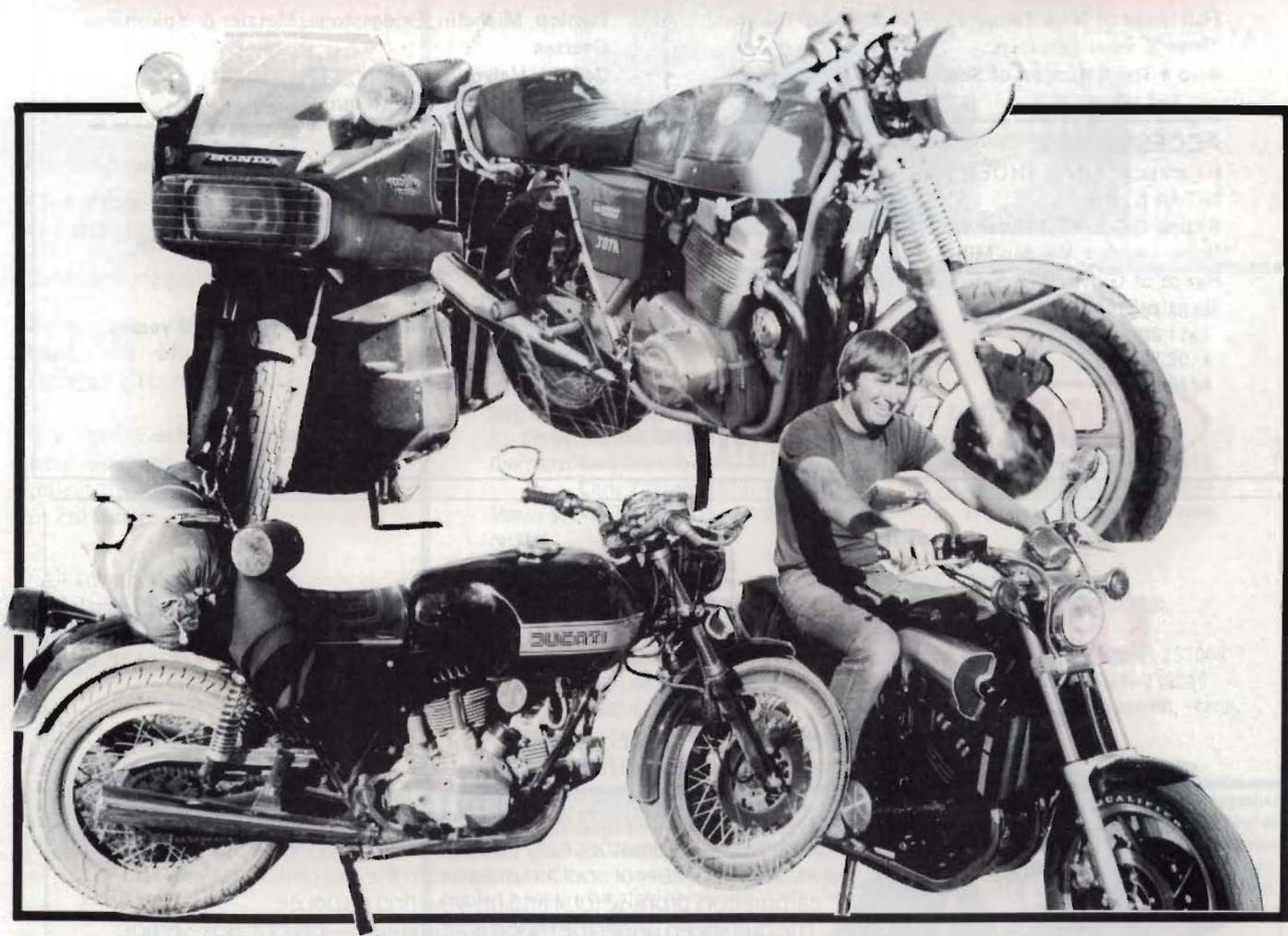




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CENTRE STAND



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INC. Registered by Australia Post. Publication No. SBH 0799

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JUNE 1985

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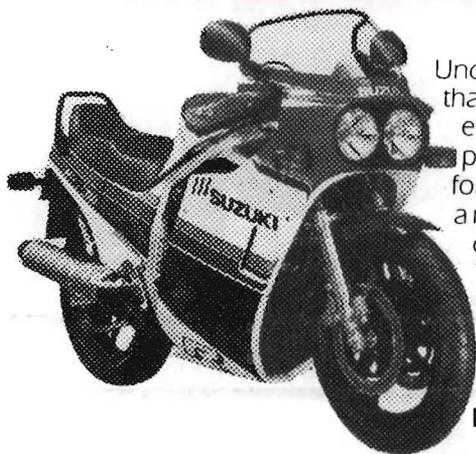
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Discount to All M.R.A. Members

I'll get the sour grapes out of the way first so that you're not left with a lingering bad taste in your mouth as you leisurely peruse the rest of this great magazine. I'm referring of course to Third Party.

In a nutshell, results to date have been unsatisfactory. Prevarication, procrastination, and parsimony appear to be the order of the day, and we must be forgiven for becoming somewhat intolerant of this inconsiderate, disruptive attitude.

We have not asked a great deal of the Government — a few explanations, one or two reasonable commitments, such as a moratorium on Third Party rises until the introduction of a new scheme, and an invitation to Mr Abbott to speak on Labour Party policy on the scheme at the Ride to Vote rally on the Saturday before the elections, but as expected, replies to date have been evasive or completely ignore our questions.

Politics has surely come a long way, or should I say "deteriorated considerably", since the time of Lincoln, who said government should be "of the people, by the people and for the people". If it were possible to remove personal motivation from the game, behaviour and decisions would develop a great deal more credibility.

Do people change when they enter politics, or does politics only attract a certain kind of person? Are politicians made or born? I have my own opinions — what are yours?

Ethics and truth have no place in the politics of today, but nevertheless, thankfully, there are still many dedicated and sincere diehards hanging in there. However, internal and external pressures, and the influence of the majority, can often be insurmountable, and can sway any but those with the greatest integrity and courage of their convictions.

Politics is the art of achieving the attainable. The MRA is still pretty green in this second-oldest of professions, and we may never become particularly adept at it, because most bikers call a spade a spade; they'll look you in the eye and tell you what they think and you can believe it.

But we have the determination to achieve the attainable, because we know it is attainable, regardless of how often we are rebuffed. There is no greater fighter for a cause than one whose beliefs are consistently threatened.

Enough of these maudlin meanderings. On a more constructive note we have opened another two registers in recent weeks. The Yorke Peninsula Register began on April 18th, has Bronte Giesecke as its president, covers the whole of the peninsula, and in a month increased its membership from an initial 8 to 22. The South East Register began on May 4th with 16 members and looks very promising. The area covered is as far as anyone is prepared to ride to meetings, and the president there is Greg (Spider) Morrison.

I'll be writing an in-depth review of registers in the next issue of "Centre Stand" — their problems, benefits, and reasons for being. In the meantime we will be having our first State Conference in or near Adelaide on August 3rd and 4th, which will be attended by delegates from all the registers.

For those of you who may as yet be unaware, or who may have been hassled on the road, the standard on helmet colour was amended on November 1st, 1984, to make completely black helmets permissible by law. The only proviso is that if you paint it yourself you must comply with the manufacturer's instructions regarding the type of paint used.

In essence, this means you cannot use a solvent-based paint (eg turps-based) on polycarbonate lids as the plastic will deteriorate. Water-based paint would be OK. You can probably use

Dear MRA member,

Two important events occurred early this year, and both have implications for the MRA in 1985. Like all news, one is bad and one is good, but let me talk about MRA Australia first.

It has been pressed home to me travelling to a rally, function, conference or whathaveyou, that you are quite aware of the shaky time the national body had for a while. Well, it seems to have been all uphill (Thank God! you cry) since, for the Adelaide Conference was smooth, progressive and promising. Western Australia attended and participated, and are welcome — we now have all seven MRA State Branches in MRA Australia. Let's hope that we don't look back now.

The Adelaide Conference saw us discussing a good deal of motorcycle politics, as well as our own structure and our States' home problems, as was want in the past — surely a sign that we have found our feet. You are represented in Federal lobbying by the Australian Motorcycle Council (AMC), and MRA makes up seven of the ten voting member groups, but MRA Australia does not plan to work outside the AMC; rather we will support and subscribe to it fully.

Now for the bad news I mentioned earlier on — MRA NSW has lost the services of Adele Mitchell as Secretary. Adele has resigned (but not dropped out completely!) After 4-5 years of dedication and plain hard work paralleled by few people in the history of motorcycle politics. I have seen first-hand the energy and determination she displayed (read — bullying great broad) in attacking the day-to-day logistics of running MRA NSW with Ross, seven long days a week for five long years. She has received NSW life membership and the MRA Promotions bronze medal for services to the MRA. May I add to that a warm and heartfelt thankyou, and see you at the next party, Adele.

As for the good news — well, you people have voted me as the REVS Rider of the Year by a fair margin. Andrew (AJ) Johnson handed the big cup on to me at the Sydney Motorcycle Show. I said then, and I repeat now, that I cannot accept this award for myself, but rather on behalf of the MRA everywhere. I feel that it is a sign that the MRA has come of age at last, and that the future of motorcycling in Australia rests with us. That award will garner considerable exposure for the MRA this year, so to all of you who took time to vote, thank you very much.

Hal Caston.

PRESIDENT'S REPORT CONTINUED

anything on fibreglass as it is a stable compound.

We now have a computer. It cost a bundle, but it was money well-spent, for we are now able to do many things which in the past depended upon outside assistance. This was often inconvenient, and sometimes downright impossible. For this we have our fundraising committee to thank, in particular Michelle Foster who ran her legs off doing the research, Bob Stanton for organizing the social events, every one successful, Pete Downer for running all the raffles so profitably, Tom Griffin our treasurer, who tied all the money together and kept us afloat, and Ross Vickers and Milo, who were there whenever help was needed.

A special vote of thanks to the hard-working 4B's, who donated \$3000 to the general account from the BM raffle.

From the MRA, thanks guys.

Peter Mount

Hi,

As many of you know, Michelle resigned late last year, but there was nobody to replace her. Then along came **me**. Nine months pregnant – ready to drop. Everyone said “You’re crazy” and they were right. But still here I am. Thanks to Michelle and Ross for all their support (this is no easy job for someone with a lousy memory) and to all the committee members for their patience while I’ve been settling in.

Michelle’s resignation and the total lack of response has caused a lot of questions to be asked. Without an active committee the MRA cannot function, and the committee constantly needs new blood and new ideas. I may not be as quick or efficient as Michelle but I get the job done and I’m helping a cause I feel very strongly about.

Think about it. The next AGM is coming soon. Can you help the MRA? What do you want the MRA to achieve? Where should the MRA be heading? If you feel strongly about the MRA, and would like to direct it in one direction or another, come and talk to the committee. You never know just what you can do until you’ve tried. And it’s not so difficult – there are 14 other people in the same position. The only expertise you need is a desire to get the MRA moving and see things happening.

See you around
Sharon.

FINALLY! After about six months evaluation, we finally decided on an Apple Macintosh. I won’t go into technical info – but I will say that it packs a mighty punch.

It will revolutionise the committee’s workload. To some extent, it already has. Work has commenced on the enormous job of getting the membership listing into the computer. It’s a mammoth job, but once entered, Milo’s workload will decrease. We’ll be able to send the register’s a list of those people living in their area, and update it as new members join.

It will also help the Secretary. Sharon can finally throw away the Liquid Paper forever! Mailing the same letter (such as one of many Biketober press releases) to different people will be a breeze.

Another of the people it will benefit is Ross, the newsletter editor. Most of this newsletter was drafted using the computer. Ross reckons it has probably saved him 40 hours work. That’s a saving of 160 man-hours per year on the newsletter alone.

And last, but not least, it will benefit **you** the member. As I have often said, the less time we have to put into mundane jobs, the more time we can devote to other areas.

So, the MRA marches onwards. And to all those people who have asked, **NO** we did not buy any games!

A very special thank you must go to Neil Garde. Neil is the proprietor of Mr Computer in Salisbury. Neil is also an MRA member. We got a good price for the computer as well as many valuable hours of advice and assistance. **Thank you Neil.**

And thanks to those people who have helped input the membership listing into the computer. We could not have done it without you.
Michelle Foster



PROFILE – SHARON GULLIKSON

I became involved in the MRA in 1980 as a motorcyclist concerned about rising Third Party Costs and decreasing road safety. Now 6 bikes later Les and I are actively involved on the committee.

Bike, touring and rallies became our way of life until early this year when our son was born. Now life is a little quieter, at least on the rally side of things. But we haven’t forsaken bikes altogether. If you see us, you’ll know it, as we now get around in a home-made chair attached to a 1000sp Guzzi.



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LICENSING COMMITTEE REPORT

In the March newsletter, Bob Stanton reported on the current state of affairs regarding the proposed licensing scheme for S.A. For years the MRA has been pushing for a sensible rider education scheme to try to teach learners the safest way to travel on the roads.

The penny has finally dropped, and we have reached the stage that a report has been handed down by the Steering Committee for Motorcycle Riding Instruction and is currently being considered by the Minister.

That document has been received and discussed at length at an MRA General Meeting and it was voted overwhelmingly to accept the scheme with a few alterations in what was considered vital areas.

A copy of our letter to the chairman of the Steering Committee follows:

Our Association has examined your proposed draft to the Registrar of Motor Vehicles concerning rider training for novice riders.

While our Association's national policy against the compulsory training aspect, but not the skills test, has been noted, we feel the benefits to be obtained from ensuring new riders are educated cannot be ignored, and after our support for any scheme which can be proved to increase the safety, attitude and survival prospects of riders.

In relation to this, it is noted there is some concern in the draft that it will be difficult to monitor results from the scheme in South Australia. It is hoped that the draft could include a requirement from more accurate statistics with a full breakdown of injuries and blame to be gathered for an accurate assessment of the scheme.

We wish it noted that the lack of novice training applies equally to all newcomers to the road, as has been recognised by suggested changes to the car licensing scheme. Any suggestion of the implementation of a motorcycle scheme without a parallel car scheme would be viewed as blatantly discriminatory against motorcycles and therefore totally unacceptable.

We also wish it to be noted that the scheme in its current form does not show any provision for holders of current driving licenses to be exempted from holding a provisional license.

With the above comments noted we believe the recommendations offer logical parameters to the development of a suitable scheme and the MRA will assist wherever possible.

Since then, there have been a few further developments, mainly arising from research carried out by the MIAASA (Motorcycle Industry Association of S.A.). They disagree with the figures relating to the drop off in license applications and bike sales in Victoria, where a scheme of sorts is now operating. They also express a fear that the much discussed graduated car license scheme, which was one of our main deciding reasons for accepting the scheme appears to have been shelved by the government.

As a result of this, the MRA has sent a letter reiterating our insistence that the car and bike schemes must be introduced together.

In the meantime, we will continue to actively pursue our rider training efforts at Oaklands Park. We will also be running an extensive Motorcycle Awareness and Safety promotion during National Motorcycle Awareness Month in October. This

year the theme will be "Motorcycling is Magic". We look forward to your continuing support, especially during October.

Ride Safely
Bob Stanton.



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GAINING A LICENCE - WHAT IT MAY TAKE

Many people have asked what is going to be involved in gaining a learner's permit in future here in S.A. The steering committee's report has been discussed at an MRA General Meeting, but here is a condensed version of the findings of the committee.

Bear in mind that this has not been introduced yet, as discussion is continuing, so it will be a while before it is put to Parliament.

The report's contents are:

1. Training schemes currently in force in Tasmania, Victoria, N.S.W., and South Australia.
2. Investigations into compulsory training.
3. Anticipated results.
4. The proposed scheme for S.A.
5. Implementation.
6. Costing.
7. Legal requirements.
8. Recommendations.

Under the new proposed Motorcycle training/testing scheme, to obtain a motorcycle license, a potential rider would go through the following routine:

1. A new rider obtaining a learner's permit for the first time would be required to pass the written test in road laws unless they already hold a license of some kind (car or car learner's permit).
2. They would then be issued with a restricted learner's permit which can only be used for attendance at a specified training centre. At this stage, they make an appointment to attend 2x4 hour training sessions on two consecutive weekends. Course content would be as follows:

PRE LICENSE BASIC OPERATING SKILLS

2 x 4 hour sessions

2 Instructors – 10 students

SESSION 1 (0800 – 1200)

0800/0850	Getting acquainted, admin., purpose of course, AIM. Problems facing motorcyclists – size and types of motorcycles.
(Classroom)	Clothing – vision – use of eyes.
Instructor 1	Film: Protective Clothing and Visibility. Discussion on film and range rules (copy sent with notification letter).
Instructor 2	Set up range and machines.
0855/0945	Mount – Posture – Locating essential controls. Dismount – use of side and centre stand. Walking and buddy push Pre ride check (Fine C) Starting engine Friction point, Rock and Roll Straight riding – stopping and starting.
0945/1000	Coffee Break
1000/1050	Gear patterns – gradual turns Practice gear shifting – circle riding – upshifting – downshifting – circuit turns – left and right
(Range)	Weaving gradual.
1055/1130	Braking techniques – stopping distances Use of front and rear Film – braking and balance
1130/1200	Practice braking – stopping at designated points Use of front and rear, slow speeds.

SESSION 2 (0800-1200)

0800/0850	Revision – lesson 1 emphasis on brake techniques cornering – lean in/lean out/lean with.
(Classroom)	Signals – road positioning
Instructor 1	Film – Basic street riding
Instructor 2	Set up range and machines
0855/0945	Rectangular riding – corner turns Left and right, use of signals/head checks Circle-riding smaller circles Shifting and accelerating in a turn
(Range)	
0945/1000	Coffee Break
1000/1050	Stop and go practice Diminishing lane and staggered serpentine Riding the pegs – one hand control Slow riding practice
1055/1125	Braking quick stops – stopping on a curve – quick lane changes and countersteering.
1125/1150	Skills Test.
(Range)	
1150/1200	Motor cycle riding knowledge test.
(Classroom)	Final results/administration/issue of certificate. COMPLETION OF COURSE.

3. Upon successfully passing the knowledge and skills tests, the restriction would be removed from the permit and the novice would be allowed to ride on the road, with "L" plates.

4. After 6 months on a learner's permit, the rider would then make an appointment to attend an 8 hour, one day advanced riding course, the content of which follows:

ADVANCED LICENSED RIDERS COURSE

Session	Mode	Content
1	Classroom	Introduction and Admin
15 min		Selection of motorcycles
2	Range	Skill Test
15 min		
3	Classroom	Protective Clothing – Type of Motorcycle
60 min		Being seen – eyes
4	Range	Slow ride
15 min		
Break		Morning Tea
15 min		
5	Range	Riding Cone Pattern
30 min		
6	Range	Follow the Leader – riding over obstacles
30 min		
7	Classroom	Braking – theory
30 min		
Break		Lunch
40 min		
8	Range	Braking – Practical & Pillion riding
30 min		
9	Classroom	Roadcraft – Cornering, Countersteer,
45 min		Braking on a bend
10	Range	Practical of above
45 min		
11	Range	Skill Test
30 min		
12-13	Classroom	Problem situations, Course debrief
15 min		& Certificate presentation.

GAINING A LICENCE - WHAT IT MAY TAKE

5. Upon passing the skills test at the end of this course, a "P" license would be issued. This latter test should take the place of the current motorcycle rider's test.

Obviously, motorcycles will have to be provided at the basic riding course to eliminate the need for learners to ride on roads before obtaining the necessary skills and knowledge.

Instructors would be drawn from motorcycle clubs and organisations (such as the MRA) and trained by the field officers of the Road Safety Centre.

These instructors would be paid at casual rates for their work.

Another recommendation of the report is that "the restriction of 80 kph and Class 4A license for new riders be investigated and the desirability of lifting the 80 kph restriction and the issue of Class 4 License after 6 months probationary riding be considered".

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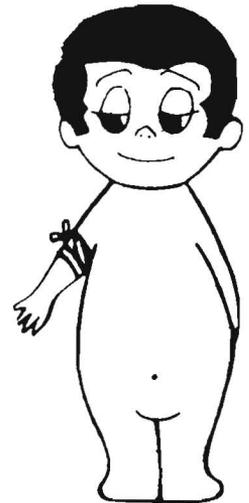
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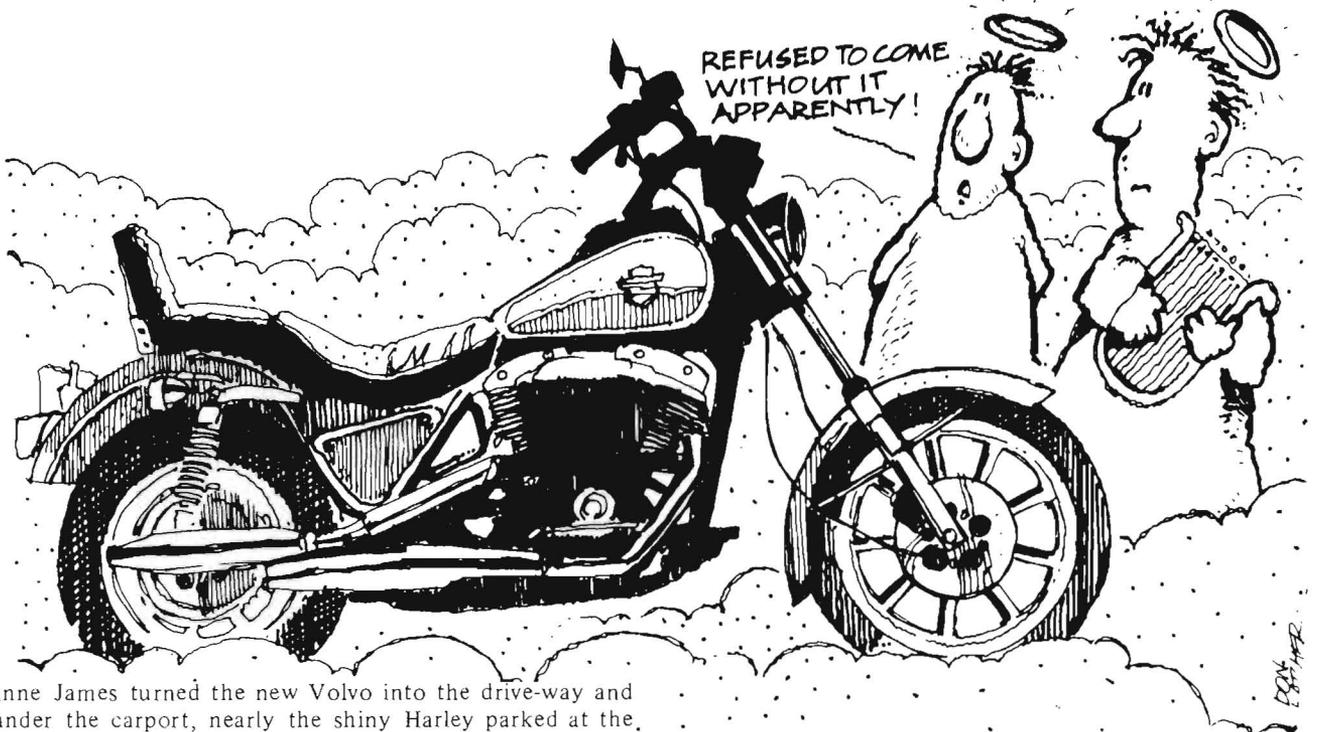
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LAST LOVE



Anne James turned the new Volvo into the drive-way and up under the carport, nearly the shiny Harley parked at the back.

"Damn that bike," she muttered. "Must sell it soon. I guess it's no good where he is now".

She paused and looked again at the bike, remembering how her husband spent hours cleaning that confounded machine. Cleaning and cleaning again after every ride. She made a mental note to put an ad in the paper tomorrow. Should be worth a bit.

She gathered up the groceries and went inside. She slowed as she went past his photo. Funny, she thought, she had always said he would get knocked off his bike — but no he was run over and killed by a drunken driver while crossing the road. A tear came to her eyes. She looked around. Too many memories — perhaps she should sell and move elsewhere.

She put down the groceries on the table. A noise. Quiet. No, another noise, coming from the carport. Sounds like a tool dropping on the cement. Those bloody kids from over the road were playing with her husband's bike again.

She ran out the back door and around to the carport. More noises. Someone was bending over the bike. It wasn't the kids this time. He stood up and slowly turned around.

"Mark! But .. but .. but.." she cried.

"Yes Ann. You see THEY let me gaze upon my greatest love just one more time. Of course it had to be my Harley."

He was gone.

Anne screamed and kicked out at the big bike. It made a big noise as the handle bar went through the new Volvo's grill.

Jessa

TOM GRIFFIN CAN'T SPELL . . . Or perhaps he's simply a coward. Well whatever the reason he can't or won't write his own profile. So, Michelle the Red and Milo will do it for him. (Sometimes it's just nice to have mates isn't it Tom?)

TOM GRIFFIN — PROFILE

We don't know much about his past (but from what we have heard it would upset the delicate hearing orifices of the more pure breed of biker) and we can predict even less of his future (if he doesn't stop chatting and passing obscure/obscene notes to Milo during pauses in General Meetings, Bob Stanton has assured Tom that he will have no future). But we can say a few words about his present (no stupid, not his birthday gift, the time of now).

Tom is one of those poor unfortunates among us who must endure the pressures and constraints of being forced to ride B.M.W.'s — you know none to startling performance, lack of style etc. However, being far more masochistic than most, Tom actually chooses to divide this self-abuse in B.M.Wism between his RS1000 and a rather odd device — a three wheeled Boomer. That's what we call being a truly tough biker Tom — you just keep on abusing yourself when mere mortals would have spat the dummy long before.

Tom has been around the biking scene since Harley-Davidson first began making tractors. He was active in F.A.M. which paved the way for the MRA; he is still a pillar (or is that pillow) of the B.M. Owners Club; was one of the founding fathers of the Laid Back Rallyists and is currently the MRA Treasurer — a position he will surely occupy until he (or we) have saved enough to finance yet another B.M.W.

Milo and Red.



50 BRANCHES IN A MONTH – WHAT A WAY TO GROW

Well folks, it looks like the kettle is on the boil already for this years Motorcycle Awareness Month. Here is the first public release for plans to send our National President around each of the country's MRA branches in a month. And what a way to go. A brand new bike, backup all the way with tyres, petrol and oil already paid for.

South Australia has the honour of organising the run which has already been met enthusiastically by the other States. If all goes well, it should be a great vehicle for the MRA to show it's size and it's national unity, and also to highlight the other happenings during Motorcycle Awareness Month.

The original plan was conceived by yours truly, and put to the delegates at the National Conference in January, who gave us the go ahead to proceed with the planning. We were very fortunate in that Hal Caston agreed to do the run at the time, little realising that he would also be voted Motorcycle Rider of the Year by REVS magazine shortly after.

I bet you didn't realise that there are well over 50 branches and Registers of the MRA throughout the country. Well there are, and they are growing all the time. Some of the best people in motorcycling are to be found and met within these groups, which means that you won't be very far from the easy-going people we call bikers. Next time your talking to somebody on your travels, ask if they are an MRA member. You'll probably find that they have the common bond, MRA.



Motorcycle Riders Association of Australia President, Hal Caston has been voted REVS Motorcycle News "Rider of the Year".

Hal, was the overwhelming winner of the award, which is judged on reader votes. He led home such well know racing names as Michael Dowson and Robbie Phillis.

Caston was presented with the REVS "Rider of the Year" Trophy at the Sydney Motorcycle Exhibition by 1983 award winner Andrew Johnson.

"Hal Caston's win was a deserved one," said REVS Editor Peter Nielsen. "He has been an important part of the MRA's resurgence in recent times."

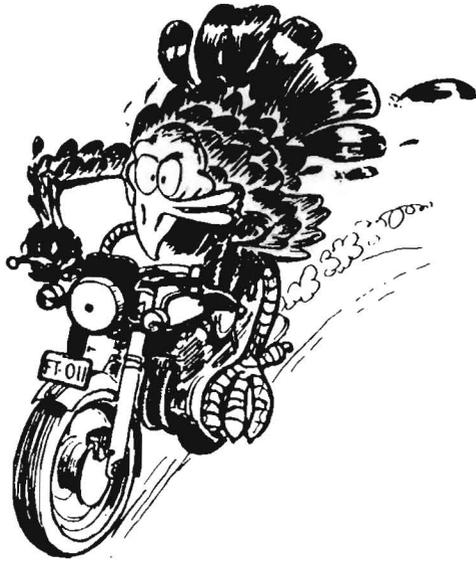
"It is also interesting to note that he is the first non-racer to collect the award," Nielsen added.



Hal Caston, 1983 REVS Rider of the Year
Andrew Johnson (right) and REVS Editor
Peter Nielsen after the presentation.



FUN AT THE "GYMKHANA"



Dear Sir,
 Re: Compulsory Training for Motorcycle "L" Riders

As a new MRA member, I read with interest the article on the above proposals. I offer the following information which may interest and hopefully be of use in any developments for the proper training of young motor cyclists.

The Scout Association HAS BEEN conducting Safe Motorcycle Riding courses for the last 10 years at Woodhouse, Piccadilly.

The courses aim to introduce young people to the joy of motorcycling, safe riding habits, correct riding procedures and techniques.

The courses have been developed with the assistance of the S.A. Road Safety Instruction Centre.

At present there is a two year waiting list and the group introduces between 250 and 300 young people to the activity.

The activity has proved self-supporting, students paying \$12 each for the two-day (weekend) course and the group owns 14, 80cc Yamaha trail motorcycles.

The facilities have been used recently by a metropolitan High School as well.

The facilities, instructors (the senior instructor is licensed by the S.A. Motor Registration Division), the leaders, the course being offered and our experience (practical instruction, financial and organizational) could be used on a pilot basis for future courses for prospective "L" riders.

Spyros G. Marinos
 Instructor in Charge
 Scout Motorcycle Activities Group.

May we bring to your attention the facilities that the Port Lincoln Leisure Centre can offer your organisation.

The Leisure Centre comprises of: an indoor 25 metre heated swimming pool, indoor waterslide, Gymnasium and Aerobics room, Sauna and Spa, all in pleasant surroundings. Also we have available 2 squash courts and a kiosk where refreshments and food can be obtained.

Our Gymnasium offers modern equipment, with qualified Instructors, who are able to advise and programme for individuals. An excellent group workout is the "Super Circuit" which is designed to increase cardiovascular fitness. The "Super Circuit" can improve strength and power, shed weight as well as toning up your body shape. The Circuit is of 30 minutes duration (30 seconds on equipment then 30 seconds on trampoline, bike or skipping rope - all done to music. Aerobics or aquarobics on a club usage basis, can also be arranged through bookings. All gymnasium or aerobic activities take place in airconditioned comfort.

After your workout, you can relax with a swim in our heated pool and rest the tired muscles in our Spa or Sauna.

Our centre is open Monday to Friday from 6 am - 10 pm and on weekends and Public Holidays from 8 am - 8 pm. We can offer our facilities to your organisation at discount prices. For further information or a booking, we can be contacted on 823833 or 823739, or you can write to us at P.O. Box 1221, Port Lincoln 5606.

Mr G Dyke, Manager.

M.R.A. G.P.O. Box 1895
 Adelaide, S.A. 5001
 MOTORCYCLE RIDERS' ASSOCIATION INC.

Membership Form

PLEASE USE BLOCK LETTERS.

Tick if renewal Date of Membership: / /

Membership No. (if known)

NAME:

ADDRESS: P/C Phone

OCCUPATION:

Enclosed please find the sum of \$8.00 being for one years membership in the MRA. Please supply MRA Woven Badges; MRA Metal Badges at \$3.00 each.

Family Membership \$12.00.

Total enclosed: \$

Do you have any skills you would like to offer to MRA?

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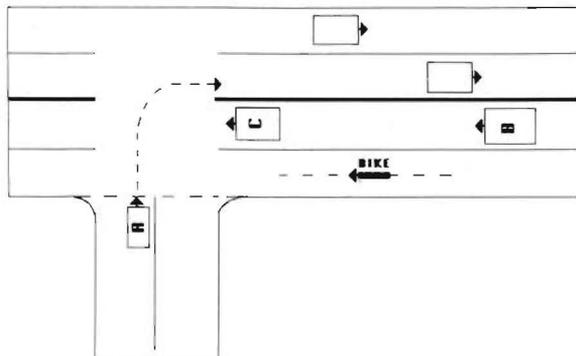
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RIDE TO SURVIVE

With all the tin tops on the road lately it is getting harder and harder to get through a year without hitting one of them. This problem is made greater by the fact a large proportion of these are ignorant of motorcyclists needs as well as being partially blind. Instead of constantly trying to avoid these things I suggest in certain situations it is better to make use of them.

The accompanying diagram is a classic example of a situation you probably face at least once everyday you are on the road.



Car A is the problem because he wants to get across the road. He's probably in a hurry or agitated because the cat pissed in his shoes or something equally trivial. He will wait for Car C and probably perceive there is enough time to zip in front of you before Car B comes along. This theory even allows for the fact that Car A has seen you which is a pretty big assumption.

In the diagram there are several combinations which can control the outcome of this danger period.

Car A can –

1. Wait for C and pull out in front of you without seeing you.
2. See you and B and wait accordingly.
3. Wait for C and see you and still pull out in front of you.

Your options are –

1. Do nothing and let Car A control the outcome.
2. Speed up and use Car C for cover.
3. Throttle off and let Car B catch up to you and use him as cover.

In the last two options we have used another vehicle on the road to make it safer for us.

Unfortunately we come off second best in most collisions so it is in our own interests to see we don't go hitting Car A. By law Car A has to give way to you and by community standards he should be alert and looking out for you. I imagine 90% of the time this is probably the case but that still leaves another 10% that endanger your life.

By doing nothing in this situation you are risking a shorter wheelbase and unless his passenger side window is down so you can snot him in the face as you fly through there is very little risk to him. You can always stand on your high horse and be totally in the right by letting him look out for you but it is bloody hard to get on high horses with a broken leg.

The second option of speeding up to Car C has the advantage that Car A is hardly likely to pull out in front of another car due to the fact that there is a strong possibility of getting hurt. This also enables car A to cross the road in plenty of time before Car B comes along.

The third option is also an equally acceptable alternative because you get the benefit of cover from Car B. The decision to speed up or slow down should be made with regard to other

THE POWER AND THE err GLORY?



YAMAHA RZ500 – A REVEALING EXPERIENCE. . .

There is this guy called Ross who happens to own a Yamaha RZ500. One day Ross called around and while he was on the phone I was fiddling around with the kick starter to see how it works, and the alarm went off.

“Do you want to take it for a ride?”

“Yes please”

I used to pay him out for riding a Yamaha with a two stroke engine . . . wimp, woman, turkey, scum and all that sort of thing. You see I ride a worn but reliable CB750F so I didn't realise that motorcycles can go fast.

Gorge Road is a great road for bikes and even better when one lives on it. I kissed Pat and took off. First impressions is that it is comfortable and quick and smooth but I would like to be a bit shorter if I was to own one. The engine is a slug under 6000 rpm, which is understandable, but gee-whiz, once the needle hits 6500 revs hold on. The word for it is VERY QUICK – it takes no time at all to get going once 6500 revs is reached. It just winds right to 11000 rpm before one knows what has happened. Frightening really because when you change up (easily) it does the same thing again with as much ease.

You can feel the front wheel trying to launch itself skywards as 120 kph is second gear. This all happens before I made it past the Athelstone shopping centre. The fairing is very deceiving. I just didn't realise I was going that quick, so I hit the picks and nearly went over the handlebars.

On the trip up to Corkscrew Road and back I felt my way very carefully (not my bike). To overtake cars is simple, drop one or two gears to get into the power band and go. The problem is looking down the road at a 25kph bend and seeing the speedo reading 170 kph. Thanks Yamaha for the good brakes. Handling was nice. Very light and easy to change direction if the need arises.

I arrived home off my face. The 750 I own is a good bike for all round riding but the RZ500 is a different kettle of bar-mundi. Its a pure bred made for racing. Frightening quick (experienced riders only, not me), good brakes, good handling and all that. A great bike for racing.

A couple of weeks ago Trevor Hill challenged Ross to a race to Birdsville. Naturally Ross declined...

Pat - Rick

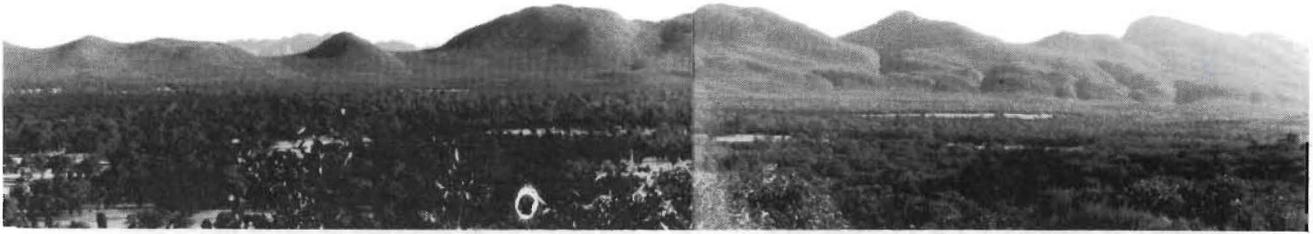
RIDE TO SURVIVE CONTINUED

traffic. It would be rather silly to slow down when you have another car up your exhaust pipe.

Next time you face a similar situation to this just think to yourself whether YOU want to control the situation or leave it up to someone who has very little regard for your well being and is probably pickled to the eyeballs anyway. RIDE SAFE

S Dalton.

LETTERS TO THE EDITOR



Dear Editor,

Regarding the trip to Wilpena Pound which started off with bad weather causing an accident involving a couple of Adelaide riders on the way up. Apart from this it was a great weekend.

Unfortunately, some bad feelings between the Tourers and West Coast Register arose, mainly over a few petty things and what was to eventuate later on that weekend.

We partied on the following two nights with other campers in our area. Trouble started next day. In the eyes of the Rangers the group was split in two, the Tourers and the West Coast with the latter seen as the trouble makers. This was not taken kindly as we were all part of the MRA. Anyway it got to the point that if we or other campers in our area made any noise that night the MRA would be told to leave whether it was us or not (singled out).

As you can imagine we were all pissed off about this so decided to mime that night and go to bed with Humphrey Bear. The Tourers not wanting to be kicked out, left that afternoon and with the West Coast being seen as the trouble makers were told to leave by the Police.

The rangers and the Police just wanted us out of the park, not only because of the 'noise' but the gathering of bikes caused concern among campers.

The situation was probably aggravated by what was going on in Bathurst and we all know about that. Well we left the campsite (told never to return) and set up in the bush having another great night.

A point for the future to help ease the rift between the Tourers and West Coast Register is more organisation/communication from both, less segregation and the next meeting place **not** being in a public area to avoid POLICE HARASSMENT.

Joyce Kloosterman, Whyalla

Ed's Note: Some MRA members from Adelaide attended the Flying Doc Rally at Quorn. On Sunday, some decided to ride up to Wilpena Pound for the day. The Ranger apologised for kicking the wrong people out of the park over Easter.

★

Dear Editor,

I am a sailor in the Australian Navy. My parents are in Perth W.A., my brother-in-law is an Englishman living in Adelaide S.A.

My mother and father have been busted for drug running and depend upon my two sisters who are prostitutes in Melbourne.

My only brother is serving life for rape and murder.

I am in love with an Aboriginal prostitute who solicits around the Naval dockyard. She says she loves me, but knows nothing about my family.

We intend to marry as soon as her VD clears up.

My being white does not bother her at all.

When I get out of the Navy we will open up a whore house

in Brisbane and my two sisters will work there to keep the business in the family.

My problem is this. I want to marry this girl and bring her into the family, and I want to be completely honest with her.

Should I tell her that my brother-in-law is a pommy?

★

Dear Sir,

I hope you will have room in your next edition of The Centre Stand to publish this letter. Your magazine appeals to me as it's close to my own political view. I find I can't tolerate those Commie leftists or those Right Wing Fascists who really get up my nose. Reading your association's magazine inspired me to join up and I even own a motor-bicycle. Namely a Honda Express 50.

This is the main reason I am writing to you as I feel a recent rider's impression of this fine machine was unjust. I could not help but come to the conclusion the rider involved was suffering from a lack of enthusiasm and bias towards such forms of transport.

I would like to set the record straight and give a fairer view of a very under-rated machine. I don't get to ride it as much as I would like to because my wife Prudence disapproves of me mixing it with the bikies on the road. She would rather I did not have a motor-bicycle at all but I put my foot down and now can be seen out on the roads every Sunday afternoon. I would really like to ride it every day to work and back but for the sake of domestic peace I take the Volvo 245 DL Station Wagon. The benefit of driving the Volvo is I can pick up my 17 year old secretary in the mornings and we are able to have lunch in peaceful areas like the Parklands.

But I digress from the Express which is a very capable mount on Sunday afternoons. It seems quite willing to power up the hills around Belair and can easily hold its own around the suburban streets. However, I find lately my capabilities are exceeding the bike's. This is I feel due to the small wheels and tyres which are easily upset by rough roads.

I am hoping to purchase a bigger machine in the near future. Hopefully the aura and machismo of a large motorcycle will influence my wife Prudence to partake in my Sunday afternoon rides. One bike that has caught my attention is a Honda CX 500 Shadow. I find its appearance and specifications quite awe-inspiring and would value the Editors experienced opinion of such a motor cycle. Could you also let me know if there is room on such a machine for a second person as my secretary says she is quite turned on by large motorcycles. I'm not quite sure what she means by this or even what part of her gets turned on as young people today seem to have a language all of their own.

Well I shall sign off now and never fear, I will support your Association and help in your Stand for the Centre.

Let Those Who Ride Decide
Charles Xavier Stephens.

LETTERS TO THE EDITOR

GOLDEN RULES

Dear Sir,

This letter is designed to familiarise you and your club with the existence of the Two Wheels Social Club and to extend an invitation to your members to visit the club.

The T.W.S.C. was formed in 1979 by three very keen motorcyclists by the name of Chris Hill (inaugural president of the B.M.W.M.C.C.), Brian (Bulk) Neal (past president of the Ducati Owners' Club of W.A.) and Bob Busellato (inaugural president of the Federation of Australian Motorcyclists of W.A.).

The sole purpose of forming T.T.W.S.C. was to promote kinship among motorcyclists and offer a place to enjoy an ale or two. The make, size or country of origin of motorcycle has no relevance in T.T.W.S.C. - it is open to ALL motorcyclists! We have a membership of 130 at present and at an \$25 annual fee it has to be one of the cheapest social clubs in Australia.

Within the club we have pool, darts and Space Invaders to entertain members. There is a separate bar and lounge both serviced by open fireplaces for winter warming. In the near future there is an outside pergola planned for those hot summer days we experience. There is a cloakroom for members' lids and jackets and the parking area will cater for about 200 bikes.

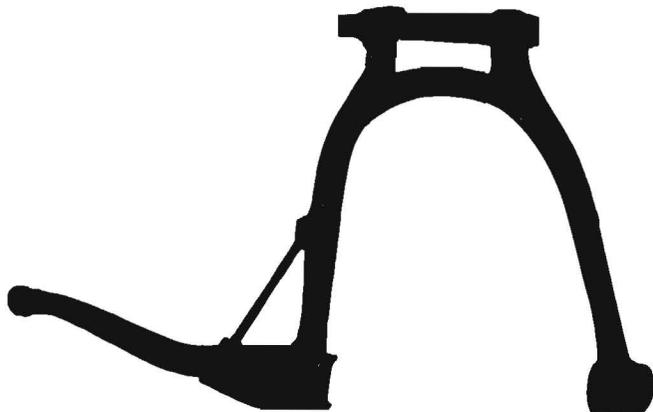
The club is open from 7.30 to 11 p.m. on Friday and Monday, and on Sunday the trading hours are 4.30-7.30 p.m. The bar prices are considerably below those of most hotels and taverns.

Our annual general meeting is on the 26th of May so if any of your members are curious as to how the club is run then would be a good time to check us out. In the meantime your members are welcome to call into the club and enjoy an ale or two.

In closing, I would just like to mention that T.T.W.S.C. was the first of its kind in Australia and if you would like to be a member of a rather unique club then by all means come around and see for yourselves. If you have any queries about the club on arrival please see the barman - he is a committeeman.

Looking forward to your interest,
Allan L. Casey, Secretary.

190 Sutherland Street, West Perth 6005.



1. Always purchase a motor cycle as powerful as possible.
 2. Protective clothing should be as inconspicuous as possible. (black is a good colour.)
 3. Never travel at 100km per hour when you can travel at 200.
 4. Flashing indicators are for cars not for motor cycles.
 5. Never use one lane when the highway department has given you three.
 6. When travelling from A to B, change lanes as many times as possible.
 7. Never be second away at traffic lights, always first.
 8. Remember to always weave your way through stationery traffic.
 9. Amber lights mean accelerate.
 10. Be familiar with the two finger hand signal.
 11. When overtaking two cars using two lanes, the correct way is between the two, stay on your white line.
 12. Riding barefoot is illegal, so wear your thongs.
 13. Always drive flat out.
 14. Make sure your motor cycle is as noisy as possible.
 15. When stationery, opening and closing the throttle is a must.
 16. Make sure the motorist is aware of your presence, so frighten the hell out of them.
 17. Always position yourself so you are in the motorists blind spot.
 18. No matter how small the gap, squeeze through.
 19. Remove all exhaust baffles.
 20. Remember, deflated and bald tyres grip the road better.
- After all, traffic laws were written for the motorist, not the motor cyclist.

Photo of N.S.W. MRA Tourers at Black Lion Hotel, Wednesday, 20th March '85. All had a great time and everyone from S.A. & N.S.W. enjoyed themselves. Ian was in full form all night.



From left: Ian (Animal) Hunter, Phillip MacKenzie, Small Michelle Vitnell, and Richard Lane.

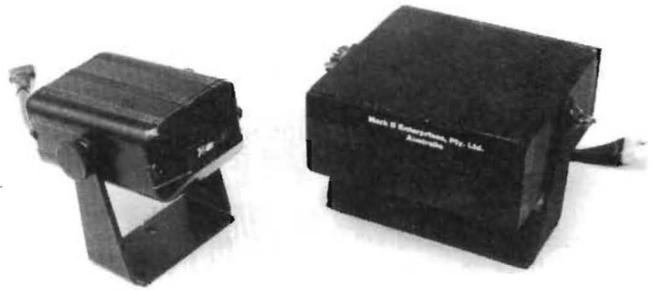
- * Which nearly famous S.A. scribe, for an Australian **Bike** magazine, cooked his meal of snags in liquid soap thinking it was cooking oil? Squeaky clean!
- * Who had his Moto Guzzi and Chair vandalised with S.T.A. bus stickers at the recent B.M.W. of S.A. rally? Which MRA S.A. committee member led the raiding party?
- * Who came to the B.M.W. rally by a car driven by a bloke wearing a Harley T-Shirt?
- * Who made a trailer for his Harley and on the maiden run, the trailer put the bike into an almighty tank slapper?
- * Who just bought a B.M.W. R100 and rode his old faithful Harley to the B.M.W. Rally because his B.M.W. had broken down?
- * Who put his Yamaha down on a corner in the recent MRA Tourers Hills ride.
- * Who tried to overtake a small bike with his Suzuki while going to the Flinders Ranges at Easter? In doing so, the wheelbase was shortened about 5 cm and stated later that "it handled better than when bought"!
- * Who bruises easily when he gives blood and rides a "Rent-a-Bike"?
- * Who got the trophy for longest distance outfit at the B.M.W. rally and rides (drives) a bus, or as he calls it, a Moto Guzzi?
- * Who has a fancy RZ500 Yamaha and has to change the plugs almost every time he takes it out? - HA! Ed.
- * While playing cricket at the Family Day at Parra Wirra, who got hit in his private parts twice while facing a fast bowler? Lucky they were using a tennis ball!!
- * Who forgot the BBQ and had to beg some car drivers for a loan of theirs?
- * Who was pulled over for speeding (95kph in a 60 Zone) on his way to work, but did not have to pay the fine of \$75.00 as Mr Plod had failed to fill in the form correctly?
- * Which other committee member, whilst on his way to have Hanby fit \$200 worth of tyres, was caught by a radar for doing 90 in a 60 zone, and told the "nice" lady policeperson that he was "warming the plugs"?
- * Who, while at Bathurst, was seen to be talking to a certain young lady (ex Adelaide) in his tent and dozed off while she was still talking?
- * Who was seen to drink water on a recent Pub run?
- * On a recent Poker Run, who disappeared early and was found asleep in his red sidecar?
- * Which two committee members play noughts and crosses at the General Meetings?
- * Who tried to make his Suzuki fly and now rides a Suzuki GT 185 because they can't get parts in Oz for Battlestar Galactica's?

To Whom it may concern:

Gossip by Goanna WILL continue in the next magazine.

To keep your name or what you have done out of print, make cheques/money orders payable to the MRA committee. Or buy me an Egli Vincent. I don't want much! I suppose you could call this a slight case of blackmail.

*Support Those
Who Support Us*



Now here is an item I can really come to terms with. Called the MARK II Heterodyne Radar Detector, its a product which has been offered to the MRA to use on our stock listing. Two models are available - the K-Band and the Super X & K-Band.

The Mark II K-Band detector is a compact (115mm x 67mm x 45mm) lightweight unit specifically designed for K-Band police radar, as used in NSW.

The Mark II Super K & X-Band detector is slightly larger, but offers the full protection of both the X & K-Band police radar as used throughout Australia.

The manufacturers assure us that the units are water and vibration proof, and they offer a full 12 months guarantee to all units.

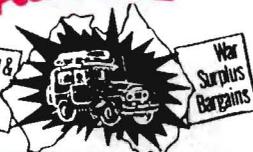
We hope to have an evaluation done for the next newsletter to give you a look at the unit, but in the meantime, if your sitting on three points you may like to grab one for some peace-of-mind. The units will be available to MRA members at the special price of \$360 for the Super X & K-Band detector, and \$184 for the K-Band detector. See your stock control officer or write to Box 1895, Adelaide 5000.



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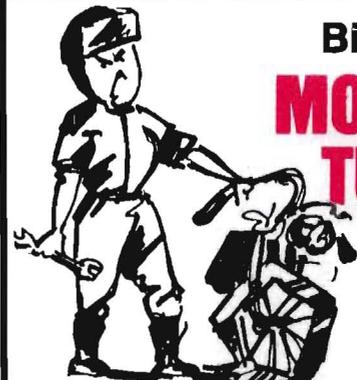
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That's not only because its stiff
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Nor is it just down to the curve of the tread pattern
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And we designed the Super Venom as the first British bike tyre with
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So while other tyres put more grooves on the road, the Avon Super
Venom put more rubber on the road which gives it better grip and
better handling.

*(After all, it isn't the grooves which grip the road, but the rubber
between the grooves.)*

And because there's more rubber to share the load, the tyre doesn't
wear as quickly as lesser "V" rated tyres.

So the Super Venom doesn't just look better than other tyres. It
performs better than other tyres.

But to achieve optimum all-round performance we've introduced a
"V" rated Super Venom AM17 ribbed front tyre that perfectly
complements the rear tyre.

Developed from the famous Roadrunner range, the Super Venom
gives excellent water clearance, impeccable handling, unbeatable
cornering grip and superb directional stability. And it lets the rear
Super Venom perform to its full potential.

For more information see your local dealer.

Because you don't need a tyre with more grooves to give you better
grip. You need a tyre with more rubber.

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