



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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COVER PHOTO:

Where you there Motorcycle Awareness Ride

M.R.A.

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4B's: Ross Lee 088 252325

EDITORIAL

As most of you will know I have had the odd occasion to indulge in an odd amber fluid or two. Anyway to cut a long story short, at one of the before mentioned occasions I had had one or two when the subject turned to Magazine Editor and the Annual General Meeting. "Hell I could do that job with my bloody eyes shut" I said. To which Milo says "Piece of Piss!" Anyway one thing led to another and here we are after conning Sharon to do our typing and correct spelling errors.

The last couple of months we (the M.R.A. Committee and the Motorcycle Awareness Month Committee) have been real busy with a lot of things happening all over the place, some being:

- *Son of Mini Rally
- *A Blood Run
- *Motorcycle Awareness Month
- *Bike Displays — Marion and Brickworks
- *A couple of road safety days

and the Awareness Ride, all of which you will read about somewhere in the Magazine.

See Ya Next Time, Tom, Milo and Sharon.
Ride Safe.

The Editors would like to wish all members a Merry Christmas & A Happy New Year — and Stay Upright!

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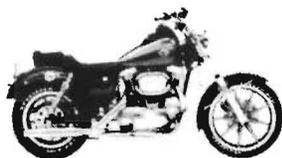
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PRESIDENT'S REPORT

No doubt you are all aware of the impending legislation pertaining to certain motorcycle-related goods and services which are soon to be promoted throughout Australia, with a possible flow-on overseas.

This will have an immediate and dramatic effect, not only on the industry as a whole, but on you, the consumer. In terms of the motorcycling community, covering the whole gamut of those who ride, for whatever reason, the sociological implications alone are, to put it bluntly, taxonomically manipulable empiricisms.

Let's look initially at the trade situation. As far as the economic relationship between the manufacturer, the retailer, and the consumer goes, where the amount of annuity derived by any person or body corporate within this sector during a year of income is more than, or less than, the amount payable for a whole year, the amount to be excluded from the amount so derived is the amount which bears to the amount which would be the amount to be so excluded the same proportion as the amount so derived bears to the amount payable for a whole year. This will obviously be disastrous in terms of monetary or compensatory reward for output or, depending on the manufacturer/retailer/ consumer relationship, input, and we can expect to see some undesirable modifications to the existing structure.

Although the contemporary situation is basically a deflationary one in that the currency of ideation is constantly collapsed into issues of an ultimate kind, nevertheless ideas are accepted or rejected according to their incorporability into doctrinal stances, and legitimated or undermined in their relationship to road-user groups. The dynamics of this situation of paradigmatic entrepreneurship frequently revolve around the minutiae of Governmental terminology such that these terms acquire the status of categorical symbols, encompassing wide ranges of presumed commitment.

Considering the attitudes of the consumers (us), when we analyse the intent behind these proposals, it can be seen as a matter of some importance that we develop forms of analysis that can provide a dynamic relationship between situated activities of negotiated meanings and the structural relationships which the former presuppose. In fact, it is precisely what is taken as given in social action approaches which allows the analysis to proceed in the first place. Neither can the relationships between structural and interactional aspects be created by metasociological arguments which might show how a phenomenological approach can be linked to symbolic interactionism.

An excellent example of this, which we must fight as unnecessarily prohibitive legislation for its own sake, and which will affect us directly, is a section of the proposed Act which will have the effect it would have if the reference in the definition of "motorcycle-related goods" and of "motorcycle-related services" to things and things were a reference to parts of things and the same or other parts of the same things.

The intended confusion that this section creates is obviously an insidious attempt to curtail our current activities to a substantial degree. The interactive generic pseudo-attitudinal displacements which will occur, particularly within the industry, and only marginally less so within our own ranks, is some cause for concern. Our problem is that when a previously less differentiated structure becomes differentiated into more specialised subsystems, it is in the nature of the case that, if an earlier and later structural unit bear the same name, the

later version will, by comparison with the earlier, be felt to have lost certain functions, and hence, perhaps, from a certain point of view have been weakened.

Certainly within the MRA and other such organisations, the paradigm of evolutionary change is based on the enhancement of adaptive capacity, and if we are to fight this effectively we must become cognizant of the need for pluralistic organisation, and that each newly differentiated substructure must have increased adaptive capacity for performing its primary function as compared to the performance of that function in the previous, more diffuse structure.

This evidence shows clearly that taxonomic views of inductive operations offer the major argument to the concept of the basic axes of analytic variation, and will prove to be instrumental in presenting a positive contribution to the establishment of perspectival consensus on substantive issues. However, the Government reacts to this action, its procedural logic-of-enquiry parameters on domain assumptions are unlikely ever to be consensualised, due to its predilection for promulgating a stultifying methodological praxis. Further empiricist speculations contribute no more than has been suggested to a way of overcoming the intrinsic limitations of the methods that have so far been proposed and elaborated.

We must stand up for ourselves in the strongest way possible if we are to ensure that such extremist totalitarian behaviour remains incipiently inconclusive. This is our only course of action if we are to keep our lifestyle, if we are to prevent the eventual destruction of our infrastructure, our way of life. This fight **must** be won.

Peter Mount, President.



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AUGUST NATIONAL CONFERENCE REPORT

Although conferences involve a fair bit of preparation and can often be pretty heavy going around the table, that doesn't mean you can't make the most of the situation.

I took advantage of the Tassie conference and rode around the Apple Isle for three days, and although it rained solidly for two of them, I had a ball. Can you imagine hundreds of miles of Lobethal road, sometimes tighter, sometimes stretched out into 100 mph sweepers, with the longest straight about 400 yards? Mind blowing. Sure put me in the right frame of mind to talk about biking and where its going.

Like all MRA people, the Taswegians are a hospitable bunch, so if you're down that way, look them up. Now back to the conference. I'll list the major points, but space precludes my going into a lot of detail.

- 1 We expect to organise a major rally for MRA members to be held in autumn 1986 in far west NSW, probably around Broken Hill area.
- 2 MRA Great Britain is not running by the guidelines. It will probably be disbanded.
- 3 The Motorcycle Safety Package will be attended to by the AMC.
- 4 Each State that wishes may form guidelines for a national magazine, to be discussed at the next national conference.
- 5 Examination of ways to improve membership retention, including ads in various bike mags.
- 6 MRA OZ responsible for approaching national manufacturers and distributors re discounts.
- 7 ADR N1 — to be fought on a State by State basis. We should not offer alternatives as a placebo to the environmentalists.
- 8 Policy on compulsory rider training to be decided by individual States according to the value of the legislation.
- 9 5/25 helmet law OK'd. If it becomes contentious it can be fought on the grounds that insufficient methodological research done.
- 10 States should develop liaison with FCAI and AMIA representatives. Politics affect sales and liaison will double lobbying power for both them and us.
- 11 Intention to get MRA service signs (like Apex, Rotary, etc) with local contact placed outside towns. Councils to be approached re acceptance.
- 12 M/c hazard warning signs to be produced — yellow with black m/c, hazard described beneath. Councils to be approached.
- 13 For purposes of promotion, where it is not possible to print in black and white, other colours may be used, subject to State branch and national executive approval. (motion)
- 14 National Motorcycle Month to be changed to Motorcycle Awareness Month, as promotional difficulty found in former.
- 15 Ideas for duties and responsibilities of National Coordinator of MAM (NATCOMAM) to be circulated.
- 16 Use basic safety campaign for MAM in conjunction with yearly theme.
- 17 Logo for MAM required.
- 18 Layout for national MAM pamphlet to be considered and costed.
- 19 Peter Thoeming's proposal for national MAM magazine to be considered.
- 20 4B's code of behaviour to be drafted.
- 21 MRA office holders of both MRA OZ and State branches have a responsibility to every motorcyclist not to involve themselves in public debate to the detriment of motorcycling (motion).

- 22 National goals to 1990 be prepared for next nat. conference.
- 23 Efforts be made to start a Northern Territory branch.
- 24 Public profile gradually improving and media ditto attitude, but must continue to expand community activities within the scope of our own environmental requirements.
- 25 On membership — If we want to attract specific groups we should do something specific for them, but should not cater for one at the expense of others. Suggestion get involved in activities which are perhaps not directly related to motorcycling.
- 26 Membership monies do not cover anything but membership costs — should examine other financial bases.
- 27 On Registers — Encouragement, communication, social interaction, consistency of tenure of office bearers. State branch keep nose out when not needed.
- 28 States to consider points re preparation of MRA OZ constitution.
- 29 MRA OZ to liaise with Federal Dept. of Transport re bike safety promotional material.
- 30 Discussion of affiliate and associate membership of MRA.
- 31 Particular fruitful methods of application. NSW, VIC and WA to send SA info.

This summary is the bare bones, and by no means complete. Many other issues were discussed which are now passe, were of a minor nature, or reflected organisational reiterations and improvements, and would thus be of generally minimal interest.

I am always available to discuss the issues more comprehensively if anyone is so inclined.

Peter Mount

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INSURANCE OPTIONS APPRAISAL

There are those in the biking community who would cast aspersions upon the MRA for its apparent inertia, particularly regarding Third Party. The lack of a real and substantial reduction in the cost of premiums is somehow equated with inactivity.

As though those who help run the MRA sit on their backsides in between protest runs hoping the powers that be will become magically infused with an irresistible empathy towards motorcyclists, and transform our legislation-wracked existence into the Utopia we dream of.

Of course this doesn't happen. What does happen is that those MRA people do research, write letters and lobby those who can effect the changes we want. It's a long, drawn-out process done with little or no fanfare, with the result that people think that nothing is happening.

Increases are inevitable under the present system, and we count as achievements substantial reductions in every increase since 1981. The cost of premiums is still exorbitant, but if it were not for the MRA, the cost would be prohibitive.

We are currently looking at alternative systems, and to give you an ideal of the research involved, and the difficulty of coming up with a viable alternative, I will list some of the options presently being considered.

LICENCE BASED

You would pay only one premium regardless of the number of vehicles you owned, on the premise that you can only ride/drive one at a time. If you have a bike licence only, you would need to pay just half what you would for a car licence, based on current figures. With a car licence your bike premium would therefore be zero.

This scheme has the advantage of putting the responsibility for insurance on the vehicle operator, rather than on the owner.

The disadvantage is its inequity. The person who rides/drives occasionally would be subsidising those who are on the road often and therefore at greater risk.

A likely extension of this scheme would see the licence holder paying a premium for each vehicle category endorsement, which would add to the inequity.

RIDER TRAINING BASED

Rider training of a sufficiently high standard (eg. Stay Upright) would reduce bike claims by about 40% (the Australia Post training programme has made a 43% reduction). Currently bike claims against cars amount to 20% of the total cost of car third party, so rider training would have the effect of reducing car premiums by 8%.

Bike claims against bikes equate with 2% of car third party, so if this cost came out of the car pool, car premiums would ultimately be reduced by 6%.

This is on the assumption that bike premiums are abolished and costs are absorbed by the drivers. "Sounds great!" you say, but hardly fair. Bearing in mind the current scheme is running at a loss, rider training should nevertheless reduce our premiums considerably.

A modification to this scheme would be the offer of reduced premiums for those who had undergone rider training.

VEHICLE BASED

If all bikes were in one category big-bike premiums would be reduced by a third. Of course under-250 premiums would double, which would probably be fair in terms of accident rate, but it would make mince meat out of the 250 law and also re-

duce the numbers of "bums on seats".

If it also combined a licence base, premiums would be reduced to one third their current level, as there are twice as many licence holders as registered bikes. In reality this would not occur, for the reasons given under "Licenced Based", and because, if the extension to that scheme were implemented many people would opt out of their bike licences.

A portion of third party premium would have to be retained on the vehicle, (eg. interstate rider pranging on a local bike) unless other states had a similar set-up.

NO FAULT BASED

Interstate experience has shown that premiums start off low and rapidly escalate as everyone gets in for their chop. If the scheme was also based on risk bike premiums would go through the roof.

A no fault scheme could be workable if there was less effort placed on compensation and more on the rehabilitation of injured people. This is the basis of the Liberal policy, in which an accident victim, depending on the situation, might receive compensation up to a predetermined limit. If so, it would be immediate and significantly less, unlike the present system, under which you can wait up to six years for settlement.

The monetary difference in payouts would go towards rehabilitation, with reassessment of injuries every three years, and pension payments during that time of a percentage of what you had been earning (possibly 80%), or some other reasonable amount.

A compulsory first aid course for licence holders would also be a part of the package, which in some instances would help to reduce the severity of injuries.

The drawback with this scheme is that, even though it would be more equitable and more practicable, in the long term, it would probably end up costing as much as the present system.

ACCIDENT BASED

You pay according to your accident record. This would make payments easier for young riders/drivers and would provide an incentive to behave responsibly on the road.

However there are inequities here too, especially for motorcyclists. Blame would need to be allocated. What of the biker who comes off because of a car which doesn't stop? What about the corner with gravel that the council forgot to pick up? It would be no less complicated than our present scheme, although it would be worth considering in part.

AGE BASED

The younger you are the more you pay, broadly speaking. A scheme based on risk rather than record, and not all that fair either. We would certainly lose a lot of young riders, some of whom would wait until they were older and premiums were cheaper, and some of whom would never get on a bike and thus increase the accident potential of other bikers.

FUEL BASED

Superficially this sounds ideal, the more you are on the road the higher your chances of pranging, so the more you pay.

Hold on a minute. If there was a flat surcharge on each litre of fuel what about the bike which gets 30 mpg and the one which gets 120 mpg? The first rider pays four times as much insurance as the second for the same distance travelled.

How about a fuel tax for each individual vehicle model according to its expected consumption? Logistically difficult to say the least. To be fair it would have to take into account differences in riding styles, where the bike was ridden and when (country, city, peak hour etc.), increased consumption with age (the bike, not the rider, fool), modifications, sidecars, trailers and anything else you care to name.

It might have the effect of making people go easy on the throttle, but this wouldn't necessarily reflect accident risk. Definitely not a viable scheme.

ALCOHOL BASED

As with fuel a tax on alcohol, it being a measurable contribution to the accident rate. Hardly worth consideration, as not all who drive drink and not all who drink drive.

An off shoot of this might be to make people who are convicted of D.U.I., dangerous driving and the like work gratis for an appropriate period of time in hospital casualty, the morgue, Julia Farr, Northfield etc, since their attitude on the road is unlikely to be altered by fines or safety training courses. This scheme has been tried overseas with considerable success in improving road user attitude.

Such a deterrent could be applied to any scheme, but would probably have a comparatively marginal effect overall, in terms of cost.

Any insurance scheme could also be subsidised by revenue from traffic fines, an eminently reasonable and sensible distribution of such monies. Those who appear to ride/drive with less care would contribute more to the fund.

SUMMARY

These are by no means all the options available, and many of the ones considered here need more investigation (in between protest runs when we appear to be doing nothing). All the options so far have drawbacks, and the difficulty of developing a satisfactory scheme is increased by the possibility of adapting individual components from various schemes into the end product.

However, there are four areas which are outstanding in their need for reassessment:

First, we must get away from the common law base under which payouts are now determined. Some part of the common law system could be retained, but ceilings are needed to limit the rate at which these payments are escalating.

Second, trauma payments should be cut out in the majority of cases, or drastically reduced. Money cannot reduce the trauma of losing a relative. Payments should only be made to overcome a resultant financial burden, and then in pension form, as with the rehabilitation scheme.

Third, associated payments should be eliminated, such as those made to cover accountants fees for the management of huge lump sum payouts.

Fourth, road user education programs should be given priority consideration, beginning with school children and continuing through to advanced rider/driver training, with an accent on attitude, awareness, manual skills, vehicle behavior in given situations, and understanding the limitations and performance of other vehicles.

S.G.I.C. is currently looking at alternative schemes, and the commission has invited the MRA to present a paper on preferred options. At this stage it is impossible to say when a new system might come into effect, but bearing in mind the amount of research and assessment yet to be done, it could be a while. But the harder we work, the harder we push, the sooner it will happen. And it WILL happen.

Peter Mount

CALENDAR DECEMBER – MARCH

DECEMBER

1st	Riverland Tourers Toy Run
4th	General Meeting
7th	West Coast Register meeting
7th	South-East Register meeting
8th	Main Branch Toy Run & KR250 raffle draw. Leave Glenelg 12.00 noon
11th	Committee meeting
11th	Yorke Peninsula Register meeting
13th	Tourers Graveyard Run. Drive-In theatre then brekky at Clare. Meet Black Lion Hotel 7.00 pm. Bring bedroll.
15th	Snobs & Slobs breakfast 9.30 am near Uni footbridge on Torrens. Bring seafood & champagne or beer & chicken
15th	S.E. Register Christmas show
18th	Main Branch Christmas drinks at Black Lion
21st	W.C. Register Toy Run. Leave Westlands car-park 12.00 noon
28th	W.C. Register Christmas get-together
31st	Tourers New Year party. BBQ Sellicks Beach, sunset. Bring tucker, no glass

JANUARY

8th	Y.P. Register meeting
10th	Tourers meeting, Black Lion
11th	State Conference, Adelaide;
15th	General Meeting
22nd	Committee meeting
23rd	Mid-North Register meeting
24th	Tourers Clubman Rally Run. Leave Shell Eagle on the Hill 5.00 pm.
25-27th	National Conference, Perth
29th	General Meeting

FEBRUARY

1st	W.C. Register meeting
1st	S.E. Register meeting
12th	General Meeting
12th	Y.P. Register meeting
14th	M.R.A. Tourers AGM, Black Lion 8.00 pm
19th	Committee meeting
26th	General Meeting
27th	Mid-North Register meeting
Date to be arranged in Feb	for hire of Mallala circuit. Watch News & Tiser

MARCH

1st	W.C. Register meeting
1st	S.E. Register meeting
12th	General meeting
12th	Y.P. Register meeting
19th	Committee meeting
26th	General Meeting
27th	Mid-North Register meeting

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NATIONAL MOTORCYCLE MONTH

OPENING OF MOTORCYCLE AWARENESS MONTH
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BY THE MINISTER FOR TRANSPORT MR GAVIN
KENNEALLY

This is the start of month-long activities aimed at getting the wider community if not to join your group and share your recreation, then at least to understand what special joys and problems you encounter.

More than any other organised group of road users, Motorcyclists are safety conscious and for very good reason. Motorcyclists are more vulnerable than car drivers because they have so much less protection. So often the cyclist, himself or herself, is quite blameless; drivers at times do not concede to the motorcyclists their share of the roadway and often fail to keep a proper watch so they can avoid cyclists when that becomes necessary. So part of the problem is just as much one of educating motorists as it is to ensure that motorcyclists play their part.

National Motorcycle Month will assist in this educating process by emphasising safety and the need for a responsible attitude on the road by all road users, it is indeed in everybody's interests, and that includes the police, the hospitals and the insurance industry. I am pleased to say that such an enjoyable experience be shared around minus the agony of injury. Both state and federal authorities are working on this.

Thankyou for the ride you gave me down to the reserve (in Tom Griffin's sidecar, see photo elsewhere), a very pleasant introduction to the motorcycle, a sport or a recreation that I officially agree to be indeed "Magic", and this makes it even more pleasant to do my duty and declare National Motorcycle Month Open in South Australia.

SUMMARY OF EVENTS

Well, folks, another motorcycle month has been and gone, and hopefully the vast majority of Adelaide motorists are now a little bit more motorcycle aware and know that "Motorcycling is magic". And just in case you, our readers have been touring in Siberia for the last month I should explain that was our aim and theme for this year's National Motorcycle Month.

For the subcommittee formed to coordinate the month's activities, October started way back in April with fortnightly meetings to formulate a programme to get our message across with the greatest impact on the general public. Dozens of ideas were bandied about, and we initially set our sights high hoping for government grants, donations and sponsorship from some of the "Big Australians" etc. etc. Despite plenty of spirited lobbying, crawling and begging from Peter we came to the conclusion that we were once again "on our own". However, the lessons learnt will certainly stand us in good stead for next year.

Our lead-in to N.M.M. was a quite well attended blood run on Saturday 21st September. The following Saturday we were into N.M.M boots and all with our official opening fair at Wigley Reserve Glenelg where several thousand people saw our club, trade, and riding displays and had a chance to meet motorcyclists first hand and see just how magic motorcycling can be. The official opening was performed by the Minister of Transport, Mr Kenneally. He was picked up in a sidecar and delivered to the reserve with a motorcycle escort, and stayed around for over an hour after to meet and talk with people. The Mayor of Glenelg also spoke and welcomed us to Glenelg.

The shadow Minister, Mr Brown dropped in during the afternoon the free raffle for the Honda QR50 minibike supplied by the Honda Dealer's association was drawn and won by C. Harris of Eden Hills. Overall we were quite pleased with the day — next year we will probably expand it to incorporate a full bike show like the good ol' Rundle Mall shows of earlier years.

The very next day we were out at Mallalla with the M.R.A. tent and playing flag marshalls at the Juventus club Classic Bike race meeting. As always this was a very interesting day and well organised. Top racing, too, especially with the American "Team Obsolete" competing.

Saturday the 5th. October we held a very successful learner's instruction day at Oaklands park. It's encouraging to know so many people want to learn to ride correctly and are willing to make an effort to attend such days.

Next day, the 6th. we had a display of bikes at the Brickworks market and spent the day handing out pamphlets to people. Even though the two clubs which were to have made up the bulk of our display got lost somewhere in transit, we improvised and had a very good day almost relaxing for a change.

The very next day we were flat out again setting up a week-long display at Marion shopping centre and getting ready to welcome Hal Caston, our national President to Adelaide on his "Around Australia Ride" on a Pitman's supplied FJ1100 Yamaha, which I guess will make another story in itself, maybe from Ross Vickers who set the whole thing up. Well done Ross.

The long weekend of the 12th, 13th, and 14th was kept reasonably free and a few of us took time out to relax at the W.I.M.A. rally at Overland Corner, only to rush back to Adelaide for Monday to take a group of children to the zoo and a barbecue lunch.

The 19th saw us back at Oaklands Park for another very well attended defensive riding day, about 35 people in fact.

The following day was a chance to test rider's self restraint on their throttles in the fuel economy ride through the Adelaide Hills. Winners were D. Padghen on a DR250 Suzuki (250 class) with 120.5 M.P.G., R. Charman on a CX500 Honda (500 class) with 93.2 M.P.G., Ian Hammond on an XT600 Yamaha with an amazing 105 M.P.G., Henk Polljonker on an R80 BMW (1000 class) with 57.5 M.P.G. and the best sidecar was Wayne Hoskin on an XL350 Honda with 58.7 M.P.G. Mike Sutherland made a special effort on his Jota and won the greasy spanner award with 32 M.P.G. (he did two laps while everyone else did one).

On Friday the 25th several of the subcommittee went down to Reynella East High School to talk to students about motorcycles and attitudes etc. This was our first attempt at school talks and it was quite successful. We hope to expand on the idea and make it a year round exercise.

The grand finale of the month was the motorcycle awareness ride on Saturday the 26th. This year well over 3500 riders took part in the ride from Glenelg to Bonython Park and stayed to hear Dean Brown officially close National Motorcycle Month 1985 followed by three live rock bands including 'The Poojabbers'(?), "No U-Turns" and "Vortex". A very fitting end to a successful month. We owe Mark Palmer a special thanks for his efforts in organising the bands, and for the use of his P.A.

This report would not be complete without thanking all those clubs, trade groups and individuals who supported us in so many different ways that it would be impossible to list them all here. In particular the people who really bought it all

together were Peter Mount, Camel, Andrea, Chris, Bob, Tom, Gary, Sue, Michael and Denys. Next time you see them, congratulate them on a job well done – they deserve it.

ZOO REPORT

Since NMM this year coincided with International Youth Year we thought we'd do something for underprivileged kids and the result was the zoo run. On Monday morning October 14th, 27 members managed to drag themselves into the Black Lion, some considerably worse for wear (including our esteemed Treasurer looking what must be the worst he's ever been; our revered Prez. stripping in the main street; one bike nearly dropped while being parked; and who was that sitting at the bar soaking up Annie's coffee?) Never-the-less this raggle tailed mob representing the public face of the MRA eventually got its act together and rode to each of three homes to pick up the kids. Disappointingly at the first place the kids had "gone home for the weekend" so we weren't so impressed with the church's side of the organization, but we finished up with 10 kids and a couple of the foster parents and headed down to the parklands for a BBQ.

MRA provided cold drinks, meat, bread and sauce and while it was all slowly cooking (very slowly!) the kids seemed to overcome some of their initial shyness and joined in the general horseplay. Hopefully our Road Safety Officer has a better sense of direction on the road than kicking a football although it was eventually rescued from the Torrens. After the barbie we all headed off to the zoo.

Once inside the party split up into small groups following up their personal interests (the apes cage proved popular.) Two water-ferrets gave a public display doing what comes naturally (for action photos, see Steve, reduced rates for multiple copies.) One totally innocent, sweet, angelic person was held down across the tracks in the path of the oncoming kids train much to the amusement/disgust of the general public (honestly, you can't take MRA members anywhere.) At 5.00 pm it was back to the bikes, dropping off the kids and round to the Black Lion again.

Special thanks to our car driver and to Annie for her tasty rissoles (donated) the kids had a good time and it was great to see some of them again at Bonython Park. They saw all the bikes and insisted on coming over to find "their bikes" and riders and found some of us in the crowd.

Suggestions for next year include a longer ride and maybe just a barbecue at the end, with more kids.

CLOSING OF NATIONAL MOTORCYCLE MONTH

Mr Brown made this announcement when officially closing the Motorcycle Riders Month at Bonython Park on Saturday 26th October following the Awareness Ride attended by about 3,000 concerned bikers.

Mr Brown said "A Liberal Government will place great emphasis on improving road safety. A comprehensive plan of action will be implemented involving all road, vehicle and law enforcement aspects.

"The objective will be to make the South Australian community world leaders in road safety awareness and accident prevention.

"New young drivers must be aware of the dangers of injury and death on the roads, and what action they should take if they stop at an accident.

"Motorcyclists will be required to undergo off-road practical training before being issued a licence to drive a motorcycle. The facts show that the risk of death and injury amongst motorcyclists and pillion riders, is seven times greater than among drivers and passengers in motor vehicles. Almost three

out of every four motorcyclists killed are aged 17 to 25.

"That doesn't mean that motorcyclists are worse than drivers, but rather that drivers of motorcars are often oblivious to the presence of motorbikes. This is why I support motorcyclist awareness campaigns to help educate car drivers. Also a motorcyclist must relise he doesn't have the same bodily protection that a person has in a car.

"Full credit must be given to the Motorcycle Riders' Association which asked for compulsory practical training 18 months ago."

Mr Brown said it is time governments gave more than lip-service to road safety and implemented effective action.

The Ride



The Display at Marion

The Winner of Bike



The Test

The Minister Arrives





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WEST COAST NEWS

GYMKANA

It was a cool Saturday morning on the 31st of August when a mere handful of brave, galant motorcyclists belonging to the West Coast Register of the MRA, ventured to the outskirts of Pt. Augusta.

This being a mean feat in itself considering the bloody cold north wind howling down our throats. We did not let this deter us, for we were riding into battle against the might of the "Salt Bush Tourers".

After riding through wind rain and Pt. Augusta we came upon our destination, the sports arena where we were to battle these iron horse riders. Firstly we made sure that we had enough provisions and enough amber fluid to see the weekend out. Yes the keg was there and after consuming a few pints each we decided that it was time for the confrontation.

First up was the musical bikes followed by the balloon busting with the rolled up Sunday Mail. Mind you the balloons were half filled with shaving cream. Then came the iron man competition.

This event consisted of three parts one after the other. The event started with a 50 metre dash then a feast of frozen party pies, a swig of beer then ride your bike to the finish. Some fat balding bloke who says he's the President of the MRA lot, won that one.

Anyway after maybe about four more events it was decided that it was time for an ending so we all agreed and got stuck into the booze, and barbi (bar-b-que not barbie doll).

Then came the crunch Steve the Tourers President informs us that they beat us by three bloody points. What the hell we all said lets drink more piss and headed off into a night of revelry and to the swags for a nights sleep.

Sunday morning at around 7.00 a.m. we were all awakened by the sounds of snoring, farting and other unfamiliar sounds. We dragged ourselves outside pissing down with rain, again not letting a little down pour or two delay us we mounted (got on that is) our trusty steeds and headed for home.

Thanks to the Salt Bush Tourers see you in November Ha! Ha! Ha! for a rematch.

The President MRA West Coast Register.
John

Special thanks to Ross and family.

MRA WEST COAST REGISTER A BIT OF REGISTER NEWS

Phil Leslie has just purchased a Kwaka 900 after dropping his bike three times in the one day he thought it was time to buy something bigger.

Brian Langly our treasurer has just announced his intention to marry his long time girlfriend Debbie. Congratulations Brian from the register.

Tracey Ingus who lends his trusty 900 Baldodor to anyone found out that one of his mates couldn't ride it on dirt. It cost him about \$400 to repair it.

Joyce and hubby Paul have just got their Moto Guzzi back on the road after spending some \$2,000 getting it put back into running order. Buy a Suzuki they don't blow up.

Bevan Dinnson being out of work and needing two new tyres for his bike swapped his sidecar for them, until he became more financial. Very smart, I need a new fuel tank, I wonder if they will swap my two teddy bears for one.

Steve West one of our newest members blew up his Ducati coming up from Pt. Lincoln. He and his girlfriend took three

hours to get from Tumbay Bay back to Pt Lincoln

Get a Suzuki they don't blow up. John Kocsis that's me well what more can one say. Thats me. I ride a Suzuki and they don't blow up!

Max Halilis everyone knows Max, he has just purchased a trailer for his motorbike. He will probably be showing it off.

Tony Birch is thinking of purchasing another bike. I think he is looking at a 650 Yamaha Special. "Get a Suzuki"

Ken Moffet has traded his Yamaha 1100 in on a 900 Ducati. We haven't seen it yet but he says it goes well. "Not as well as Suzukis! !!"

Who's Ducati fairing was held on by wire and string after the bolts fell out?

How many West Coast members fell in the creek at the Worlds End Rally?

Who couldn't find his tent and then tried to get in through the window when he eventually did find it?

Guess which register won all the tug-of-war events at Worlds End.

WORLDS END RALLY

Those of you who didn't go to the Worlds End Rally missed out on a great weekend. The West Coast Register had a good turn out with 22 members going. Hal Caston who had a stop over in Whyalla Friday night travelled with us to Port Augusta where he was met by the Broken Hill Register.

On the way to the rally if you were the unfortunate one to stop at the lights next to Bevan with his dog Vince in the sidecar you were likely to get nipped on the leg. At the rally we consumed lots of booze and very little food.

I thought the gymkhana was the highlight of the weekend with our club bringing home a trophy for the tug of war events. We took on all comers and beat them all even the women won. The snag (smothered in sauce) eating event was a great laugh, if you didn't get to bite it you were covered in sauce or better still fell of the bike trying. Of course the man in Blue paid a visit, and Birchy insisting on a photo next to him had his mug shot taken by them.

Everybody raged that night and many had sore heads the next morning. A number of our members who didn't expect to find water in the creek found out otherwise and got a bit wet. You should try finding your way around in the dark with only camp fires to guide you, even your own tent was hard to find.

After eating very little food we stopped in Quorn Sunday morning to get something to eat. John our President was getting stuck into his pies to discover they were mouldy. No need to repeat what he said to that.

Anyway we all had a good weekend and ride home.
See you all at the next rally.

Joyce, West Coast Register



TOURERS REPORT



The MRA TOURERS have been in motion for a year now and since the inaugural run back in November 84, our membership has grown steadily from the eighteen who joined on our first run to the Barossa Valley to forty-two at the time this article was written for "Centre Stand." The tourers have kept relatively low key over the winter months mainly attending rallies around South Australia and Victoria. Individual members of the Tourers have won awards at the rallies for longest distances and smallest capacity bike etc. MRA TOURERS as a club won the highest club attendance at the Wima Rally (Rally Round the Bend) at Overland Corner on the October long weekend, with a total of 18 members. The award is on display at the Black Lion Hotel Hindmarsh and we are sure it will be one of many.

If you are interested in attending any of the Tourers runs or functions but you are not a member it doesn't matter you will always be welcome.

If you wish to join just come along to a run or attend an MRA meeting or come to the MRA TOURERS meetings which are held every second Friday of every second month (are you getting confused?) or see our membership officer Andrea Dell. Our next Tourers meeting will be held at the Black Lion Hotel on January 10th 1986, with our AGM on February the 14th, when our elections will be held to elect a new committee.

The joining fee is eight dollars for single membership for your first year as this includes your Tourers patch and five dollars every following year. Family membership is fifteen dollars which includes two patches and ten dollars every year you wish to remain a member. The only thing we stress is that you be a financial MRA member to be able to join the MRA TOURERS.



Do the Tourers Manage to tour as well as the way they hang their banners?

The committee would like to thank all Tourers members for their help and support during Biketober especially for the display which we put on at the opening of NMAM at Wigley Reserve, Glenelg and to the checkpoints on the fuel economy run.

So if you are interested in going on rallies, riding through the hills or just sitting and talking with some good people with the same interests as you, if you're a member or not just come along to a Tourers run or meeting and say ga'day.

Ride Safe, Captain Bent Forks.

We had our second Blood Run for the year, as usual to the Red Cross House on Pirie Street, on the 21st of September.

We had a good attendance as always with around thirty members, with a couple of people giving blood for the first time, good on ya fellas. We didn't see a lot of the regulars but we put that down to the Malee Rally being run on the same week-end. Many thanks to members who came along in the morning, and took off to the rally afterwards, I hope you all had a top week-end. Tom, were you able to stock up for the rally with their free booze?

Media coverage was a bit slack if you wanted to see your self on telly, with only Channel 7 turning up, and then not giving us any airtime, something to do with an earthquake in Mexico, and a large number of horses parading around Blackwood's main Drag.

Once again many thanks to all who participated, hope to see you at the next one.

Sue



Blood Run - September

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4B's REPORT

The 4B's have encountered a few changes since the last report with an increase in active members, the retirement of Ray Drew from the position of co-ordinator and the appointment of Neil Spencer as co-ordinator and Lynne Rigby as treasurer.

The 4B's thank Neville, family and friends for the effort and organisation of the first, and hopefully not the last, Mallee Rally at Paroona. All those I've spoken to had a great time. Following up on the Julia Farr Centre exercise Doc and Peter have been out on two excursions with the 4B's and have enjoyed themselves immensely. We are receiving regular correspondence from Doc, who now wishes to go for a ride in a sidecar in the near future.

The Castrol 6 Hour party at the Black Lion was a social success this year, although financially it was not successful. With good riding weather and the fact it was not televised for the whole 6 hours had a lot to do with the reduced numbers this year. Hopefully next it will be a better story.

The 4B's have had a busy period over the last few months with donations to the hospitals, R.A.H. received pinup boards to the value of \$500. The Q.E.H. will be receiving in the next couple of weeks a Skeleton for training of Nursing and Medical Staff in the orthopedic area. The most recent purchase by the 4B's is a trailer 5' x 7' for the collection of downed bikes and MRA activities, with the details to be finalised by the 4B's.

At present the number of accidents occurring by right turners is increasing so be on the look out and stay upright during the festive season. Have a safe and Merry Christmas.

Yours, 4B's Members.

N.B. If interested in the 4B's contact Neil on 265 4164

Dear Editor and Readers,

Being a member of the M.R.A. 4B's, I felt quite "Touched" (speaking from a females point of view) and felt I had to write about two ex motor-cyclists, who are now permanently confined to wheel chairs and live at the Julia Farr Centre at Fullarton, S.A. On Fathers Day the 4B's organised a day with "Peter and Doc" to go along to A.I.R. They arrived in a van and we set them up so they could watch the races. The weather as we know was so cold, wet and windy, many of us kept rugged up with leather jackets, wax cottons and helmets etc. to keep warm and dry.

Lunch break, our two guests "Peter and Doc", braved the cold and wet and were wheeled over to the M.R.A. tent for lunch and to meet other motor-cyclists. They made instant popularity, despite that they could not speak plainly due to their injuries, and they were looked after extremely well by everyone.

After lunch "Doc" went back to the van and watched the races and Peter stayed at the tent and braved the cold and wet by staying there most of the afternoon, and really stirred up a female member and had us all in laughs.

On returning to the Julia Farr Centre and settling themselves in once again, we were shown photos of "Doc" and his M.C. a Ducati and his photo albums of his days on motor-cycles. "Doc" has been in a wheel chair for about seven years and still has a smile on his face to even mention motor-cycles.

"Peter" was very tired by the time we got back to the Centre and he said that if he could ever ride again, "he would" and has never regretted riding bikes. Peter also has been in the chair for seven years and both Peter and Doc have been at the Centre about seven years. Peter used to ride a Honda, before his accident. Peter may be leaving the Centre to go to Bendigo

to live with some friends, so we wish Peter all the very sincerest of best wishes when he goes to Bendigo.

When leaving, "Doc" came down to see us off in his battery operated wheel chair, (his motor-cycle as he calls it). He came out into the cold then as we were leaving he asked us for two things, one, if we could do a "Wheeleie" and I saw a big smile on his face when he was asking us, as if he was really enjoying himself. (No we didn't as we thought it wasn't really the place to do it).

The other thing he asked of us, it, could we arrange one day maybe if he could go for a ride in a side car. I asked if he was serious and he said YES. Yes, "Doc" we will arrange something for you.

Our two guests opened my eyes to a lot of things. At first it scared me to see these two guys disabled like they are, through motor-cycling, but through them, they are the ones who gave me courage and brightened my ideas up about a lot of things in life. Peter and "Doc" thoroughly enjoyed the races and mostly the company of other motor-cyclists. Despite their disabilities, these two guys are real motor-cyclists and I was very proud to be in the 4B's S.A. to have been part of their day which was made so much brighter for them and I know that Geoff, (my other half) and myself will be back to see the guys and anyone else who is interested, come along and bring as many motor-cycle photos as you can, these guys really enjoy our company.

The guys really enjoy a beer or two as well. So being in a wheel chair and disabled does not mean that they should be shoved in a corner, they are real good sports and still love motor-cycling. We hope to arrange another day out for the guys again. Good on you Peter and "Doc".

Lynne Rigby, 4B's S.A.



Yours Truly, Lynne Rigby, with fellow 4B members Cathy & Peter Vovers & Baby Megan are looking onto patient Ray Byrne from Spartans Motor Cycle Club.

RALLY REPORTS

PARILLA RAMBLINGS

Dave to Jessa on leaving Adelaide, "Why you got your wet weather gear on already?"

Dave to Jessa a few miles down the road, "We will probably have to pull up in a minute to put on our wet weather gear."

This was the the fourth year in a row it had rained on the way down to Parilla. It wasn't the rain that was the problem but the wind. Poor Dave on his 250 Hawk was in fifth gear most of the way (it has six) and at one stage even tried to slipstream me on the Freeway.

We hit Parilla just on lunch time Saturday and it wasn't hard to see where the pub was. A parstie washed down with three bundies for lunch and it was out to the rally site.

The sand in has never created problems for me but it can be tricky if tackled too hard. Ron hit full on and nearly lost it . . . a couple of times in fact. One rider on a 600 trail did come to grief and broke his leg in a couple of places. He spent the weekend in Lameroo Hospital . . . lets hope he's riding again soon.

After checking in and setting up camp it was gymkana time. Bob and the crew always come up with a good gymkana that is usually well patronised, considering there aren't any prizes. At one stage he had us pushing a sidecar up and down the track.

After tea it was time for some serious drinking and with bottle of rum (or two) we set off on a campfire wander. We eventually came across an unattended campfire, and so we stopped for a while. Before you say Greenginergusslersareaprittygoodbunchofpeople backwards we had a party going with lots of people.

After the third bottle of steam things got a bit hazy but apparently we had good time (well according to reports next morning anyway) Despite what Moira says I reckon I crashed (for the second time?) about one am. (Moira says she saw me about 2.15 am . . .).

Up reasonably early next morn and was surprised at how well I felt. I should of been very crook but besides the crap a dog left in my mouth I felt well.

After the awards at which we didn't win anything it was a matter of packing and heading off home. The ride home was not much better than the ride down with wind and rain coming at us from all directions. Still we got home about lunch time.

A top rally, probably the best I've been to for a couple of years at least and Bob assures me they have enough names in reserve to keep it going for a few more years at least . . .

Jessa

SON OF MINI

Held on the weekend of September 13-14 and 15th Between Kupunda and Marrabel in South Australia's Mid North.

On the week preceeding the Rally the area had approx. 100 mm of rain so some of the track in had to be changed slightly to avoid a river crossing over 1 metre deep.

With only about 5km from the mainroad to the rally site you would think things could not get too bad. WRONG!! I had the outfit going sideways most of the time and sometimes bloody near backwards.

Now the site, I was the first one there, as Jessa had the Ford F100 bogged four times comming through the padock, and it was bogged again when I found them-they should have come by bike!

Friday night was a quiet affair, some would have been scared off by the track but those who did make it in awoke rather

crook Saturday.

With the sun almost shinning and a gentle breeze blowing the track showed signs of drying out for the whimps, late comers and pub crawlers.

Night fell, and so did some rally goers (must have been the weather!) The Whale joke got around, much to the annoyance of the receivers, and some worked on their hangovers.

Sunday, Oh! Bloody Sunday! who hit me with a semi? The trophies were handed out, can't remember who won what though.

The sun's shining now, by the look of the left overs walking (! ! !) around without shirts on and the winter whiteness.

Top rally, Thankyou Jessa and Co.
The caterers, Not the Publican (but maybe!)
and the MRA Tourers for the Gymkana
See ya next year!

SON OF MINI RALLY (from a different angle!)

"Im never gonna help organise another rally . . . ever", Jessa August '83

"Im never gonna help organise another rally . . . ever", Jessa September '85.

Things just weren't going to plan on the Thursday but it was too late to pull out then. We battled on as good little bikers do. Wayne picked me up (late as usual) on the Friday morning in the F100 (well we did have to take the toilet up) and we headed for Daves, the weather looked bloody crook. A bite to eat at Kupunda, throw the loos on and head for Marrabel, where we discovered that they had three inches of rain that week. Was told we could get bogged going out to the site . . . we didn't get bogged once . . . four bloody times we got bogged and had to be almost lifted out of the last one.

Tom was first on the scene to find no rally. (we were still bogged) but it didn't take long to get control tent up and to decide to not open it till tomorra. As there were plenty bushes around we didn't put up the loos till morn either.

Friday night and we copped abuse all night from riders who got in. Stiff fellas, remember half the fun is getting there . . . some people actually walked in . . . still we had a good quiet (except when Johnno turned up) night.

I knew I was in trouble Saturday when I had my first beer about 9.00 am and at about 9.00 pm. I was right. Bikes kept coming in constantly most of the day all swearing about the road. A well run gymkana in the arvo kept the natives quiet and happy. Jessa and Grant won the three legged race and after what seemed like a million tugs the Guzzler's won the tug-o-war trophy.

Saturday night became a bit of a blurr but do remember Rick suggesting we try and get a zillion people in a 44 gallon drum. Worst of all we tried.

Then someone stared "The Whales" (Editors note: Milo, Georgina and Tom actually kicked it off) and it seemed everyone was doing it. I ended up sleeping under the stars while Wayne and co. ceromoniously burnt my T-shirt. . .

Sundays awards . . . well Sandy won longest distance Pillion while Michelle took out longest female, the rest are a mystery to me. To those people who turned back when they saw the mud. . . you missed a great rally by only a few K's . . .

Jessa



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