILD

Concession applies to children under 16 years of age and must be accompanied by an adult. Spirit of Tasmania does not allow children to travel unaccompanied.

DISABLED TRAVELLERS &

Disabled cabins available at the Inside cabin fare. Wheelchair access.

INFANTS

Children under the age of 3 years travel free of charge provided they are not occupying a bed. Cots are provided free of charge – limit of one cot per cabin and not available in male/female share cabins.

APEX

Special return based fare – booking must be made at least 30 days prior to departure. Payment must be made within 3 days of booking. Fare upgradable but not refundable. Insurance recommended. Limited availability.

DEPOSITS

For bookings made more than six weeks prior to sailing date a deposit of \$40 is required within 14 days of booking. Balance of fares are payable 30 days prior to sailing date. For bookings made within 30 days of sailing date full payment is due within 7 days. Included in payment is a non-refundable \$40 deposit. Please note differing APEX conditions.

CANCELLATIONS

Cancellations within 30 days of departure will result in loss of deposit. Please note differing APEX conditions.

ACCOMPANIED VEHICLE RATES

Effective 26 August 1996.



***BASS STRAIT
PASSENGER VEHICLE
EQUALISATION SCHEME**

*Carriage of a passenger vehicle on this vessel
attracts a Commonwealth Government rebate.*

PER VEHICLE - ONE WAY

Height	Vehicle Type	Length	PEAK SEASON			SHOULDER SEASON			OFF PEAK SEASON		
			14 Dec '96 - 25 Jan '97			28 Sept '96 - 13 Dec '96 26 Jan '97 - 12 April '97			01 Sept '96 - 27 Sept '96 13 April '97 - 27 Sept '97		
			Fare	Rebate*	You Pay	Fare	Rebate*	You Pay	Fare	Rebate*	You Pay
Under 2.25m in height	Push Bike		25	0	25	20	0	20	20	0	20
	Motor Cycle		100	75	25	80	60	20	70	50	20
	Motor Cycle with Side Car/Trailer		150	75	75	100	60	40	90	50	40
	Standard Car, Van, 4WD	5 metres or less	185	150	35	145	120	25	125	100	25
		6 metres or less	220	150	70	170	120	50	150	100	50
		Additional metres	35	-	35	25	-	25	25	-	25
	Standard Car, Van, 4WD, Towing Trailer/Caravan where both vehicles are under 2.25 metres in height	8 metres or less	362	150	212	332	120	212	257	100	157
		9 metres or less	406	150	256	371	120	251	301	100	201
		10 metres or less	450	150	300	410	120	290	345	100	245
		11 metres or less	494	150	344	449	120	329	345	100	245
		Additional metres	44	-	44	39	-	39	N/C	-	N/C
2.25m and over in height	Bus/Coach, Van	5 metres	185	150	35	145	120	25	125	100	25
	Motorhome/Campervan	6 metres or less	310	150	160	250	120	130	169	100	69
	Standard Car over 2.25 metres in height including roof racks etc.	7 metres or less	435	150	285	355	120	235	213	100	113
		8 metres or less	560	150	410	460	120	340	257	100	157
	Vehicle Towing Trailer/Caravan where one or both are over 2.25 metres in height.	9 metres or less	685	150	535	565	120	445	301	100	201
		10 metres or less	810	150	660	670	120	550	345	100	245
		11 metres or less	810	150	660	670	120	550	345	100	245
		Additional metres	N/C	-	N/C	N/C	-	N/C	N/C	-	N/C

EXCESS METRE SURCHARGE

Low Vehicle categories surcharge applies for each excess metre, or part thereof. Enquire at time of booking. Vehicle length must be rounded up to the next metre. The same rates apply for a Push Bike, Motor Cycle and Motor Cycle with Side Car, regardless of length.

VEHICLE MEASUREMENTS

Vehicles and loads are examined at check-in to verify the correct rate has been applied. Spirit of Tasmania reserves the right to charge any additional rates required. A false declaration of vehicle measurements may also result in the vehicle being left behind on the day of sailing.

PET/KENNELS

Kennels are available. \$15 per pet, per sailing. Food and blankets are at passengers own provision. Water is available. Number of pets per passenger restricted.

FREIGHT

Accompanied vehicle rates indicated do not apply for vehicles used for freight purposes. Freight rates will apply to commercial vehicles or loads being transported for commercial purposes. Home removals of furniture etc. in trailers or vans will be charged at the freight rate. Accompanied vehicles of two tonne or greater capacity will be referred to Freight Services for classification. Details on application.

TOWING/TOWED VEHICLE

Length refers to the total of both components. Trailers that are towed by an accompanied vehicle where the trailer is greater than 4.00m long including draw bar tow bar and is carrying household effects, furniture, machinery, tools of trade, livestock or other general freight will be classified as freight. Freight prices are available upon request.

SPIRIT of TASMANIA SAILING SCHEDULE

DEPARTS MELBOURNE

Spirit of Tasmania Terminal, Station Pier, Port Melbourne
Monday, Wednesday and Friday

DEPARTS DEVONPORT

Spirit of Tasmania Terminal, The Esplanade,
East Devonport
Tuesday, Thursday and Saturday

Departing 6pm from either port and
arriving 8.30am the following morning.

*All details are correct at time of printing however are
subject to alteration without notice.*

Your Travel Agent

Telephone: 13 20 10
Spirit Holiday Packages: 1 800 811 580
Facsimile: 1 800 636 110
<http://www.tt-line.com.au>
E-Mail: reservations@tt-line.com.au

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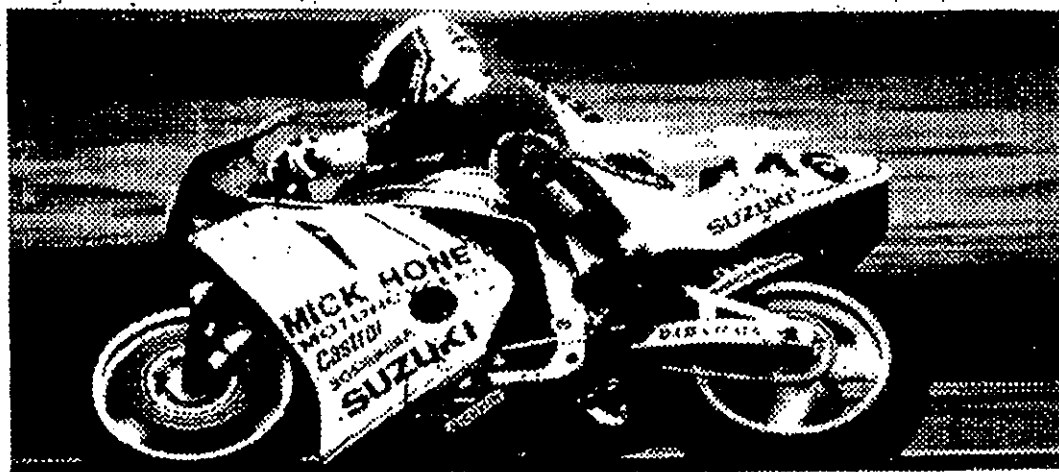
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