



CENTRE STAND



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INC.

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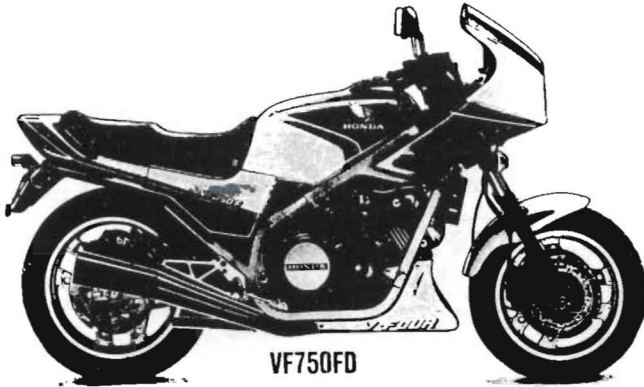
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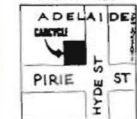
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Cover: The leading bikes on the Motorcycle Awareness Ride, at Keswick, Anzac Highway.



Were you here? The gathering at Glenelg before the Motorcycle Awareness Ride to Bonython Park: 20th October.

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EDITORIAL

Consider the motorcyclist, biker, bikie — no matter what we are called — consider us who ride, either as the active controller of the machine, or as pillion — no matter: we all experience the same thrill, the same elation, the same adrenalin-pumping moments of fear, the same ecstasies, the same freedom.

Freedom? Do we have freedom? Politically we have limited say in legislation which directly affects us, although we are at present active in making sure we are represented on the appropriate committees: and always interested in showing our combined strength should it be necessary.

Police-wise; stories of harassment are becoming more common: perhaps the setting up of a harassment subcommittee to delve into all complaints, correlate information and approach the police with the findings would help dissipate the problem.

Public-wise; they are more aware of us, especially since the Sydney episode. While we don't wish to be seen as Mr Average, we do expect to be accepted for what we are. Ah! there's the brunt. Let's look at our own concept of freedom. Do we, individually, accept other bikers for what they are? Do we accept the fact that we're all different, and that's how we want to stay? Don't we do what Joe Public does — put even fellow bikers in nice little pigeon holes — label them as "just commuters," "the heavies," "a mob of wankers," and so on.

How much more powerful a group we would be if we could put aside all doubts, thoughts of animosity, sneers and slanders at fellow bikers. How much more united we would be in our individuality.

"Ride Free"

Apology to all those who submitted articles which have not been printed. Hopefully you'll see them in future issues.



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PRESIDENT'S REPORT

By the time you read this it will be eighteen months since we stopped producing our own state newsletter in favour of using a national one, for reasons of cost, doubling up, and national unity.

Things have not worked out quite as well as we hoped, and there has been a growing demand for our own newsletter again, to which members can have direct input and access.

We need to draw ourselves together more. We're pretty widely-spread, and many of our country members have difficulty keeping up with what's happening elsewhere around the State. This way you have more awareness and more control over what's going on, so let's hear about your likes and dislikes, great times and grievances, and anything else you want to rap on about. The more you write, the better it will get (I was going to say "the more you submit" but you'd probably take it the wrong way – right?)

Hopefully, by now you will have received your November copy of 'The Deciding Factor' and will have (better have) read my report there, so I'll save you the tedium of going through a rehashed version of the same information and keep this one fairly brief, although it already seems to be stretching its legs in typical fashion.

Let's see. Ah yes. Registers. You all know that the Mid North is off and running extremely well. What you don't know is that by the time you read this a Hills Register will be in operation, based at Mount Barker, and a Whyalla Register will be starting very shortly, if not already.

Some of the immediate advantages in having a register in your area are quicker and more direct access to M.R.A. information, more regular contact with other M.R.A. members, local problems dealt with by those it affects, easy access to M.R.A. stock, a way to get good PR for local bikers by getting involved in local activities as a group, discounts for local M.R.A. members – the list goes on.

All it takes is for interested members to contact Milo, our membership officer. We'll put an ad in the local rag for a month, tee up a meeting place, have representatives from the state committee there to explain what's involved, and away you go.

Remember in "The Deciding Factor" I mentioned that the Government had quietly passed legislation enabling drivers to ride a moped without having a bike licence? That, although in the interests of road safety we said they should be classed as a motorbike and riders should need a class 4 licence, the Government reckoned they were just bicycles with little motors and, "don't get yourselves worked up, boys!"

Well, Roy Abbott (Minister of Transport) and I had a ride on one at the opening of Motorcycle Awareness Month at the Road Safety Centre.

I'll say this much for him – he stuck by his word. At an earlier meeting he said he'd ride one, and damned if he didn't get out there and put-put around as smooth as you like. Must have been practising.

Your esteemed President, on the other hand, who also had his first ride on a moped, did not praise them with such enthusiasm. Thinks they're bloody dangerous, in fact.

A summary of the main characteristics:

Throttle response – N/A



Who is that? No, not really! Read his test report on it.

Steering – N/A

Handling – N/A

Power to weight ratio – Good (no power, no weight)

Ability to inspire confidence – N/A

Brakes – Compatible with other main characteristics.

Overall impression – Like sitting on the front of a light-weight wheelbarrow. I think I'd rather be on a (real) pushbike.

Should dump you in front of a Volvo but then it's easy to pick it up and run.

Disregard any photos regarding Yours Truly and said moped. They are undoubtedly a put-up job under the guise of journalistic license to make me look like B. St. F. Whitworth-Socket (remember him?). The Ed. should have more tact.

Maybe there's something in Roy's argument. Here's a bloke who's never been on a bike and does OK, and there's me, with 23 years' riding under my belt, reckons they're awful. Something to do with blissful ignorance? Ah, well. At least there'll be more bums on saddles.

By the way, if a moped goes over 50 kph it automatically turns into a motorcycle, legislation-wise. A bit like Cindy and her pumpkin, although hers was a 6 horsepower job, wasn't it?

Motorcycle Awareness Month was a roaring success, but I'll let the chap in charge of vice, Rick Withers, tell you about that. Suffice it to say that without Rick's and the Biketober Committee's dedication the show would not have been so successful by a long shot.

As a result of the trouble in Sydney last September between a couple of bike clubs a number of factions over here, including the M.R.A., got together publicly for a show of solidarity.

Representatives at that meeting covered a broad spectrum of the motorcycling community, and some of our members have been critical of the M.R.A. for publicly associating with some of those clubs, so a word of explanation is in order.

The sole reason for that meeting was to allay the obvious fear the public had that a similar gang warfare would erupt over here. Joe Public was panicking. Suddenly all bikers carried shotguns and went around killing people. It was a tense situation which could easily have led to oppressive police harassment of all bikers and the ruin of everything that the M.R.A. had worked for over the past six years.



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more positive. Where the law allows it,
you open the throttle more . . . and still
the bike runs as if it's on rails.

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it was designed to be ridden. On course,
straight as a laser beam.

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ME 33.



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Already there were people, bikers included, saying it could happen here. It was vital that we defuse the situation quickly by publicly demonstrating our unity.

If there are people out there who still believe that the M.R.A. compromised any of its ideals, let me remind them that one of the aims of the M.R.A. is to improve the public image of bikers. I, for one, was not about to see our efforts in this direction go up in smoke because of some petty misplaced sense of factionalism. I think the meeting achieved its objective. If anybody thinks otherwise, feel free to write in to the editor for more feedback.

We've been having a few hassles with over-enthusiastic police booking riders for failing to keep left, but meetings in August with the Minister of Transport and senior police officers have resulted in directives being issued to police to pay particular attention to road and traffic conditions which might give riders cause to ride near the centre of the road, rather than booking them willy-nilly.

A case on this offence has recently been heard in which a precedent was set, thanks to an M.R.A. lawyer and M.R.A. witnesses. The magistrate found the offence proved, but awarded no conviction and no loss of points on the grounds that although he must judge according to the law, this one was not a good law.

So if you get stung for failing to keep left, and you think it was unjustified, write to the police immediately and explain your point of view.

We're finally developing a more constructive relationship with the Government, to the point where we have been invited to represent S.A.'s motorcyclists on a steering committee to examine the new licencing proposals. Bob Stanton is our representative there, as he has done most of the groundwork in the formulation of the scheme.

We have also been asked to make a submission on new helmet standards and related issues on a state level, to be studied in conjunction with the Federal submission from the AMC.

It's difficult to write about things that will happen when you'll read about them after they have happened, owing to the month it takes to publish this rag. e.g. On Nov 16 we have/had

a meeting with the Minister of Transport regarding across the board rises in Third Party premiums, with more expected in six months. Even though it's been quite a while since the last rise, we're still fed up to the back teeth with paying such an exorbitant and inequitable amount for the privilege of being the victim in 70% of bike accidents.

If all they can do to make ends meet is raise the premiums every six months then we need another system. The Government has been talking about it for five years now, so how about it, Mr. Abbott?

Another e.g. On Nov 22 we have/had a meeting with the Premier, John Bannon, on his proposal for compulsory lights on. Such short-sighted legislation puts the onus on us to be seen, and removes the obligation from the driver to look for us.

A number of in-depth studies has shown that daytime lights-on makes no measurable difference to your chance of having a prang, and under some conditions, can actually increase it.

In S.A. the research basically consisted of going out and looking for bikes with lights on, and seeing how easy they were to find. When a wealth of in-depth and carefully documented research has already been done elsewhere in Australia and overseas, why is it that the Government takes heed of interstate and overseas research when it wants to, and ignores it when it doesn't?

So come on you blokes who pull the strings: how about we have more concern for those people your legislation affects and less for legislation which restricts people's freedom of choice. (I might have to retract that after the meetings, but it's unlikely.)

We now have an M.R.A. Tourers Club to cater for those of you who like to ride your bikes more than just to general meetings and the nearest pub. More details elsewhere in this issue.

On a final note I want to thank Sammi Ross for getting this magazine off the ground, for being pushy enough to make people believe it was possible. Let's hope it grows along with the M.R.A. in South Oz.

Peter Mount, President.

PRESIDENT'S PROFILE



Little did I realize some years ago that five quid was all it would cost to put me on the road to eternal poverty. That was the princely sum I gave my father for a rather suspect looking box of unrecognizable bits and pieces which he reckoned would turn into a motorbike if I stuck them all together.

Using the idea of "stick it where it fits" this box of junk eventually turned into a '49 Ariel 500 twin, and the pride of my life.

With the exception of the Wing which I currently own, all my bikes have been good Pommy machinery, with that beautiful Pommy sound to them. Whenever I went on a run with mates I had to lead in the dirt because they reckoned the oil leaks would keep the dust down. Still have a '56 Matchy 600 twin.

The Ariel turned me into a wayward biker with no sense of responsibility, so I've had 60 or 70 jobs since then, many of them in the bush.

Studies made me a bit more aware of what's going on so that when the Government stuck it into me for the Third Party hike in 1981, I joined the M.R.A. to do something about it because I wanted to keep on riding.

Funny thing is, somehow I got so involved with the whole shebang that I have trouble finding time to ride now.

Still, to become a biker, I reckon that was the best five quid I ever spent.

SECRETARY'S REPORT

HAVE YOU REALLY THOUGHT ABOUT M.R.A. HOUSE?

On 3 November, 1984, I wrote my letter of resignation from the Secretary's position, effective 30 November, 1984.

I've been Secretary since July 1983, so the decision did not come lightly. This year particularly, I have aimed to make our correspondence appear more professional. How we appear on paper is very important for our reputation, especially where the government is concerned. This may not sound time consuming, but extra time and patience is involved.

What this boils down to is the need for more facilities, preferably within easy reach. The M.R.A. has a definite need for a computing system that will capably handle our needs. This sort of equipment is not cheap, but it is viable in the long run, even though it will take a lot of time in the short term to select the right software/hardware and get it functional.

Then to get the best use of this equipment, we need an M.R.A. House. Have you really thought about M.R.A. House?

To the member, it means you can have greater access to the association, and greater access goes hand-in-hand with better member contact, more ideas, and more member input. After all, we are handling your money in what we think is the best way to achieve the M.R.A.'s goals.

To the committee, it means **one** place for **all** information. At the moment we have 14 committee members doing 16 jobs, and the information that each committee person holds is generally kept where they live. Thus, **our** time is cut down, and we can do a better job for you.

Remember, all the "workers" in the M.R.A. are voluntary and not paid. We give up a lot of our time for you, and all motorcyclists.

But to get these things, the M.R.A. needs a constant source of income, or a generous benefactor. We can lease the office equipment, and we can rent an M.R.A. House. But leases do run out, and it would be hard for us to move out at the end of the lease. Then how do the members keep tabs on where the meeting place and office is?

The committee puts in some long hours, and a lot of this goes unnoticed or unthanked.

I'll finish my piece on M.R.A. House by asking you to give some serious thought to ways in which we can get the equipment we NEED. But don't leave it too long — the more time that is wasted, the longer it will be till we get an M.R.A. House.

I've got a few other things that I want to tell you about. First — registers. For sometime, S.A. has been the only state

not to have any M.R.A. registers. Now, we have one going strong, and two in the pipeline.

The Mid-North register has been operating since 22nd March, 1984. The committee is:

President	Greg Stevens
Vice President	Phil Harris
Secretary	Judy Carpenter
Treasurer	Ivan Carpenter
Publicity Officer	Betty Sparron

Many thanks to these people. You are doing a great job.

We may soon have registers in the Adelaide Hills and in the Iron Triangle. The first meeting of the Adelaide Hills register was held on the 18th November. Keep your eyes on the local papers for more details on these registers.

I attended a Defensive Riding Day at the Road Safety Centre on 27th October. And wasn't the weather good!

Six of the 28 people who attended had not ridden before. We were split into three groups, the new riders, the slightly experienced, and the more experienced. Each group went through the paces with their instructors.

I found the day very interesting, and I went home knowing a lot more. And I'm sure that everyone else did also.

On the long weekend at the end of January, the next National M.R.A. Conference will be held in Adelaide. There will be a lot of discussion that will hopefully compound the progress made at the last National Conference. If there is any thing you would like to see discussed at a National level, bring it to the attention of your committee.

At the first M.R.A. meeting after I had written my resignation, we discussed the direction the M.R.A. will have to take if we are to progress. The amount of work that the Secretary handles is very large. I put most of my spare hours into the M.R.A. In fact this workload is too large for one person. So, I'm now putting extra time into evaluating computers for use by the M.R.A. If the M.R.A. decides to purchase/lease a computer that can handle word processing, membership, and all the other functions required, I will withdraw my resignation.

And that's my report for this, our first of the new local newsletters.

Ride safe.

Michelle Foster, Secretary.



PROFILE: MICHELLE FOSTER — Secretary Extraordinaire

Michelle joined the M.R.A. in December, 1982. She became involved in the 4B's early the following year. She continued what she calls 'this very enjoyable pastime' until she was injured in a car accident in June '83. No-one stood for Secretary at the July '83 A.G.M., and afterwards she was 'cajoled' into the job. She has been Secretary ever since. She won't admit to being a Government worker, but don't happen to mention your latest tax evasion scheme when Michelle is in hearing range. Michelle's hobbies are playing the clarinet (her ambition here is to play with a jazz band), playing squash, reading, and motorcycling, all of which she somehow manages to squeeze into those rare spare moments when she isn't playing Secretary.

THE ... RIDER

MOTORCYCLING THRU THE AGES

THE KAWASAKI RIDER

Leaps tall buildings in a single bound.
Is more powerful than a locomotive.
Is faster than a speeding bullet.
Walks on water.
Gives policy and personal advice to God.

THE YAMAHA RIDER

Leaps short buildings in a single bound.
Is equal in power to a locomotive.
Is just as fast as a speeding bullet.
Walks on water if weather is good and the sea is calm.
Talks to God.

THE HONDA RIDER

Leaps short buildings with a running start and favourable winds.

Is almost as powerful as a locomotive.
Chases speeding bullets.
Walks on the water of an indoor swimming pool.
Talks to God if a special request is approved.

THE B.M.W. RIDER

Can clear the garden shed with a running start and a ramp.
Recognises locomotives instantly.
Is allowed to hold a bullet.
Can tread water.
Can talk to God's secretary if special request is approved.

THE ITALIAN BIKE RIDER

Runs into buildings.
Recognises locomotives two out of three.
Is not issued with ammunition.
Can stay afloat if properly supplied with floaties.
Talks to St. Peter.

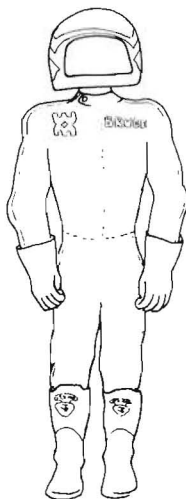
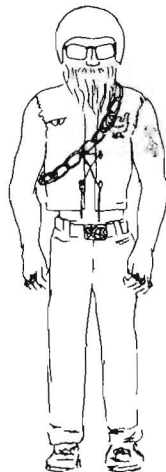
THE BRITISH BIKE RIDER

Falls over door-step trying to enter building.
Has a toy train set.
Plays with pop guns.
Splashes about in puddles.
Talks to walls.

THE HARLEY RIDER

Can not make it as far as the building.
Says "Look at the choo-choo."
Wets himself with a water pistol.
Plays in mud puddles with floaties on.
Mumbles to himself.
AND THINKS HE IS GOD.

(Permission from S.A. Roadrunners)



or Demented scribblings of a demented Guzzler . 987

Many years ago B.M (Before Motorcycles) a certain Mr Olagf was sitting in his cave watching the World Series Wife Clubbing (This year's series was being called Bongin' down under) on the telly when he saw a dinosaur run past his cave with his neighbour hanging out of its mouth.

For awhile Olagf sat there staring . . . when suddenly inspiration hit him. It didn't hurt much: after all he had only recently come down out of the trees-usually head first.

"If I could master one of those to carry me around. . ." He thought, well actually it was "Gerr Grunt thoose moansheem ummm hsss grrrrr ugh". So off heads Olagf to his Brother-in-laws used Dinosaur Yard, and after much haggling ('Look at this one Olagf, only one owner, a little old lady who used to walk it to church each Sunday. A three moon guarantee and only three rocks needed as a deposit. . .) (Dinosaur to this stage had only been used as pets or guardsaurs).

Well Olagf soon started a new craze by riding his Dinosaur (which he named Duke) everywhere. Soon everyone was riding them. Sure it was primitive and the economy wasn't too good either, roughly three acres trees per ten miles (this is before metric) and it was slow, erratic and the ride rough but it was a start . . . THE START . . .

Oh yeah, Olagf was booked for doing more than 80 steps per hour with a pillion on board. This caused the D.R.A. (Dinosaurs, Riders Assoc) and F.A.D. (Federation Australian Dinosaurs) to hold the first ever Protest Run err Walk. 27 Dinosaurs, riders and pillions staged a sit on at Government Cave, totally wrecking it (Well how would your cave go with a Big D sitting on it.) Needless to say the law was soon changed-they couldn't afford to lose another Cave.

And when the Government tried to bring a law making it compulsory for Dinosaurs to have their eyes open at all times .

JESSA.

Future Events . . . The World's first Castrol Six hour in Rome.
The World's first Rally at Little Big Horn.

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MOTORCYCLE AWARENESS MONTH

"October is Biketober — please be motorcycle aware." This was the message conveyed to tens of thousands of South Australians during Motorcycle Awareness Month in October.

The events during October were specifically designed to make more people aware of motorcycles on the road and offer to people a deeper understanding of motorcycles and the people who ride them. These aims were achieved with considerable success, after six months of hard work, on the part of the Biketober committee.

The committee met every second Monday between April and October to organise Biketober, and on Saturday 6th October, it all came together.

The Opening Carnival at the Road Safety Instruction Centre proved a great success with a reasonable number of people taking an interest in the attractions. The Minister of Transport, Mr Roy Abbott, opened the proceedings at 10 a.m., after which he accepted an invitation to ride a Moped, in the main arena. The Inaugural Adelaide Media Personality Motorcycle Challenge, began at 1 p.m. Scott McBaine (5KA), Mark Pedlar (5KA), Peter Sellen (5AA), Stuart Innes (Advertiser), Des Colquhoun (Advertiser), and John Dyall (News) tested their skills against Trevor Hill (B.M.W. Club) and Peter Mount (M.R.A.) The course was run through the new Operator Skills Test which consists of a tight S Bend, a figure 8 inside a large rectangle, a tight slalom, and a 'go slow' test. Points are lost for each mistake made. The competition was fairly tough but the eventual winner was John Dyall. He was presented with a Biketober T-shirt for his efforts.

The following week (9 — 13th) was a little hectic. Westfield Shoppingtown, Kilkenny and Colonnades Mall were the venues for static displays. The S.A. Roadrunners and Velocette M.C.C. seemed to be very popular at Kilkenny with the Roadrunners going to great lengths to put on an exceptional display. Colonnades was also popular with the Vintage Japanese, Classic Owners and Exodus clubs setting up an excellent display. Shopping centres are an ideal place to get the message across to the public and a lot of interest was shown by many people at all four displays held throughout October.

An Economy Run was held on Saturday 13th. Starting at Dernancourt Kawasaki, riders travelled into the city and back out the freeway to Callington where they turned around to get to Verdun. From there it was across to Lobethal and down Gorge Road only to return to Dernancourt. 75 riders entered for the event and a good time was had by all. Who knows, we might even have another one early in 1985.

Results:

250 cc	Graham Parman	Honda XL 250	131.16 mpg
500 cc	Steve Dalton	Honda CX 500	80.11 mpg
750 cc	Peter Vovers	Honda CX 650E	74.21 mpg
unlimited	Michael Skehan	Suzuki GS 850G	78.77 mpg

<750 sidecar	Wayne Hoskin	Honda 350	45.93 mpg
unl. sidecar	Paul Caloghris	Moto Guzzi 1000	47.96 mpg
greasy			
spanner	Mark Howard	KTM 350 2-stroke	32.79 mpg

The B.M.W. Owners Club and W.I.M.A. presented a nice display in Westfield Shoppingtown, Marion from the 15th to 19th. An outfit with a trailer was one of the 'vehicles' on display there together with some nice old photos.

The main event of the Biketober Calendar was the Motorcycle Awareness Ride on Saturday 20th October. Approximately 2500 motorcyclists took part in the run which started at Colley Reserve, Glenelg at noon. Many thanks go to the South Australian Police for controlling traffic at all the intersections between Glenelg and Bonython Park. Without their support it would be virtually impossible to conduct an event of this type. Upon arrival, everybody was treated to free live entertainment by two bands, Midnight Crossing and Terra Firma. St. Johns Ambulance and the Road Safety Council were also in attendance with their mobile display unit. On Saturday, 20th, anybody saying "I didn't see him" was lying — or blind.

Tea Tree Plaza was home for the Green Ginger Guzzlers, Vincent H.R.D. Owners, and the Veteran and Vintage clubs between the 22nd and the 27th. It was a larger display than the other centres, mainly due to extra room in that centre. It was a pleasant display with a variety of bikes from new Harleys to older Vincents.

On Saturday 27th thirty people participated in a Defensive Riding Day at the Road Safety Instruction Centre. A good time was had by all, although some were a bit sunburnt afterwards.

We all believe that Motorcycle Awareness Month was a highly successful three weeks, considering the fact that it was such a condensed programme. Sincere thanks must go to all the M.R.A. members who helped out before and during October. Without that person-power it would not have worked as well as it did. So 'twas the end of Biketober '84.

Rick Withers, Vice President.



M.R.A. President, Peter Mount introducing Mr Roy Abbott who opened Biketober.

PROFILE — RICK WITHERS — VICE PRESIDENT

I've been riding bikes for 6 years. My first bike was a Suzuki 250 X-7, followed by a GSX 250 and an ER185. I bought a Honda CB750 three and a half years ago in Perth, and it's still going. I became involved with FAM and M.R.A. about three years ago and fully support their aims. I like all facets of motorcycling, but have grown to love touring.

In 1983 I was M.R.A. Road Safety Representative assisting the Road Safety Council in the running of Defensive Riding Courses. In 1984 I became Vice President — my first major task was the organisation of Biketober.



CHAIR CHAT

SIDECAR MOTORCROSS

Sidecar motorcross is the toughest physical sport in the world — an amazing melding of two very fit strong men working together to manoeuvre a three wheeled machine over some of the roughest terrain, either natural or manmade.

Most sidecar owners import specially made frames either Wasp or E.M.L. and use large 750 to 1000 cc motors.

My greatest thrill has been building a smaller lighter frame of my own design to suit the Honda 480 two-stroke motor which I have. This has enabled me to still remain competitive with the larger imported bikes at half the price and twice the satisfaction.

The A.C.U. rule book has sidecar specifications that must be adhered to but still there is ample leeway to design an outfit to suit your own riding position and passenger style. By choosing a motor under 500 cc I am able to race in both 500 and unlimited classes.



Darren Williams.
(2nd in S.A. 500 title
3rd in S.A. unlimited
3rd in Aust. 500 title)

**I know the ground's
down there somewhere!**

OUTFIT RIDERS DO IT SIDEWAYS.

Ring — Ring, Ring — Ring.

"Who the . . . Yeah hello!"

"Chris? Sammi. Can you write?"

"Er — Say what?"

"The first issue of the magazine is due to come out early December and I was wondering if you would write something on outfits."

So what could I say? What can I say? Outfits! They got three wheels, they handle odd, and they're the most fun you can have with your clothes on!

It all started about seven years ago. We were emptying a few tins in the front bar of the Stuart Arms on Todd Street in the Alice. In walked Robby Verity, a speedway solo rider I had known in Adelaide. The other one I immediately recognised as someone I had never seen in my life!

His name, Peter Byers, sidecar pilot, prospecting for a new passenger with a death wish . . . Ho, Ho, says I. Not by all the hairs on the little black dangly thing on my key ring.

That was Monday night. Tuesday saw me in the pits — leathers, boots, helmet, all two sizes too big: wondering just how much I had drunk Monday night — vowing and declaring to give up as soon as Peter found someone permanent.

18 months later Pete retired. However, Peter Cox, late of Adelaide, was looking for a passenger so I did another season as passenger and then I thought I was ready.

The off-season break and I parted, thoughtfully, with a

thousand big ones. There she was — all mine; an old waterbottle Suzuki, huge expansion chambers taking up most of the room on the little flat thing they call the chair — the wildest, most unmanagable thing ever devised by insane motorcyclists.

I spent almost every weekend, for the next couple of months, out on the clay pans, trying to come to grips with a machine that didn't understand the words "Slow down, there's a corner coming up!"

My next problem was to find a passenger. The first was good, but like so many people in the Territory, worked bush. The next two couldn't handle being used as bumper bars — then came the bloke I ran over — his own fault, I hasten to add.

Finally, the missus gave in, got her licence, donned leathers and shut her eyes. After a season of indifference, the big trophy night.

After four passengers, four blown motors, and sundry minor excursions into fences, etc., I feel that I earned my only claim to fame — "Mister Unlucky 1980-81."

It took me another three years to even consider retiring.

You know, I think I'm getting bored again!



Chris Phillips.

**This is what it's all
about.**

SOLO V SIDECAR RIDING.

G'day. My name's Paul and I ride a Guzzi SP 1000 with a Sidecar and have been asked to write this article about the differences between riding solo and with a "chair" attached.

I guess the place to start is when you actually get a "chair" you notice these differences greatly; especially on a bike you've been used to riding solo. For me this is a vivid memory because when the sidecar was fitted I went straight into peak hour traffic. Getting used to having to push and pull the bars is the first thing you must constantly tell yourself to do. Practice off the roads before you go out is essential — to the same degree as when you first learn solo riding.

The strange ways a sidecar will affect cornering is the other thing to deal with. For example, the left-hand corners mean power must be used to keep the "chair" on the ground; weight in it helps to make this easier. Right hand corners, on the other hand, need speed to be used on entry, and then to throttle off at the point of turning to let the chair 'catch up' and slide around the bike. This also takes a lot of practice to get it right.

When you reach the stage of actually feeling confident with the chair then you can examine the differences between this and solo riding. I guess that the first thing to say is that you notice people looking at you with curiosity and amazement — even more than when you ride solo. This can be an ad-

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- (a) Falsely represent that goods or services are of a particular standard, quality or grade, or that goods are of a particular style or model;
- (b) Falsely represent that goods are new;
- (c) Represent that goods or services have sponsorship approval, performance characteristics accessories, uses or benefits they do not have;
- (d) Represent that he or it has a sponsorship, approval or affiliation he or it does not have;
- (e) Make false or misleading statements concerning the existence of, or amounts of, price reductions;
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vantage because children in cars up ahead are soon quick to point you out to their parents what they have seen, usually before the driver of the car sees you, so this is a safety aspect I guess. Also the smile on the driver's face is a change because he is not only in control of that car but also your life! As I say, it makes a change.

The chair on the side also helps you, the rider to pick the seating position you want without affecting your passenger, unlike solo riding, and easier to converse, if necessary. The chair slows you down a bit, but it's worth it with the advantages. The old wrists and arms are needed more also and get more work than a solo rider would.

The people who have been in the sidecar all agree it's fun and I have had no complaints — I guess it is just an extension of the reason why I ride in a well set up chair.

Tyres and brakes are, of course, treated harsher than with a solo bike so you get used to changing such things more regularly. Any fault in the bike's performance will show up greater with the sidecar also. All in all though it's great fun and I enjoy solo and three-wheeling equally.

Well, that's it from me. Hope you get something out of it — and I'll see you on the road!

Paul Caloghris.

CHARLIE CHAIRS

After searching for 6 months for a good second-hand sidecar to fit my 750 cc Suzuki (ex Police Special) I had no success at all (except the prospect of buying one new for about \$2200 fitted).

Back in the late '40s and '50s I had owned a 1948 Ariel 500 cc Red Hunter and Dusting Side-car. My love for the "out-fit" has never left me, and now, in the beginning of my "over-the-hill" side of life, I intended to relive the thrill and pleasure of by-gone days.

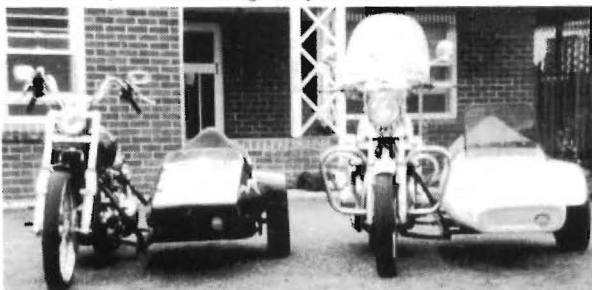
The alternative to buying new was to build my own "chair."

I began with the nucleus of a "body" and, with alterations, modifications, as well as some sound advice, we had a modern-style side-car.

With expert help we decided to build a side-car of modern design from fibre-glass on a steel chassis. We then used the original proto-type as a plug for our mould. We had to take into consideration such things as stress on body floor, strength in sides and in joining, as, with the style, it has to be moulded in two sections. In this area we doubled the strength of the mudguard which braces the whole body.

On advice we had from the "glass" experts, we used layers of fibre-glass matting to give us a strength greater than steel. We doubled the density of the material in the head-rest protector at the rear of the body for greater strength.

We decided not to impregnate the colour into the glass as we preferred to paint the unit in any colour we wished and there was no point in doing the job twice.



Charlie Chair on Suzuki 750 Charlie Chair on Harley Davidson

The chassis is made from tubular steel, with tubular channel strengthening the same, and the modern styling has greatly assisted the aerodynamics. The centre-piece also carries the Flexitor suspension to which is fitted a 10" mag. wheel of Mini Minor dimensions.

The main strut which holds the connecting arms from the bike is best fitted only when the type of bike the "chair" is being fitted to is known.

Correct fitting of the main strut is best achieved when we have both bike and side-car together and the geometrics can be measured to the finest degree.

e.g. The fitted positions on a Harley Davidson are quite different from those on the Suzuki, but fitted correctly both outfits perform beautifully .

We have got the geometrics correct for top performance by doing the fitting ourselves.

A windshield was fitted to the Suzuki but we find that most passengers prefer to have the wind blowing in their faces.

The hinged padded seat is made of fibre-glass and gives access to "boot" space in the back compartment. The interior is painted out in Auto black and carpet is fitted to assist in warmth and appearance.

A tonneau cover is fitted to give a nice finish as well as protection for the seat. The final colour can be matched and painted to suit any desired shade.

By the time we had finished the "chair" and painted it white to suit my 750 cc Suzuki my son wanted an identical one to fit his 1983 Harley Davidson. This has been done and so was born the "Charlie Chair."

Further details on the "Charlie Chair" to fit any sort of motor cycle from 250 cc up from Tony 276 8816 or Royce 344 7312.

SIDECARS FOR A NOVICE

Sometime back in February of 1983 Lawrie Robertson asked me why I had two road going motorcycles, to which I replied "Why not?" One thing led to another and the next thing I knew was that I was going around pricing sidecars for my B.M.W R75/7.

The only sidecar I had ever ridden was on the clay flats at the back of Barmera two years earlier. I did make one small error. While going up a track the sidecar wheel hit a large bump and chucked us into a rather large salt bush. No damage was done (thank goodness) apart from my pride as the wife of the owner was in the chair.

In October of 1983 I was some-what poorer after paying a deposit on a "Goanna" sidecar from Lawrie Longman, to be picked up five weeks later. The wait nearly killed me! Every-time someone spoke of sidecars I was all ears trying to pick up some information on how to ride them, how to set them up, and in general what to do and not to do.

Time came to pick up the old girl and new sidecar and I was trying to remember everything I had heard or read in the past six months. After a look at how it was mounted, Lawrie Longman told me to sit in the chair while he rode it around the block, then it was my turn. I made it back to his place after four lefthand turns without any major hassles. Now to get the thing home without anyone in the chair. Down the street, turn right, turn left, over the railway line and home to put 60 KG of weight in the chair but I talked myself out of that as most of the time the chair would be empty.

After a bit of a play in the Target car park I felt a bit more confident, so I decided to visit some friends who have chairs, one being Lawrie Robertson. No sooner had I stopped the motor, than Lawrie and his son-in-law were climbing all over and under it, checking this and checking that. When everyone had taken it for a ride, all decided that I should fit a steering damper to stop the front end wobble.

The next day (Sunday) there were bike races at Mallala, thus my first big run with the beast. Having a long way to go — 60Krn — 9.30 a.m. saw me heading out the drive and by 11.00 I was at the Races, buggered. Between Two Wells and Mallala there is a 45 Kmh 'S' bend over a railway line, the right hander was O.K. but the left was a bit tricky. I thought I was going to roll it. The chair wheel must have left the road by at least two inches but seemed like ten bloody feet. On the way home there was a head wind blowing which kept pulling the bike to the left. By the time I got home I thought my arms were going to drop off.

Two weeks later the M.R.A. held a side-car seminar at the Road Safety Centre to try to explain the basics of fitting and riding sidecars. It was well attended and many who attended went away with more skill or knowledge than when they came.

Some things to remember are:

1. Check all bearings.
2. Fit heavier springs front and rear.
3. Flat section tyres should be fitted to provide maximum traction.
4. Tyre pressure should be increased by at least 5 P.S.I.
5. When fitting the chair the bike should lean out by about one inch.
6. Between the bike's rear axle and the wheel axle of the chair should be about 9 inches.
7. Toe in is vital for straight line running but too much scrubs tyres. The recommended is about 1 to 1½ inches.
8. Fit wider handle bars to help with cornering.

Another point to remember is, when braking, the chair will want to pass the bike; the reverse happens when the power is put to the motor.

Never get too sure with yourself because things will go wrong when you least expect them.

It happened to me. I was showing off with Mike Southerland in the chair, sliding around the Road Safety Centre on the tar when the chair wheel dug in, therefore lifting the bike's rear wheel off the ground by about 18 inches.

Since having the chair fitted I have been to many rallies, some being the Clubman, Flying Doctor, Croweater, and Redgum.

Coming back from the Redgum Rally at Renmark there was a 90 km headwind blowing and all I could manage was 85kph flat out. On that home run I knew the bike would be thirsty, but 26 mpg is bloody rough.

Just recently the old 750 Motor was retired (after a faithful 158,000 km) for a much needed 1000 motor. Now I go up hills in top gear instead of third or second.

See you soon at some Run or Rally.

Tom Griffin, Treasurer.

(Lawrie Longman can be found at 40 Beaconsfield Tce., Ascot Park, S.A. Phone 08 2774240 Along with sidecars he also makes fairings, panniers, carry racks and trailers.)



The beastie

THREE WHEELIN'

Recently a mate of mirth and mechanics came to my place of abode astride a machine with three wheels. This extra wheel was attached to a sculptured piece of fibreglass called a side-car.

An offer of a ride in said piece of fibreglass was met with a halfhearted "try anything once" answer.

Great stuff, riding in a side-car — a feeling not unlike that of driving a Mini — about two inches off the ground and about as much room. A few k's up the road Allan came to a halt indicating that it was my turn to pilot the outfit as he had not been in the chair while it was mobile.

Righto, this is it, hop astride the 650 — no need to worry about the sidestand, gas her up and off we go. The steering wobble was later fixed with a steering damper. Gear changing was accompanied by a wobble and veer to the right unless done snappily.

Backing off the throttle had the chair with the accompanying weight (no offence to Allan) trying to push the bike to the right which is ideal for right hand turns but downright treacherous on left handers. My first left hander had Allan half out of the chair trying to take over the controls as I shot to the opposite side of the road. Allan reminded me that one must throttle on around lefthanders which pulls the outfit around for you.

My next memorable attempt at three-wheelin' was at the "A" Rally on the mud track into the site where at one stage I slid off the track side-ways, stopping a couple of feet from the Murray — no reverse gear so we had to get out/off and push. Back to the main camp site in full view of everyone, I bogged the lot in the last patch of mud on the track.

Riding the outfit for part of the way back home we had to detour because of flooding and I came on to another dreaded left hander at rather a fast rate of knots, this time it was an off-camber sweeper which had me and the side-car, together with the biggest tent at the rally and all the other junk piled on board, attempting to get around. The off-camber had given me the feeling that the chair was going to lift so, in panic, I let go of the throttle and tried to steer it around with the resultant drift to the other side of the road, into the dirt, towards a white post, to a drop on the other side. Having a rapid lesson on how to make a round hole square (shit bricks), I finally remembered about the throttle and got back on to the bitumen albeit a bit shaken up — in fact, I had gritted my teeth so hard that they hurt for a fortnight later.

Allan, of course, thought it was all a great joke and I can't wait for my next ride (?)

R.W. Melbourne.

4 B's REPORT

A QUESTION

Have you been unfortunate enough to experience boredom — you're sort of immobile; the bike's out of action; the weather is Lobethal fun-type and you're in a group that doesn't talk your language.

Actually you're an orthopaedic patient in one of the public hospitals. T.V. is lousy, your eyes and brain are out of gear for reading, and, just as bad, the pictures in the magazine are "old Hat." The nurses are great company, but they've got jobs to do; naturally the sister even more so. Apart from that the staff must have moments to themselves.

Oh boy, too late to regret that mistake on the road, was it four days ago or four months?

So what! here comes that character from the 4B's who just popped in a couple of days earlier to say, when you're not needing so much attention and the drugs for pain are reduced, they'll call back for a chat.

What about?

Crikey, what's to do about your bike. O.K. so the mates have picked it up, got it home or "whatever". The social almoner has sorted out your rights for insurance help, maybe continuity of employment papers and payments, even contacted your employer and sorted our workers' compensation application forms. Then again maybe not.

So let's help as mum and dad are away for a holiday, or maybe the missus is really loaded up sorting out all the new family problems, and so can only get in at night.

So let's do some yarn spinning, talking about biking affairs, even the funny side of life—a bit hard to comprehend at times while recuperating.

Maybe they'll even write a letter occasionally, as the good old red phone isn't always private enough or available.

If the accident looks like having tacky overtones, a good Barrister service is available, so rest easy mate — you're not alone if personel friends can't be expected to help.

Can't promise to adequately placate affairs of the heart though.

So that's just a small area of the lives of injured motorcyclists that the 4's can hope to ease.

As a group, with the "think tank" of interstate branches working toward the same end, we have come to be humbled by the possibilities of this service.

Inadequate we feel much of the time, but we're out there — the we includes many ladies making up a complete team.

I think the hospitals like us to.

So you motorcyclists, friends, families be prepared to back us up — we need you. Let's get together on this project — late January '85 or early February we will conduct a bottle drive — save some empties for us.

Ray Drew, (4B's Coordinator)

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- The loan of magazines and books to pass the hours.
- Visits and outings after you leave hospital.
- Assistance in recovery, storage, and damage reports on your machine, plus advice on repairs.
- Information on legal problems, insurance claims, and benefits available from Government Departments.

If you would like our support, phone us on and we will arrange for someone to see you as soon as possible.

Best wishes for a fast recovery.



The inside of the 4B's Get Well Card
Picture by N Wallis — Smith, Sydney, who won
our Cartoon Competition



HAPPY CHRISTMAS



WRAP UP

MID NORTH REGISTER OF M.R.A.

The Mid North Register of M.R.A. What can we tell you about it? Since starting the Register in March of this year we are going from strength to strength. The number of members has almost doubled making our numbers almost 50 from the Mid North area. It is a large area to cover — The whole of the Yorke Peninsula up as far as Crystal Brook, across to Burra, across to Eudunda and down to Mallala, up to Port Wakefield. It's good to hear of new Registers making a start.

We have had quite a few runs about the place including a ride from Auburn to Pt Broughton for a barby on the beach, a ride from Auburn to Monash, a combined ride to Morgan with the Adelaide M.R.A. and a hair raising weekend to Wilpena Pound. During Biketober we set up a tent and display of bikes at the Clare Show. Heaps of B.M.W. raffle tickets were sold. Roach even sold one to a bike Cop. We also set up at the Clare Vintage Show run by the Classic Owners Club.

Our next ride is to the Toy Run on December 9th and you won't miss us because now we have a Mid North Register banner.

Meetings are held on the 4th Thursday of every month at various Pubs in the area. The November and December meetings are at Clare Hotels. For any info' please contact our President — Greg Stevens P.O. Box 37 Phone 088 652120

Snowtown.

Secretary — Judy Carpenter P.O. Manoora Phone 088 484262
Publicity Officer — P.O. Box 10 Phone 088 492001 Auburn.

TOURERS INAUGURAL RUN

On Sunday 4th November some 30 people left Gepps Cross at 10.30 a.m. on the inaugural ride by the M.R.A. Tourers.

After riding thru' Gawler township we rode to the Orlando Winery at Rowlands Flat. Most of the attending bikers joined the wine tasting which took three quarters of an hour. From there we rode to Tanunda where the group split for lunch before gathering together for the election of the tourers' committee.

After bandying about ideas for the establishment of the Tourers the election of officers took place. Positions were filled virtually unopposed:

Martyn Withers	President
Renee Le Clerck	Secretary
Tom Griffin	Treasurer
Geoff Rigby	Tour Coordinator

It was decided that a joining fee of \$5 would be charged. Following the meeting we rode through Angaston to the Birdwood Hotel where the next stop was made.

After a cool reception people left as they saw fit.

A good time was had by all.

Peter Vovers

TOURERS RULES

For those of you who would like to join the MRA Tourers but are new to this touring game and a bit shy, here's a list of things that will help hide your inexperience:

1. All BMW's are believed to have been around the clock, and even new ones can be made to look more than 100,000

km's old by following the steps in 2 .

2. Mud and stones.
Coat exposed areas of your bike with mud, then throw stones at the fork legs and fairing lower halves, if you've got them. Bugs are a good substitute too.
3. A fairing.
If you think this is going too far for your first effort just buy the brackets, and tell people the rest broke off while crossing the Simpson.
4. Stickers.
Write away to the most outoftheway places you can think of, requesting stickers and patches of the region and have these prominently displayed on you or your bike while touring. No-one will ever know.
5. A beard. (Women included)
You'll always look the part if you have a beard, whether on the road or at the rally.
6. A square tyre.
Get one from a wreckers or a mate who's into burnouts.
7. Tools.
No-one ever uses them, but they look really impressive. Just tightening your mirrors can look from a distance like major emergency repairs.
8. A laconic attitude.
Say no more.

Here's a few don'ts for the novice;

1. Don't fall off, especially near a rally site.
2. Don't talk about the great times you had on your stepthru.
3. Leave your tuppaware at home.
4. Spit.
5. Don't tell the truth about your bike or its fuel consumption.
6. Don't tell anyone you work for SGIC.
7. Don't ask to sit on someone's Harley. Don't even think of it.
8. Don't wear your best clothes.

Simon Hughes.

M.R.A. MINI RALLY

What was the M.R.A. Mini Rally?

This was the first Rally organised by the South Oz M.R.A. held near Marrabel. It was only a Mini Rally because next year's will be bigger and better (The better part is going to be the hard part to fill) and hopefully we will get a full badge and not half a badge (or were we trying to save money!)

The turn up of bikes was quite varied. The Pres. rolled up on/in his "Full Fairing Wing", but what were the signs on the mudguards? — "Daihatsu!" — and the two extra wheels? Has anyone actually seen the fellow ride a bike?

The Gymkhana was well thought out. But the weather should have held out longer instead of letting the rain come down. One fellow didn't know or care about the rain. Sometime late afternoon or early evening, he sat under the edge of the control tent where the water was falling down and couldn't be moved.

Who were the couple who went to the Pub-left the camp just before a big down-pour started? In between leaving the Rally and getting back, who was grovelling in the mud about twelve times! The entry to the site was a brilliant track for

those game enough to travel that way and not cut across the paddocks.

All in all the Rally was well worth the effort to get there. The catering was good, supplied by the Local Apex. Plenty of fire-wood, good camp sites wherever you looked and great people. If you didn't make this Rally, book the next M.R.A. Rally.

Thank you to all the organisers of the M.R.A. Mini Rally and a job well done.

Allan Green.

COMPULSORY TRAINING FOR MOTORCYCLE "L" RIDERS

Approximately two years ago the AMC formed a sub-committee to investigate rider training schemes. One of the recommendations was that all states develop, for potential riders, a training programme which would enable them to pass a skills test before obtaining a learners' permit. This recommendation was subsequently adopted by the M.R.A. nationally.

The S.A. Government has formed a steering committee to implement such a scheme here. The first meeting was held on the 26th October. The committee consists of representatives from the Motor Registration Department, Police Department, Road Safety Instruction Centre, Motorcycle Industry Association, A.C.U. of S.A., and the M.R.A.

Some interesting facts arose from the meeting. In Tasmania, where such a system has been going for over two years, there has been a 30% drop in injuries amongst the learner groups. There was some fear amongst bike groups that a compulsory training scheme costing money would tend to force people away from bikes. The opposite appears to be happening and they are getting 50% more applicants than they expected. One possible explanation is that parents may be more willing to allow their children to get a motorbike if a decent training scheme is available.

The Road Safety Instruction Centre of S.A. has already formulated a training schedule of two 4 hour sessions on consecutive weekends, followed by a skills test, and has tested it successfully on learner groups.

Major hurdles envisaged are as follows:

INSTRUCTORS – When fully operational, up to 600 instructors will be required throughout the state. It is proposed that these will be trained casual workers drawn from bike groups such as the M.R.A. and A.C.U. affiliated clubs.

EQUIPMENT – Supply of bikes, training aids, video equipment, etc. – the industry has shown willingness to help here.

LOCATIONS – Because the participants in the course will be unlicensed, by law they're not allowed to ride on public property or roads, which includes shopping centres, etc. A problem for the Registration Department to resolve.

INSURANCE – Discussions are under way with insurance companies (including S.G.I.C) to cover course participants.

The committee proposes to set up a pilot scheme commencing about April 1985. The implementation of the entire scheme will be a gradual process, expanding into new regions as funds, instructors and equipment become available.

Some reservation was expressed again that such a burden as compulsory training would tend to discourage potential bike riders. The proposed graduated car licence scheme, which is approaching the implementation stage, would make motor-

cycles a viable option for a beginner requiring transport.

Following another meeting late in November, a report for the Government on the cost and practicality of a pilot scheme is being prepared.

Ride Safely.

Bob Stanton.

THE PROPAGANDA REPORT

Since my ego was initially appealed to almost nine months ago by the then president creating a position for me on the committee I have been amazed at the energy output that a few people put into the M.R.A. in order to preserve its image, promote its cause, and encourage others to join. Initially I was disappointed that so few of the supposed 1000 strong membership turned up to fortnightly meetings, and can now say how encouraging it is to see close to 100 attending regularly – and not all the same people at every meeting. I have tentatively suggested that we try to include, as part of our normal meetings, a guest speaker, allocating them say 15 mins. e.g. Woody, Roy Abbott, Les Jackson, Sue Bussell – the list would be endless – and advertise this in club notes.

Many other areas have improved as the year progressed: from the first suggestion by Rick Strachan, at the pub following the meeting, that the M.R.A. held a ride, we have certainly developed in nine months.

The first ride, to Victor Harbor on Feb. 19th enticed some 25 riders. Since then we have had a day ride to Morgan; another, together with the mid-north contingent of one bike, to Mannum; the final ride was a Mystery Ride to Yorke Peninsula. All rides, when advertised, encouraged all bikers to attend and so we were able to increase our membership, as well as encourage individuals and other clubs to be associated with us. Now the M.R.A. has an official Tourers Club which will continue to organize rides: I wish them the best of luck.

Tom Griffin and Renfrey Ansell were also paramount in suggesting that more social events be organized for the M.R.A., and so resulted our first rally held near Marrabel. Thankfully it was on a weekend when no other rallies were held locally and only the wintry weather kept the numbers attending in the vicinity of 250. The gymkhana, organised by our newly elected President, was the best I have seen for participation and innovative ideas. Unfortunately poor weather put a dampener (!) on things and so many of the proposed events were not held. I suggest to the Tourers that they get Peter Mount to be responsible for our next rally's gymkhana. I know many have complained (tongue in cheek or not) about the "half" badges – I assure you, they cost as much as "full" badges. My special thanks go to Murray Murray (the owner of the property), Marrabel Pub, Apex Club (for catering) Neville Bartlett, Peter and Cathy Vovers, Tony Mifsud, Jessa and Grantley (for the badge), the Mid North (for water), Mark Sekulic (trophy maker) and Ross Vogt (toilets).

I hope that the Tourers receive as much cooperation in their ventures in 1985 as I had for this rally.

Once again I was impressed and inspired by the loyalty of the M.R.A. following Woody's request for us to support the Angels in a show of solidarity, Tuesday noon, following the Sydney episode. An afternoon on the phone resulted in some 50 members meeting outside Harley Action, and the foundation, however shaky, being laid for possible future cooperation between several clubs. It was great to see the clubs supporting us on the Awareness Ride on Oct 20th. I trust that all of you

will continue to be loyal to and support all bikers regardless of age, sex, club affiliation, economic status, type and capacity of bike owned, and form of income.

Sound relationships have been established with many and varied people and organisations thru' the year — more and more people are contacting us, asking for our cooperation and support: the media (solid bases were laid with them immediately preceding and during Biketober); motorcycle clubs; traders. As to further the public and other motor cyclists' awareness of us I make the following suggestions: a regular article in Friday's News, a regular radio slot, a regular article in the R.A.A. mag., regular written contact made with all bike clubs, calendars displayed in all bike shops' windows, M.R.A. displays set up in major retail outlets, the M.R.A. tent and display erected at major motorcycle racing events.

I wish the S.A. M.R.A. all the best over Christmas and in the New Year. Hang in there and support each other.

Sammi Ross, Publicity.



Who said large bikes are manoeuvrable? Neil Hudson helping Papa John during the Mini Rally gymkhana.

TRADE REPORT

Tyres — Technology from the ground up.

(Steve Pitman)

Tyres can be the most economical and effective safety improvement to your motorcycle. However, more consideration to selecting the correct tyres for your bike is required than just the least expensive or best looking.

Tyres are designed with specific features to give required operating characteristics and therefore must be chosen according to application. By varying the relationship between the construction, profile, pattern, tread depth and compound of a particular tyre, a completely different application can be achieved. By knowing the application, and understanding this relationship, a more accurate selection can be made.

CONSTRUCTION: Development of Motorcycle tyres has seen the introduction of many different Carcass materials, including nylon and rayon, which are now the two most popular materials. These materials have different features. Nylon generally is a stronger, stiffer material and reduces deterioration or weakening of the fibres during use, thereby suiting a long wearing and harsh condition situation. Rayon, however, has better shock absorbing characteristics, allowing better drive to be transmitted to the road surface, thereby suiting a sport tyre application. The number of plies also affects each of these features, and also puncture penetration. Also, by varying the bias angle of the plies, i.e. the angle of the cross plies away from the rotational direction of the tyre, a change can be made to the tread squirm or movement at the contact patch. A large bias angle is suited to a towing application. These plies can then be belted i.e. extra plies in the tread area only, usually Kevlar or Fibreglass which further strengthens the tread area, and resists heat build up which reduces tyre life. The side walls, bead chafer and a reinforced high ply turn up (tread wrapping around the bead) can then be designed to absorb road irregularities; yet handle high load carrying requirements. Another advantage of this design is that Tread depth, and therefore Tyre life, can be increased without risk of tread squirm. This type of design is incorporated in both the Dunlop K291T Towing Elite and the Dunlop GT200 Arrow-

max Sport Towing Tyres. Dunlop did not merely take a sport tyre, change the pattern slightly, and harden up the compound to produce a touring tyre. This could certainly make the tyre last a little longer but would adversely affect the tyre's grip and wet weather performance. Rather, they developed tyres from the ground up using a completely new design and construction techniques.

PROFILE: The aspect ratio or profile of a tyre must also be considered when selecting tyres for specific application. This is the relationship between the tyre's height usually stated as a percentage of its width.

A low profile is usually associated with a sport or high traction tyre and higher profiles with sport touring or touring tyres. This is not always consistent since weight of rider and machine must be considered. A light machine with a stiff walled low profile tyre may allow chattering particularly under breaks or just decelerating. The allowable lean angles and the contact patch size must be considered when vertical and also while cornering. Many sport tyres' contact patch is designed to increase in size as you lean into a turn. For example Dunlop K391S Sport Elite and Dunlop K300GP Sport Tyres in a tight 30° lean actually have more road contact than in the vertical, thereby giving exceptional traction in both wet or dry conditions.

PATTERN: Patterns must be considered for tyre selection. It is also necessary to select tyres compatible in pattern and also able to handle the speeds which will be required. The pattern must allow for water dispersion from the footprint area at all lean angles, yet give good directional stability. Also patterns must allow only minimal distortion under braking or acceleration and change of shape during wear. This is often accomplished by selecting a pattern that does not break the tread up into small easily distorted sections, which allow lipping and also heat build up.

TREAD DEPTH: Tread depth is usually determined by the carcass construction and can only be increased if the construction resists movement and temperature increases but still is stable under braking and acceleration.

COMPOUNDS: The tyre's compound is also more important than how long it lasts. The compound must resist bounce to keep drive to the ground – skipping over the road surface scuffs the tread away more quickly than continuous contact. Also it must allow better traction and also reduce breaking distances, by forming to the road surface without heat build up. The same compound must also be suitable for wet or dry conditions and large variations in temperature. Many of these aspects are controlled by the construction. For example the compound used for the K391S Sport Elite is also exactly that used in the K291T Touring Elite yet each is a little better suited to specific application.

To determine your specific needs and the best tyre to suit your motorcycle, your nearest motorcycle dealer can assist and will be happy to answer any problems.

STAY UPRIGHT – THE NEXT ATTEMPT

Have you ever thought that you'd like to know the correct way to ride? How to get out of tricky situations? Or even the best way to corner or brake?

The M.R.A. organises various motorcycle training courses – my views on the Defensive Riding Day appear in the Secretary's Report in this issue.

We are also organising for the professional Stay Upright Rider Training School from Sydney to come to Adelaide to conduct courses for the licenced motorcyclist.

What's that I hear you say? Didn't the M.R.A. organise one for October? the answer is : YES! But even though we were advertising since February, we didn't get enough interest far enough in advance to definitely book A.I.R.

Upright needed enough definite numbers by the end of August to consider it a viable proposition. And that's only a fair business decision. The amazing thing about the cancellation of the October courses, is that I had a lot of phone calls

from interested people after the cancellation.

So to all those people and other interested motorcyclists willing to learn – **HERE'S YOUR CHANCE!!!**

I'm organising, as a member of the M.R.A., to bring Stay Upright to Adelaide in March '85. Stay Upright is definitely a professional school of motorcycling. Each course for the licenced motorcyclist includes 4 hours of theory on a night preceding 8 hours of practice. That's 12 hours of intensive training for \$100! !! A Rider Training course is as valuable as a leather jacket for protection and safety.

NOTE: I need definite interest by the end of December. That gives you enough time to think it over and let me know before you forget! I can be contacted at home on phone no. (08) 277 1843. **DO IT NOW!**

Michelle Foster, Secretary.



Scott McBain on his Harley showing just what he can do. Going through the slalom skills test, Road Safety Centre at the Opening of Biketober, 6th October.

LETTERS TO THE EDITOR

An Open Letter to the MRA Membership around Australia

Dear MRA Member,

I wish this was coming to you in the form of a National Newsletter or Magazine, but circumstances have meant that so far we have been unable to produce a complete, truly national, medium. We are still trying, nevertheless, and hoping that we can produce something that you can all share in, contribute to, and be proud of.

Meanwhile, the work of the MRA goes on, in all areas. Milperra certainly caused a storm, and no doubt each of you felt some backlash or was on the receiving end of jibes about shotguns or bikies. I received a few, too. But what was different this time was that after the shots were fired and the dust settled (and the daily pictorials screamed about bikie massacres with pictures across pages 1, 2, 3, 4, and 5!), the press seemed to think (for once) that we couldn't all be like the two groups that were involved in the fracas. This time the press actually sought us out for comment in the days that followed Milperra, and allowed us to demonstrate that motorcycling contains a variety of facets, and that the average motorcyclist does actually live next door to their wives and kids, without our harming them. In short, we are the same, and probably almost as boring...

Your own state branch has problems of its own at the moment and continues to fight for you where it can. Victoria has taken on the RTA over those 'orrible little yellow blocks along the tramways (as if tramtracks aren't enough on their own), New South Wales has Staysafe coming down soon, the ACT and several States are fighting Third Party increases (\$325 for CTP **alone** in the ACT!). On top of that your local group continues to liaise with your council and the population, pushing for better road conditions, a better image and 1001 other jobs. October is Motorcycle Awareness Month; we won't be well organised nationally this year, but wait for 1985.

As far as the National MRA effort goes, well, we are off and running. MRA Australia met in Sydney in August, and after a slow start inhibited by mistrust and past memories across State boundaries, we rapidly got our act together. I think everybody was pleased after the event – it just goes to show what give and take on all sides can achieve. So what did we achieve? You have probably read reports of that conference by now, but in a nutshell we set ourselves 11 deadlines to be met between now and the January conference in South Australia, and to date they are being met. Tasks as diverse as drafting a national constitution to nationally coordinating the the Toy Runs. All the States left Sydney in a spirit of cooper-

ation and so far no-one has trodden on anyone else's corns. I hope it stays that way. The one jarring note was the non-attendance of MRA (WA), who have decided to sit back until they can clearly see that we do have our act together before they will join in. After the way we treated each other in the last year, who can really blame them? Incidentally, the decision to hold the next Conference in South Australia was to take the ball as close to the Western Australians as we can, and hope they attend.

So we are on the move. What can you do? Well, at every level the MRA needs help. Help to organise functions, events and promotions. Help to stuff newsletters in envelopes (somebody had to get this to you, didn't they?), clerical help at MRA House in your State, manning phones, handling memberships, stock sales and the like. Help with members in trouble with the law or a broken bike. Help to man a display or membership stand. Just ask what you can do to help.

The biggest thing you can do is help our image every day. Keep your bike legal. When you can be seen, ride like an angel. Let people see the MRA logo in force wherever motorcyclists are engaged in a civic function. Let people see that a motorcyclist is not different from the rest of society. He just gets around differently, and more economically, and more enjoyably . . . and more freely . . . and better . . .

Hal Caston, President M.R.A. Australia.

Dear Editor,

It came as no surprise to find the article on Third Party Premiums increases (6/11/84) tucked away in the far reaches of page 10 of the Advertiser. To the majority of motorists the proposed increases must appear fair and reasonable, trusting the decision was made after due consideration to all aspects of the Third Party question. It must be difficult for motorcyclists however, to have such faith in the decision-making process of S.G.I.C.

Premiums for motorcycles over 250 cc are far higher than those for private motor cars, yet there is no evidence to suggest that this should be so. Certainly in other states the premiums are at least comparable.

S.G.I.C. and the Third Party Premiums Committee seem reluctant to use appropriate accident statistics, preferring instead to base their decisions on the raw data available, conveniently ignoring the fact that in most car/motorcycle accidents, the car driver is apportioned the greater blame, and therefore the insurance liability.

The issue is of course considerably more complex than this, but the point serves to illustrate one of the many errors made by S.G.I.C. and the T.P.P.C. in setting the premiums for motorcycles.

I write not as a concerned motorcyclists, but rather to highlight yet another instance of the abuse of statistics, so obviously a measure of convenience, to the detriment of a minority group. I think we would all welcome improved service from the public bodies we are obliged to support.

Yours sincerely,
Simon Hughes.

Your criticism of the Third Party system in S.A. is well

founded, and your concern is shared by us all. The M.R.A. has issued a press statement to MP's magazines motorcycle clubs and the media, highlighting the inequities of the present system and slamming further Third Party rises. Perhaps we will have to revert to action in the near future. (See Stop Press).

Ed.

THE CENTRE RALLY.

Dear Editor,

What a bunch of whimps!

I mean you go to the Centre Rally expecting to see hundreds of travel weary bikers partyin' and carrying on in typical rally fashion, right? Instead you are greeted by 150-200 rather clean looking rallyists, half of whom caught the train to Alice Springs (if they didn't live there already) and only about 20 of whom stay at the rally site after the gymkhana; held on the Friday afternoon mind you.

Hell, you were led to believe it was going to be a really hard rally. "Don't expect too much, this is a desert rally," read the entry form. Well, you wanted to see the centre anyway, so why not?

The Oodnadatta Track turns out to be better than a lot of Adelaide's suburban roads, and when you get there you quickly discover that the rally boasts a bar, a food bus, toilets and a shower. (O.K. so it was a cold shower). Shit, that's one tough rally. Too tough for some, obviously, you realise, as 30 or so people head into town to stay in the caravan park for the weekend. The rest? Who knows? Must live in Alice.

Alright, the 20 stayers have a ball, but with such a small group of riders you'd hardly expect the rally to be on again in '86.

All this is standard practice for the Centre Rally eh! Well you must expect newcomers to be a bit stuck in their rally ways. Maybe the M.R.A. Tourers can come up with a substitute rally. Come to think of it, that might not be a bad name for it. So the M.RAT (sic) has only just begun, you've got a couple of years to sort something out.

Simon Hughes.

Dear Simon,

Well, we all have pre-conceived ideas, don't we. Perhaps the Tourers could help out with the organisation of the Centre Rally - they'd sort things out.

Anyone Interested in Forming

❖ Club for "old timers"

Royce Bachm is interested to hear
from you. Phone: 3447312

❖ Club for outfit riders/passengers

Chnis Phillips is interested to hear
from you. Phone: 3912573

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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?

LET THOSE WHO RIDE DECIDE

ASHLEY BRANDON

Hang in there mate. You'll be on your bike again before you know it. We're behind you.

From M.R.A.

Ashley was injured in a typical motorcycle/car confrontation when returning from a Mid North Register meeting on Thursday 25th October.

He is in the Royal Adelaide Hospital and would welcome any visitors.

BIKETOBER THANK YOUS

Road Safety Council of South Australia, South Australian Police Department, Adelaide City Council, Mr Roy Abbott (Minister of Transport), Westfield Shoppingtowns, Colonnades Shopping Centre, St. Johns Ambulance, Honda Australia, Honda World, Kawasaki Motors, Dernancourt Kawasaki, Birdwood Mill.

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VALE: The management and staff of the Birdwood Mill regret to advise that our good friend Max Rogers, Curator of the National Motor Museum died on Sunday Nov, 18th. He will be sadly missed.

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This is the grave of Mike O'Day
Who died maintaining his right of way.
His right was clear, his will was strong,
But he's just as dead as if he'd been wrong.



Filling up in preparation for the Economy Ride, 20th October



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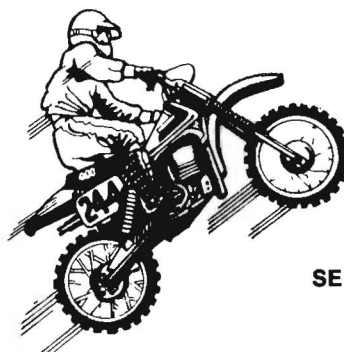
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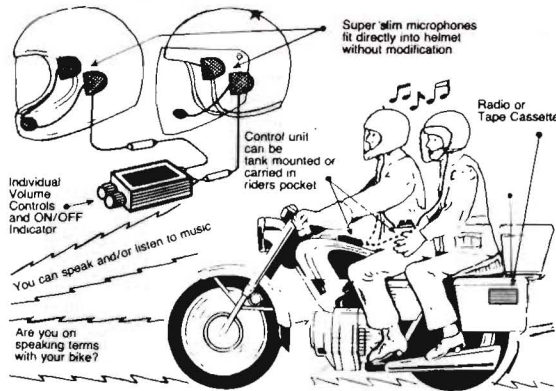


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