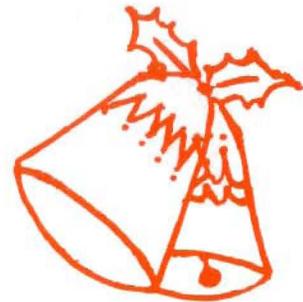




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Greetings**



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INC. Registered by Australia Post. Publication No. SBH 1345

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Part of the crowd at the Annual General Meeting

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EDITORIAL

Well, here we are, back again. As some of you may have noticed or heard by now, the MRA Adelaide had their A.G.M. in early September, when the last magazine was at the printers, so this has been the earliest and most convenient time to inform you, the members, as to who now occupies which Committee positions. A full list should appear somewhere in this magazine.

Thanks again to those members who made the effort to contribute articles and/or photos for publication. Remember, you control the tone of the magazine depending upon your contributions - from 'chatty' and 'newsy' through to high political comment. The choice is yours! So how about sending us an article for the next edition? Closing date for the March '87 issue is the first of February '87.

We hope to see everyone at the annual MRA Toy Run in December - remember all those kids really do need our support.

Whilst we are on the subject, allow us to wish you all a Merry Christmas and a safe New Year.

*So, till next time,
Ride Safe, Tom, Milo & Wendy (our new typist)*

PRESIDENT'S REPORT

To date, I have been able to resist the impulse to discuss the constant barrage of public criticism of all the Australian motorcycle lobby groups and the people in them. Perhaps I should continue to resist the impulse, but it has been getting under my skin, and everyone else's too, for a number of years now, and although I have no intention of jumping into the public arena on the issue, enuf's enuf, and if it's O.K. with everyone I'll air an opinion or two.

I am sure that most people who are in a position to have their ideas heard do not intentionally perpetuate the animosity which appears to exist between the various motorcycle factions. They are merely offering their opinion, and stating the facts as they understand them (There, that's a nice, gentle introduction, isn't it? Although it's not easy keeping out the caustic comments).

Unfortunately, many put pen to paper without being fully aware of the facts, and others pick the facts they need to make a point and ignore the rest. Either way, it's not a sound basis to air views, and these people leave themselves wide open for others to come along and dispute the "facts", because "facts" are often simply conclusions drawn from inference (and that's a "fact", too).

Even though the people in this group care for motorcycling in their own way, seeing their names and opinions in print is more important than getting their information in perspective.

A smaller group of people know all the facts, and they try to clarify the issues by fair presentation of those facts. This is necessary to keep things going, as it provides a constant source of new material for everyone else to write about. I'm being a bit cynical here, because this course of action is often justifiable, but it does add fuel to the fire.

To yet another group, facts aren't overly important — they serve merely as a launching pad for personal diatribe when things become slow, or when people feel personally slighted, or when they believe a duty has been neglected or even because of a personality clash — it doesn't much matter, as long as something is said. These defend at the drop of a clutch.

A fourth group is a bit of a lost cause. These people think the whole scene is pretty tedious, and can't be bothered making any contribution to the bunfight. All they do is mutter amongst themselves now and then, bemoaning the existence of such a damaging situation, but more often just cracking up over the incredible literary antics of the other groups.

These people can occasionally be persuaded to say something, but only when it applies directly to themselves, or they have first-hand experience of a particular case. They usually prefer to go about the business of motorcycle politics without a lot of fuss, and without screwing things up for other motorcyclists.

The irony of it is that all the people in these groups care where motorcycling is going in Oz, and yet those in the first three groups let their own personal problems, attitudes, hand-ups, and opinions override the common good. They are paradoxes: they see so clearly how others are destroying our organizations from within, yet they are so blind to the damage they themselves are causing by the same means.

It would be silly to say that everybody who goes to press is a self-opinionated prima donna, but some of them sure like to get their rocks off in public, and I for one (of many) think it's blatantly obscene, and a damned insult to those who want to work constructively for what they believe in, and who are continually forced to repair and rebuild.

It's enough to get a bloke's dander up, to see the amount of effort that people give so freely to their organizations, and to know that half that effort will be wasted on overcoming discreditation and undermining caused from within.

I'm certainly not being "holier than thou", for I don't believe any person or group should be beyond constructive criticism, otherwise we keep making the same mistakes, but if you blokes can't say something positive, then don't say anything at all.

I reckon hardly any motorcyclist is the least bit interested in the childish bickering which goes on ad nauseum, so ego trip amongst yourselves, chaps. We have enough problems to fight outside, thanks.

On a much brighter note, the September AGM saw some major committee changes. Those people who didn't stand again have earned a rest, and I reckon they deserve a beer or two for the effort they have put in to make the MRA work. It's good to see new blood coming in too, as it keeps the committee active and imaginative, and prevents bad habits and complacency; and, of course, we need the people who stay on, for this continuity has a stabilising effect on both the committee and the MRA itself.

A number of goals have been set for the next twelve months, all of which are achievable, and I think we have just the committee to see them through.

Peter Mount

YOUR 1986-1987 COMMITTEE

Thanks must go to the '85/86 committee who did a wonderful job over the past twelve months. And to the '86/87 committee, good luck; we are behind you all the way . . .

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RADIATA RALLY '86

Twenty-five kilometres East of Penola in the South East is a place called 'Mosquito Swamp', where the SE Register held their first rally. The area is ideal as a Rally Site – a large swamp, surrounded by large areas of flat, clear, sheltered land; accessible via a slightly sandy track (which was to provide plenty of amusement). Firewood was available in quantity, and the large central fire was soon accompanied by numerous smaller campfires. Over 130 riders and pillions turned up from various parts of S A and Vic.

Numerous Gymkhana events had been planned, and most were completed by last light. The six-pack race was won by Roger Jarek (SE Reg) on a borrowed Honda 125 Benly, which was also ridden by the second placegetter. This little bike really put in a good effort over the weekend and featured in most of the events. For a small bike with no brakes at all, a unique kill switch, and a sort of automatic 3-speed box, the Benly was a gem, richly deserving the trophy it won as Rat Bike. Not really deserving the physical and verbal abuse throughout the weekend, it soldiered on and was still operational on Sunday afternoon. Thanks to Trevor Taylor of Penola for providing the little workhorse.

The major event of the Rally was the "King of the Swamp". Basically, this consisted of an all-out race around the swamp with no holds barred. Only four brave souls fronted at the start line, and they were duly set off on their epic circumnavigation. This is a LARGE swamp and is naturally surrounded by marshy areas which promised some interesting sights. We weren't disappointed. Leading all the way was our local swamp-rat Graham Webber on his trusty Honda 750. Whilst his victory was never really in doubt, the others in the race were determined that his victory would not be for free. It will come as no surprise to most to find that the swamp mud is black, sticky and decidedly smelly. Truly an event for the strong of heart!!

With the Gymkhana completed, we got down to the serious work of discussing the political state of the country and the political state of the country and the pros and cons of various brands of bikes, all being well lubricated along the way (some being VERY well lubricated).

The sun rose the next day (as it always seems to do) to reveal more than a few sore heads – one of the worst being our own Gregg Morrison, whose head was decidedly delicate. He would obviously have a hard time at work that afternoon (you must be a masochist Gregg!!). However, the winner of the Best Hangover Award was to be Henk Polljonker from MRA Adelaide; truly a sick man and deserving of such an award.

Longest Distance Award went to John Vanournd of Sydney-1500km (on a new bike as well). Oldest Combination went to our "oldest biker in town" Cyril Dohnt (56 years old) riding a 13 year old bike. Hard Luck Award went to Bruce Denson from Adelaide. Longest Distance Chair – Doug Pfitzner Melbourne 481 km, Highest Register Attendance – MRA Tourers Adelaide, Best Club Mileage – MRA Tourers, Youngest at Rally – 9 month old daughter of Roger and Rosie Clothier (sorry, no name).

In all, the first Radiata Rally was deemed a complete suc-

cess and hopefully it will be an addition to many a calendar, thanks to all who kept the site clean and tidy. It seems certain at this date that we will get the site again.

An interesting sidenote is that we have been advised by local logging firms that, due to our presence, this was the first weekend when their units had not been vandalised.

See you at Radiata '87??

Snoopy

4 B's REPORT

The 4B's have completed another successful Castrol 6 Hour Party & B.B.Q. The Castrol 6 Hour was held at the Black Lion. Those who attended had a good time and ate all the B.B.Q., the Yam. riders seemed to get a bit vocal at times. Thanks to those people who helped on the day & those who came back from the Rally early to be with us. Looking forward to another Great Castrol next year. I would like to know who won, just a small irrelevant point anyway.

The 4 B's are reaching further a field these days. We welcome the 4B's at Pt. Pirie, who are currently visiting the Pt. Pirie Hospital, Pt. Augusta Hospital has given permission for the 4B's to start visiting there and in Whyalla we are starting to get things moving to start visiting.

In Adelaide we are organising the 4B's trailer so that one person will be able to lift any bike, in any condition to be picked up. We are working on a winch system for the lifting.

If you feel that you feel that you would like to visit hospitals and help with the P.R. of motorcycling you will be welcome as a 4B's.

Allan Green, Co-ordinator 4B's

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WHITE LINE MARKINGS

There isn't a biker on the road who doesn't know about the dangers of white markings. It was one of the earliest things that I was told when I first threw my leg over a 250; since then I've also learnt not to put a foot down on one either. They're just one of the many hazards peculiar to motorcycling and its an unfortunate fact that most of the people that are employed in relevant areas drive cars — if they rode bikes, I'm sure their awareness and concern would increase dramatically. The government, both State and Federal, make a lot of political mileage out of supposed concern for road safety issues and I've always felt that here is something much more tangible than trends and statistics which could be improved relatively easily. To get an idea of just how easily I went with our esteemed Prez whats-his-name to the Highways Department one sunny afternoon.

Most members know about the MRA's continual lobbying in this area and the promise received from the Minister of Transport, the Honourable Mr G Keneally. This meeting was to update what had been achieved so far in various trials the Highways Department is now undertaking.

The following information is a summary of an hour and a half's discussion between Peter, myself and two very helpful and cooperative members of the Highways Department, Mr Bruce Burman (Services Engineer, Pavements) and Mr Joe Rich (Chief, Line-marking crew). To them, on behalf of the MRA, I offer my appreciation and thanks for making their time available to us and allowing their comments to be reproduced in this article.

Friction co-efficients are measured in B.P.N.'s (British Pendulum Numbers); they may as well be Big Polar Bear Newspapers — the unit doesn't mean much in itself, but the relative values will give you some idea of comparative slipperiness. For example, bitumen has a BPN of around 50, white paint 35. Over a period of time the BPN of white paint increases, that is, as it becomes more worn it becomes less slippery so after about 15-18 months, just when its starting to get some surface on it, its due for repainting!

The trial out on the Port Wakefield Road (north of the bridge) which we alerted members to some time ago, is still continuing. Twenty — four test strips are laid out made up of a combination of nine different materials/application methods. Ideas being tried to make white paint less slippery include a glass bead "drop on" and a quartzite "drop on" — both these surfaces appear to be wearing very quickly, that is, they are rapidly becoming slippery again. A paint and quartzite

pre-mix, according to initial results, is resisting wear very well and has a BPN similar to bitumen. Interestingly enough, even the source of quartz is important, since a paint and sand premix also in the trial appears to be losing its high friction properties rapidly. The quartz particles in sand are more rounded due to water action and tend to layer out in a mix giving it a smoother surface. Other sources of quartz tend to have particles randomly arranged to present a much rougher surface. (For the technically minded, a pre-mix has 50% additive mixed into the paint w/v before it is applied; a "drop on" consists of 220g of additive per metre of painted surface literally dropped on to it while wet).

Unfortunately there's a new product on the market now, "Thermoplastic", which is particularly long wearing (read "cheap"). I say unfortunately because it has a BPN of 27, worse than white paint! Using Quartzite as a drop on treatment doesn't seem to help much either, giving good adhesion initially but wearing off very quickly. Thermoplastic doesn't improve with age as white paint does either, one of the implications of being so long wearing. Yes, Thermoplastic is already being used on our roads but definitely not on arrows, Watch out for it on stop bars and pedestrian crossings — it does look different from paint if you look closely as you approach it. ("Why did I run into the back of that car Officer? Well I was busy looking at the road markings"). The Highways Dept. is now approaching the manufacturer to mix quartzite and Thermoplastic together, the difficulty here being the reduced amount of binder in thermoplastic, only 20% compared to paint at 60%. Recent test results on the trial sections suggest that quartzite dropped on a different thermoplastic (new formulation) is achieving better skid resistance than was obtained previously on conventional material.

Thermoplastic can't be used where the road surface is undulating or where alterations are expected to occur (due to its long life). Fortunately due to its comparatively high initial cost not much of it will be used in any one year — paint will still be the predominant material in the near future.

Another aspect of trying to find a better white surface is the expense that may be involved in modifying existing road marking machinery. Fortunately a quartzite premix will only require minor changes. As with all government departments, Highways have had their budget reduced and this affects plant replacement and modification. Economics are a large determining factor. Although Thermoplastic initially cost perhaps five times the cost of paint, it also lasts five times as long. (These estimates are for straight roads, intersections will be

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different again). Thermoplastics are also porous ie they absorb oils etc. This opens up the possibility of drainage – formulating more voids into Thermoplastic so that “car droppings” can go right through.

However according to Mr Burman economics have to be kept in perspective at both ends of the scale and at this stage serious consideration of using the quartzite premix will occur at accident record spots, particularly arrows, turn lines within intersections, stop bars and pedestrian crossing bars. The expected life of Thermoplastic is about five years compared to paint at 15-18 months or paint and quartzite which adds an additional 15% longer life (and costs about 18% more).

We suggested the use of white bitumen. The problem here is that it rapidly discolours. Only the binder itself can be coloured white (the stone is blue/black still) and this only makes up 6% of the total mix. My suggestion of using a white stone as well won't work either, since white stone is even more acidic than the usual blue/black dolomites used and the binder won't bind. Specialist placement of white mix (e.g. a white bitumen arrow on a black bitumen road) is also doomed to failure because of the extra labour costs and the necessity for cold joints- water gets in and cracking results.

You may have noticed a few intersections surfaced with besser blocks – the idea here is to try and overcome rutting failures under heavy usage. At present the white markings are painted on but it would be a simple job to use white blocks instead. This also has the advantage of being easy to alter. Overall costs and long term wear have still to be established.

An epoxy mix also exists, a small quantity of which was kept on hand during the Grand Prix in case of surface failure. However at \$1800 per tonne it doesn't compare to normal asphalt at \$70 per tonne.

At the St Vincent street approach to the Black Diamond corner a new product, Stamark, has been down for four months. It is a white compound with glass beads throughout and comes with an adhesive backing. The South road/Bridge road intersection has some as well and so far it seems to be wearing extremely well. No BPN is available for it yet until assesment is completed. Again it is an expensive product but it may have some specialist uses, for example in remote areas where lack of maintenance may help balance the initial high cost or situations like the Grand Prix track where they can be removed after the event.

A new trial is also underway at the Tapleys Hill/Henley Beach road intersection consisting of paint and quartzite (both graded and ungraded); paint and drop on (ungraded); thermoplastic; paint only (control). Work on trying to improve the Thermoplastic is only just beginning. After all this, there still remains another problem – the Highways Department have to find a method of lifting the old white markings from the road when alterations are necessary.

All in all white line markings are not as simple as they seem. Again, my thanks to Bruce Burman and Joe Rich. To all the bikers out there who have ever come down, skidded or found themselves in an “Oh F. . . .” situation due to road markings, rest assured that the wheels of progress are in fact turning, be it ever so slowly.

Chicken Knees

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MOTOR AWARENESS MONTH

This year's Awareness Month kicked off with the by-now usual Blood Run. With good press releases and a lot of leaflets, nearly 70 bods fronted for the run, more than in any other year. At a pint each, those bikers would have completely replaced the blood in seven people. Not a bad effort.



A big drawcard to blood runs is the coffee, bickies, beer, (and more beer) and socialising afterwards. It's always a top day.

While this was going on others were running riot (well, waddaya expect from bikers) through the city carparks, Sticking "Be Aware" pamphlets on windshields. Let's hope it has some effect.



A fuel economy ride was held on the long weekend in October, and although there was rally, Ponde, and other functions on, a fair number still rocked up, and they all reckoned they enjoyed themselves. Maybe there should be a barby afterwards in the future. A Channel 2 cameraman took some footage from one of the outfits. Brave bloke. Bet the film was shaky.

A lot of organization went into an advanced rider training day at A.I.R., which would have been successful if the weather had been better and more people had turned up. Hal Hutchesson Bob Green, Peter Dunstan, four of S.A.'s top A Grade road racers, gave the tuition, and although a couple of people didn't get what they expected, the majority thought it was value for money.

If another one is held it will be at a cheaper venue, and hopefully will include other aspects of roadcraft which it wasn't possible to have at A.I.R.

Awareness Month fizzled out on October 25 with a novice



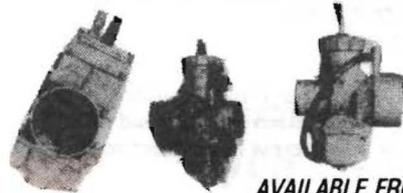
Now for some finer points

training day at the Road Safety Centre, which was poorly attended. Most of the novices were probably at the Grand Prix track picking up a few pointers. It's quite likely that the MRA instructors got more out of the day than the novices, with all the riding they managed to get in while the others were in the lecture room.

It's even rumoured that one of these MRA people, in a singular display of utter insecurity on an unfamiliar machine, systematically began to demolish the complex. He will probably be at the next sidecar training day, if he hopes to get on a certain person's outfit again.

There was no special Opening Day or Awareness Ride this year due to a shortage of man — (and woman —) power, and commitments in other areas. However, there will certainly be one next year, and possibly a few surprises, just for something completely different. If anyone is interested in getting on the MAM committee, see Jolyon Porter, as action has already begun!

Thanks must go to all those people who helped so willingly at the various functions, and to those who supported the MAM committee earlier in the year; they played a vital part in the success of the month, and are highly appreciated. A special vote of thanks also to Jolyon, Peter Bernardo, and Dave Rault, who were responsible for making everthing come together. Good one, chaps.



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A DAY AT A.I.R.

I opened my eyes and rolled over and looked at the clock. I flew out of bed, as it was late, 20 mins. to 8 and I was supposed to be at A.I.R. at 8 am.

Ten passed eight, and I arrived at the track, boy was I glad the cops weren't up yet! There were twenty three of us, that paid for the Advance Rider's Course, with Hal Hutchinson, Peter Dunston, Bob Green and Derek Foster (who arrived later) who were to be our instructors for the day.

First the instructors check, all the bikes, brake pads, tyre pressures, etc.

Then we were split into two groups, to do slow speed slalom and small circles to the right and then to the left. I think a few of us were embarrassed with our first few tries at the slow stuff.

Then we were split into four groups with a instructor each, our group had Peter Dunston. Emergency braking at 60 kmh was next first Peter went down the track and came back at 60kmh and when he was level with the witches hat, he braked hard without locking up the wheel and another hat was placed at that spot. Then we all took it in turns. I wasn't too good the first time, Peter suggested I should use four fingers on the brake lever, not two. After a few more times, Peter said that I was doing everything right but my brakes weren't working properly (which I knew.)

After that we started on 110 kmh braking (which I had never done before;) And again I had trouble stopping in the right distance, but I wasn't the worst one, even though I had the worst brakes.

Then we played follow the leader around the track, to learn the right line through the corners.

Then we had a Bar-bee lunch, which was very nice.

After lunch the four instructors said that they would take anyone who was game for a ride on the back of their bikes, to show us at first hand, how to take the right line through the corners. Not everyone went around, I went around once and got off Peter's bike shaking. As I watched the others go, I thought I might not be so scared a second time. When Peter came back I asked him if I could go again, "Sure" was his reply. Away we went around the track, twice this time, it was so fast and so smooth, it was like it was on rails, I loved the way he rode that bike, it scared me, but I loved it.

After that we rode around the track practising the line. I enjoyed the day and learnt quite a lot. I just wish the wind hadn't been so gusty.

Wendy Polljonker



BIKERS ARE NO WIMPS

York Peninsula Register of the MRA made history last month when one of its local members took our the title of South Australia's inaugural "Mr Puniverse". In this, the jubilee of our state, David "Bones" Bickley made a new name for himself warding off the unexpected attention of hundreds of screaming "groupies" in the Westfield Shopping Centre.

After years of neglect and self abuse, Bones was unquestionably the obinous choice for the many accolades he received, with a trip for two to Alice Springs included among his prizes.

Already he has stepped up from his 100cc dirt basher to a new GPZ 250. He shrugs off his defeat in the national play off in which a Queenslander (who else) won Australian Mr Puniverse and comforts himself with the knowledge that he only needs to wait until Melbourne Cup day for his first legal drink.



Bones having a snack after final judgement

SOUTH EAST REGISTER

Firstly let us get one thing into perspective. The Presidency in our illustrious S.E. Register was changed some time ago and even upon informing our beloved leader Mr MOUNT. I still see that in the September issue of our magazine, reference is still made to the former president and secretary. Perhaps there is a lack of communication between the heavens and earth, so I am writing this letter to officially inform our members that it is I who am now President and the new secretary is JOHN BOSCO, his address being Flat 1/2 Belt Road Millicent. Now hopefully this information might be of some benefit to you for future reference.

Secondly our official postal address is as stated in the committee listing of this magazine. I am somewhat bewildered why then minutes from Adelaide meetings are still being posted to the secretary C/- 120 Penola Road MT. GAMBIER. Perhaps these minutes can now be posted to the correct address.

Thirdly I would like to take this opportunity via this media source, to not only voice my disappointment and the ire of the majority of my register in the fact that we are still not getting this magazine posted to us. I do not think, and this has been expressed in somewhat vocal overtures at meetings, that by mere posting a dozen or so magazines to me for distribution to my members, is sufficient. My members, who have elected me to this position and expect me to represent not only them but the whole S.E. area, feel that by joining this association as such, they would be at least entitled to the quarterly publication being posted to them. This then brings me to another subject, namely memberships. Several months ago I requested certain information regarding my register, but as yet this information has not been forthcoming, even though I was assured that the information would be available to me when a certain person returned from holidays. I wonder if one is required to pester our bretheren in Adelaide or do they just appear to forget completely their country cousins. This is not an isolated incident, on several occasions I have written and asked for either information or supplies to further this association and I have had to wait weeks for these articles to come through.

This then concludes my establishment knocking for the time being and I will get on with telling you what's been happening.

On July 19th and 20th we conducted our first rally in a superb location near Penola. For the organising committee this rally was a success in almost every way. From the people I have spoken to, they will definately be back for the bash next year. It was a slight disappointment not to see more people involved in the rally events or the 'King of the Swamp'. Depending on nominations next year we hope to have at least two classes for this race, one being for sidecars. I would like to take this opportunity to publicly thank our members for the tireless efforts that were made, not only for this rally but for everything. The association is only as good as its members, and if this is the case our register is then the best.

On the 9th and 10th of August the more dare-devil members of our register decided to venture into unknown territory and go to a rally up mid-north. So 5.30 am on the Saturday morning three of us left Mt Gambier fighting our way through the frost and gunk to Adelaide, where we met up with two other members, one towing a trailer, and ventured towards Tarcowie. If one does not know where Tarcowie is, its 4 hours ride uphill from Adelaide, isn't it Lee Crafter??? So by the time we all got there the events and rally awards (who said rally awards) were gone, so what could one but do, but start quenching ones thirst, but wait, we forgot that we were in the heart of nomans land, and they drink that fire-water, which they substitute for beer. Luckily the pub wasn't far away. All had a good time, apart from the whimps who went to bed at 8.00 pm. Who was our resident animal who was trying to chat up the air-force sergeant (female I think) and in doing so had to resort to verbally abusing other people in his pursuit of happiness. Guess what, he missed out.

On the serious side, on the 16th August we conducted our 1986 'Warmth Ride' in conjunction with the Salvation Army at MILLICENT. 20 members turned up, each with an item or two, and in driving rain we cruised down the main street and officially handed the gear over. It was well received not only by the Salvation Army but also by the local media. We have had favourably comments from many members of the public. This will now be an annual event.

On the 13th-14th September, 22 from our Register turned up at the Pettit rally at BORDERTOWN, expecting to see many a known face from Adelaide, but obviously it must have been raining in the big smoke, so we can't really expect people



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to ride in the rain . . . can we, especially to a benefit rally??? Those of us who turned up had an excellent time, and congrats must go to the organisers and their members . . . if there's one next year we'll be there for sure. Plenty of booze was drunk that day, just ask Cadbury . . . the food was good and for the band . . . well they didn't play any country music for us cow-boys did they? . . . We didn't think to much of the track in did we Spider and Blowfly, but it was sure interesting.

Sprinkled with these events, our register has also donated a mens shaver to the Mount Gambier Hospital, organised by the one person who works tirelessly for the 4B's, no matter what time of day, . . . Grandpop Kevin MARSHALL. This person, of regal statue has even volunteered his own time to taking our elderly infirmed persons to the local football games. This is what I call devotion to an association. On fathers day this year he even organised many members from our register to go to the 'Oaks Nursing Home' where we presented small gifts to the elderly male inpatients. Although a little rough around the edges, if any one should be recognised for his devotion to any one organisation it must be Kevin.

Our next raffle will be specifically organised so that our 4B's will gain the most benefit, and we hope to donate a wheelchair to the local hospital. This is because we think so much of Kevin.

Well thanks for reading, not much else has happened, so catch you next issue.

Ole M. Sanso
S E Register President

'SOUTH EAST SNIGGERS'

1. Who was the 'Grand-POP' who got lost on a poker run in his own area.
2. Who was the dare-devil who went to a mid-north rally with a trailer and ended having it carted home on a ute . . . Crafty eh?
3. Who is the member going senile in the head and is trying Yogi . . .oops I mean Yoga, to try and sell his wing.
4. Who is now called the 'Cadbury Kid' after his showing at the Pettit Rally. No he wasn't singing from a hilltop.
5. Who's not as confident as a spider in it's web, when riding his wing through mud.
6. Who won the iron-man event, and wasn't an Ole-man.
7. Where has our beloved RAMJET gone since falling down the hole.
8. Who's the masked Irishman who tries to impress the girls by putting his shirt on back to front, and jumping tall waterbeds in one bound.
9. Who's wife is now called 'ETHEL' because of her nature habits in the mornings.
10. Who's the foreigner who's going to/or trying to inherit a millión dollars. Perhaps he might now migrate to the land of the long white cloud.

Complied and written by the PHANTOM



EDITOR'S COMMENT

Since receiving the correct address for the S.E. Committee the before mentioned gripes have been rectified.

About members not receiving their magazines . . . Please check that the member hasn't changed their address also check that they are fully financial members. If everything seems in order with your books do not hesitate to contact us at they may have not been on our computer listing.

CALENDAR Dec - March

3rd DEC	General Meeting
6-7th	Mid-North Register Christmas Show, Caltowie Hotel
6th	West Coast Register ride to Saltbush Tourers Toy Run (Pt Augusta)
6th	W.C./S.B. Tourers camp at Mambray Creek
7th	W.C./S.B. Tourers ride to Flinders Tourers Toy Run (Pt Pirie)
7th	Snob and Slob Breakfast 9.30 am University footbridge. BYOE
10th	Committee meeting
10th	Yorke Peninsula Register meeting, Wombat Hotel, Kadina, 8 pm
12th	MRA Tourers social get-together, Black Lion Hotel, 7.30 pm
14th	Toy Run. Leaves Colley Reserve, Glenelg, 12 noon.
14th	South-East Register Christmas Party, Javed's Restaruant, Mt Gambier
17th	Christmas drinks, Black Lion Hotel
17th	National Conference agenda items in
31st	MRA Tourers New Year's Eve Party. Venue T.B.A.
10th JAN	MRA Tourers meet Tri-State riders for pub night at Hahndorf
14th	Committee meeting
14th	Y.P. meeting, Moonta Hotel
14th	State Conference agenda items in
21st	General Meeting
22nd	Mid-north meeting
23rd	MRA Tourers leave Shell Eagle-on-the-Hill 7.30 pm for Clubman Rally
24-26th	National Conference, Sydney
31st	S.E. meeting
1st FEB	Magazine articles in
4th	General Meeting
7th	W.C. AGM.
7th	Adelaide ride to W.C. (subject to confirmation). Leave Shell Cavan 8 am
11th	Committee meeting
11th	Y.P. meeting, Cornucopia Hotel, Wallaroo
13th	MRA Tourers AGM, Black Lion Hotel 7.30 pm
14th	State Conference, Black Lion Hotel, 10 am
18th	General Meeting
26th	Mid-North meeting
28th	S.E. meeting
4th MAR	General Meeting
7th	W.C. meeting
11th	Committee meeting
11th	Y.P. meeting, Wombat Hotel, Kadina
13th	MRA Tourers Graveyard Run, Marion Twin Drive-In, Victor Harbor for brekky. Meet Black Lion 7.30 pm
18th	General Meeting
26th	Mid-North meeting
28th	S.E. meeting
28th	Blood Run. Meet Le Cornu's Carpark, Keswick, 8.45 am

CASTROL 6 HOUR TRIP

by Lynne & Geoff Rigby

TUESDAY:

We left Adelaide about 10 am, had a good ride the weather was mild, and took our time, and sat on about 120ks and got to BALRANALD about 6 pm and stayed overnight.

WEDNESDAY:

Started off about 9 am and got to Sydney at our friends' place at 8.30 pm, Brother what a place Sydney is, never go there unless you have a cut lunch and a thermos of coffee. When we arrived at Aaron & Evon's place we were absolutely exhausted, we sat around and talked until about 11.30 pm than went to bed. (Here's one for you Goanna – who was it who had to adjust their chain three times from Adelaide to Sydney?)

THURSDAY:

Next morning Aaron took the day off work, (he wasn't well) and we were up early to see Sydney and would you believe, it rained cats and dogs all day! Never the less we were off to see Geoff's work's Sydney Branch. We were all going to ride our bikes but decided to catch a bus and train to Seven Hills to where we had to go, which was about 40ks from where we were staying. When we had finished at Seven Hills, it was time to head back to the city, by train. We went across the Harbour by Ferry, (the weather still pouring) there were two submarines and a few warships and had a look at some the houses along the barbour. What fantastic houses and views, really spectacular! Then we had a browse through the shops and arcades. Sydney is full of these arcades, they're everywhere, they're as bad as trains. Spent a lot of time in a leather shop where Aaron bought his new leather jacket. By this time it was time for Evon (Aaron's wife) to finish work so waited for her and had some tea then headed back home to where we were staying.

FRIDAY:

When we woke up this morning it was a blue sky and warm, Aaron & Evon both had the day off. We all rode into the city and went and saw the COAT HANGER (Harbour Bridge). By Gosh it's massive – unbelievable. Had lunch at a hotel at the base of the bridge then onto Centre Point, to the top, 1,000 ft up in 38 secs. The views from here are absolutely breath taking, and you have to see it to believe it, they're incredible. Sydney certainly is a fantastic place, but a real hussle and bussle place, no-where to park motor-cycles, the roads are terrible and the traffic shocking to keep up with or even drive with. We parked in front of a motor-cycle shop and had a browse and went to start my bike and no go, FLAT BATTERY. How convenient to get a flat batter right there, so had to buy another one. It could've been worse, we could have been on the road somewhere. We noticed that bikes here were parked in every nook and cranny, – we ended up parking in Aust. Post car park where Aaron works and was no limit to how long we parked. Then we went to the Hilton International where Aaron & Geoff had a couple of beers and Evon and I went the paid the Laundry a visit as I work in Laundry at Hilton International Adelaide. Had tea in the city and then got back to where we were staying and after a few more beers we went to bed.

SATURDAY:

Stayed home and Aaron and Geoff cleaned the three bikes, photos to prove it, while Evon and I did some washing and house work. In the afternoon we were invited to a PRE CASTROL 6 HOUR B.B.Q. at another MRA members house.

Met a lot of other MRA & 4B members. Got a couple of photos for Bruce Denson, three more members for his P.R.A. club and they want T shirts too, can't be in the club without their T shirts. After the B.B.Q. we headed back to Punchbowl where we were staying, and seems to take hours just to go 5ks.

SUNDAY:

Today is the big day – THE CASTROL 6 HOUR – the weather here is PERFECT (hot), even got sunburnt. First person we saw as soon as we got there, was HAL CASTON and he says regards to everyone in Adelaide. He told us his next ride is the America's Cup Rally (Perth). What a ride and rally that will be. The track at the CASTROL 6 HOUR was great, better than Adelaide International or Mallala. No matter where you stood you could get a good look at the track. Geoff and I had complimentary Guest Tickets which enabled us to go to the Castrol Tent and have FREE drinks, and eats. There were three chefs and top steaks. We got back to Punchbowl and relaxed for the rest of the night as we had a big ride ahead of us tomorrow, as we were to leave Sydney and head off to CANBERRA & MELBOURNE.

MONDAY:

Left SYDNEY 10am, and arrived CANBERRA about 1 pm the roads here are excellent especially the highways, they should be really good when finished. The city is very much like ADELAIDE, seems like a Sunday afternoon here instead of a Monday. IT's very quiet and slow – if you stuck a pin in anyone here it would take them a week to go OUCH. Everyone seems in a "go slow" zone. It's a lovely city very clean and there are plenty of FREE parking places for motor-cycles in the car parks. When we left Sydney it was lovely and sunny, now was dull and very overcast. We had a look around Parliament House and had a tour through and have now seen where all the bickering and decisions are made between politicians. Saw the new Parliament House being built on top of the hill. Brother is it massive, three times bigger than the present Parliament house.

We started off to find our way out of Canberra and we were lost. Then a female motor-cyclist who could see we were lost, approached us to see if she could be of any assistance. She was an MRA member and was on her way to a shop display for MRA. On speaking to her at the shop display she introduced herself and turned out to be HAL CASTON'S wife. She asked us if we would like to stay at her place for the night, but we said we would have to take a rain check on that as we did really want to make as much time on the road as we could. She showed us an easy way out of CANBERRA, the way to MELBOURNE. I was beginning to wonder where all the houses were because I couldn't see any, and apparently the city is in the middle, with hills around and the houses the other side of the hills. Any way we only got as far as YASS as it was cold, wet and dark by then. We decided to stop at

HOMESTEAD at YASS, and some advice, DON'T ever stop there, we had a meal at the HOMESTEAD and it was terrible. \$9 for a Ham and Pineapple, and a few vegies.

TUESDAY:

Breakfast menu was expensive, so we decided we wouldn't have any and would eat further down the road at a road house. When we hit the road it was wet and windy, it rained buckets, it was so bad we could hardly see in front of us. We wanted to stop at GUNDAGAI to see the dog in his tucker box, but it was so wet we thought once we stopped that would be that, so we kept on riding, — there were trucks drenching us as they passed us. We got to TARCUTTA — a roadhouse and had some breakfast, of Baked beans, bacon, egg, tomato, toast and coffee, \$2.55, now how could anyone go past that for a meal at that price? The weather seemed to clear up and a bit of blue sky started to peep through so we had time to dry out and warm up before heading off again. By the time we had got to ALBANY we were almost completely dry all except for Geoff. His wet weather gear sprung a leak so he sat in the main street with his wet weather gear around his ankles to try and dry off. Moving on, we reached GLENROWAN home of NED KELLY Ville, and had a bit of a look around. From there we arrived at MELBOURNE at 5 pm (peak hour traffic) both frozen by this time as it was getting cold again. We made it to ST. KILDA where we rang MICHAEL ZEENG (4B member) because we didn't have a directory to his house. So he came to meet us. We followed him back to his place, where we relaxed for awhile, before we headed off to a hotel for a counter tea. When we got back to Michael's we sat around talking about our trip, MRA & 4B's. It was about 11.45 before we got to bed.

WEDNESDAY:

Geoff and I went to BAYSWATER 29ks from Melbourne early next morning to the Melbourne Branch of Geoff's work to see the staff and warehouse there. Then the Australian manager took Geoff and I out for Lunch and drinks. After leaving there we headed back to the city and it poured cats

and dogs again. We had a look through the bike shops and then went to MRA shop in Elizabeth St, and met the staff, Hi Vicky & Ben. After having a chat and purchasing a few things we left our bikes around the back of MRA shop as we could park as long as we liked, so if visiting MELBOURNE, MRA members can park around the back all day if they like. Geoff and I then had a look around the OLD JAIL where Ned Kelly was hanged. By this time it was 5 pm so we headed back to ST KILDA and Michael's place. In the evening Michael had to go to Army Reserves so he wasn't there at night to talk to, so we didn't have much time to really get to discuss much at all. Geoff and I had a quiet night at home by ourselves.

THURSDAY:

We left MELBOURNE at 8.30 am, trust us, right at peak hour! We left early because we wanted to stop off at BALLARAT and visit SOVEREIGN HILL, we spent about 2½ hours there, and really was worth the time there, it's a real entertaining place. Then we headed off, back home, to good ol' ADELAIDE. We were debating at one stage whether to stop over somewhere overnight again, but decided that we would just keep riding. Just outside STAWELL it came down in buckets again, and we got drenched AGAIN, I wasn't too bad, Geoff was worse than me. After the drenching, the weather was quite reasonable. We've never seen so many semi-trailers on the road from the time we left ADELAIDE 10 days ago to the time we reached ADELAIDE again. We arrived home about 9 pm. Thursday.

We had quite a good trip despite the rain and wind, and it was a safe and rewarding 10 days with no problems with the two bikes not ever missing a beat, over the 3,500ks that we did.

One thing we noticed in SYDNEY was that we hardly saw a motor-cyclist, other than the Castrol 6 hour, — but in MELBOURNE there were a lot of them, and all seem very friendly, either by nodding, waving or speaking to us.

To end our SAFE tour we returned home to hear of the death of my neighbours son, who was killed on his Motor-cycle while we were away.

MRA TOURERS IN SYDNEY

Brett Allmond, Geoff Richardson and I (Andrea Deli) decided to go to the Castrol Six Hour at Oran Park.

Everything was fine including the weather when we met up with each other at Stirling servo at 2.30 pm. Friday October 10th.

We finally got under way after I tried to fix my tank slappers which I encountered up Eagle on the Hill. Cruising along well over the speed limit I thought everything was going fine till we ended up on the road to Manangatang, it's not a very wide road and road works had been done on the sides so there was a fair amount of dirt coming on the road, by this time it was dark and going around corners with trucks coming the other way part on the dirt and us trying to stay on the road with a dust storm wasn't my idea of fun.

We finally got to Manangatang crossing, about to take off when good old Eddie Lawson's clutch mechanism decided to override itself so our first pit-stop came about. We talked Brett into walking down to the pub, for some tinnies as I watched

Geoff fix his bike, so we lost about an hour's travelling (but gained some beer).

Back on the road and feeling worn out we came into Balranald at 8.30 pm for fuel, the bloke that served us reminded us about the kangaroos. I thought to myself "That's all we need". Cruising along towards Hay riding behind Geoff next to the white line going around a left hand bend with a truck coming the other way I encountered a roo; thank goodness it was DEAD and I was able to dodge it.

We made it to Hay after stretching the speed limit even longer on some occasions. At the Hay servo I was laughing at Geoff's Balaklava when Brett said the 750 Turbo Kwak only had a 17 litre tank and we wouldn't make it to the next stop because all the servos were closed. We decided to sit on 110 — 120 kph so Brett would make it, but 20ks out of Hay, we nearly fell asleep so we stepped on it for another 70ks and decided to stop; But as we missed the parking bay, we found a little road which led to some gates with a little track next to

it, so we pulled in there. Some local piss pots with a flat tyre came over and had a chat while we put up the tent and by this time it was 12.30pm. N.S.W. time, we got in the tent and peacefully died. Little did we know the next morning that we camped next to a cemetery!!

Underway once again at 7.00am we stopped at a little town so Geoff could check his chain which sounded like it had never been oiled in it's life. He decided it would be a new chain and sprockets in Sydney.

Once again cruising along Brett had noticed something like photos that came from under my back wheel but we kept going as I had noticed nothing. We rolled into Cowra, I filled my petrol tank up and searched through my bag for my wallet to my surprise it was gone with \$110.00 and my credit cards in it. The girl that served me thought she wasn't going to get paid but Geoff paid her and we went back, losing nearly an hour to try and find my wallet. Feeling slightly pissed off and thanking myself that I'd put \$150.00 in my boot we rode on to Bathurst getting there at 12.19 pm.

We had some lunch and checked chains etc., when Brett realised a bolt was missing which held the foot peg to the frame and he was burning oil.

Anyway on to Penrith where the hustle and bustle hit us while trying to go the right way and find a servo got me stuck at a red light with Geoff and Brett still going, so the usual happened, I got lost! I managed to find the main street and a park (with luck in front of a pub), to work out what to do. Luckily Geoff came back and found me so we all got juice and rode to Oran Park to see some practice runs. At 3.30pm so there wasn't much happening. We then headed off for the Rennan Rally Site. Glad to have a Kwak 900R as I got the best fuel economy out of the three of us using \$59.45, with the dearest fuel stop being Hay at 65.9 cents per litre.

On our way to Picton we followed a K100 BMW which we thought was going to the rally, we followed him through Picton under a bridge and round some more bends when we decided to stop and study the situation. Realising we should have turned right in Picton we asked a lady walking by where Mowbray Park was and luckily she knew, so we said thanks and turned around. Riding along on the right road thinking we must be close now, we rode around a bend and there was bikes everywhere with indicators, hands and heads going every which way. One guy started riding down a little road waving his arm so I quickly followed him. Believe it or not the only sign for the rally was on the rally gates to get in.

There was horse shit everywhere and Geoff nearly led us into a real boggy section, but we found a good spot near some Sydney rally goers and boy, was I glad to set camp. I though some rally this is going to be with no fires, but somebody started a big one in the middle and so a few more fires were lit up around the place. Starting to get pissed I bumped into some more M.R.A. TOURERS Michael and Sharon Kain. They told me on the way to the rally they found a sharp bend with the Yamaha XS 1100 and trailer and decided to go cross country, (hair raising for Sharon) as she bounced two foot of her seat. With luck they made it only breaking the trailer spring. Graig Smythe on his Kwaka Z1R Mark II came over with the Kain's and I heard on his way home he went around a corner thinking it was bitumen little did he know it was gravel and ending up lying on the road cursing and swearing.

The next morning (at 7.30am), it was so sunny I had to use my sunglasses to get out of the tent. Feeling slightly woosy we packed up camp and headed off to Oran Park. We found a park next to the people we camped with so we all went in and being only 9.00 am there weren't many people so we scored a really good spot. After downing some more tinnies we watched the Castrol Six Hour Race (or most of it). Had a good look at all the spectators bikes and we even saw the Yamaha go over the finish line. The race was great even the Guzzi made it home, pity the Kwaka's didn't win though. We once again packed up to do our final stretch to Sydney. We were looking for the C.B. Hotel on Pitt street,; But yes, once again the Eddie's clutch died!

This time in the middle of an intersection. Geoff jumped off and pushed it to a corner. Checking our the situation, we found we where a block away from the Hotel. I walked around and booked us in then checked for some parking while Geoff fixed his bike; We got the bikes in a car park for \$13.00 overnight, we then had to get all our luggage up an alley to the hotel, then up a flight of stairs. This was fun! Fully loaded the three of us tried to make it. Geoff kept dropping things and Brett and I were dying, when we all broke out in laughing fits and dropped the lot! Going up the stairs I was lucky a bloke helped me but when Geoff and Brett got to the room I got abused for not helping them.

After relaxing for ½ an hour we decided to walk to Kings Cross. On the way there, Geoff rang his mate Wayne Kitchner so we met up with him at Kings Cross. We found a pub, had a few beers and after getting thrown out because of closing time, left us in the street at 11.00 pm., which wasn't too bad on a



Half the bikes at Oran Park.

Sunday. We walked around some more, then decided to go back to the Hotel. Wayne, talked us into going via the underground and catch a train. We headed off to do just that. Finding the station was easy; finding the train wasn't 'cause it's so big under there you could get lost! While we were in the station we found a photo box so we all jumped in for a laugh. Looking at the photos I have seen better days. The train came so we got on looking bemused that they have double decker trains so we went on the top floor. We must have got to our stop in five minutes. Boy they move! We got out of the train thinking we'll walk outside and to the Hotel. But like usual it took 15 minutes to find the exit. Once we where out of the station we had to work out where we were, so we could get back home. Finally we found the Hotel, grabbed some chocolate bars and went up to our room, discussing what we'd done so far. Then went to sleep.

The next morning I woke up looked at my watch and screamed out, "Get up you's two we've got half an hour to be out of the room!". Thinking it was 9.38am. Brett and Geoff woke up then Brett turned around and said it was only 8.36 am. I had my watch on upside down!! Geoff got up and went down stairs to ring some bike shops for a new chain and sprockets while Brett and I struggled to get out of bed. Geoff came back and said one bike shop had everything and he could fix his bike there. I said, "What about sight seeing," He said, "It only takes ½ an hour!" I said "sure it will." We got organised and put our gear down stairs, locked it up so we wouldn't have to carry it. Then headed off to the bike shop.

We found the shop. All we had to do was find a way to the other side of the road. Geoff pushed his bike into the shop and got started, I decided to go to a deli for a drink when I got back Geoff asked to lend my bike. I said "What for?" He said "the shop didn't have the right sprocket for the front!" Some half hour, and I agreed to lend my bike.

The guys in the shop directed Geoff which way to go as it was only 10 minutes away. So off he went. FORTY minutes later, he came back after getting lost and ending up on the other side of the Sydney Harbor Bridge only to say that they didn't have the right sprocket either.

We got on the phone and rang bike shops all over. Finally found one that had a sprocket. This time! Brett took Geoff with a road map. I walked across to the centre of the road whilst watching Geoff and Brett getting on the bike in laughing fits. Wondering why they were laughing; They pointed to me as they took off. Realising I'd put my sunglasses on with only one lens in them. Anyway, I headed off to Kings Cross to cancel my credit cards in the banks. We all arrived back at the same time and fixed the bike. (3 hours later, huh, some

half hour!)

While we were there, we asked about some rear gearsack brackets. 'Cause Brett's snapped both of his, they didn't have any. After the bike was fixed we all went over the bridge and had a look around then went back to the hotel for our gear.

We were supposed to meet up with Wayne at a cross road to go back to his place on our way out of Sydney. Yes we were late. Heading down the road we thought he lived on, we decided to stop at a servo. (Once again totally lost!). Having a drink and wondering what to do, Wayne went past and spotted us at the servo. Then led us back to his place to meet his wife and kids and have some tea there. At 10.30 pm Wayne got his GPZ 1100 out and led us back to the main highway home. Just as well!

Riding through Bathurst (and a lighting storm) we made it into a small town named Blayney and decided to set up camp. Just off the main street as it started to pour down with rain.

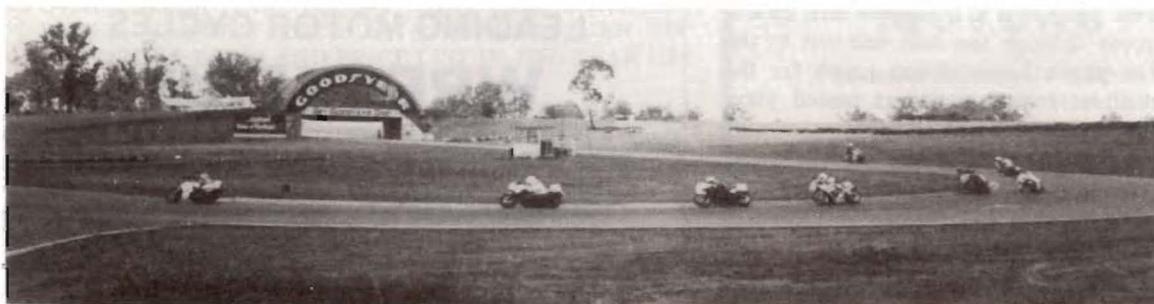
Next morning we had to put our wax cottons on inside the tent because it was still raining pretty heavy. Underway again, the rain cleared up after Cowra. Where we stopped for brunch. Riding along I realised my speedo wasn't working which was a real pain not having a tripmeter. (Who uses a speedo anyway!).

Riding out of Balranald and into the sunset I was cruising behind Geoff when I noticed a line of 5 kangaroos heading for the road. I slowed down and so did Brett. But Geoff, well, he kept on going. Brett and I looked at each other and then back to Geoff thinking he must be blind. Little did we know Geoff was fighting with a bug inside his helmet. Therefore he didn't see the 5 roo's. They jumped on the road one by one with Geoff clipping the last roo on the tail with his leg and throwing it off balance for a second, then hopped away. We pulled over to discuss it, had a bit of a laugh then rode off again.

Finally reaching Pinnaroo and half frozen to death we stopped for some hot munchies and thawed out. We then cruised really fast to Tailem Bend. Once again stopped to thaw out, then continued down the highway to Eagle On The Hill. We departed company at Portrush Road when Brett turned off so Geoff and I headed for home "Salisbury".

HATE TO SAY THIS BUT THE END

P.S. A bloke rang up home on the Monday to say that he'd found my wallet with the cash in it. With all the bad luck on the trip there had to be some good luck!



Oran Park action.

TOURERS REPORT

My first "official" function as Captain was to submit a Tourers' Report to the State Conference. This was my first encounter with how much work actually goes into making the MRA run smoothly. Overall, the day was quite successful and interesting. I hope to see more members coming along to observe and listen in the future.

Due to prior commitments, I was only able to attend a couple of the many rallies in the last few months. The first of these was the Puma Rally, and it was a pleasant ride over to Balranald. We only really got caught in a downpour during the last five kilometres.

After a couple of medicinal ales at the pub, we headed for the rally site with a fair amount of trepidation. I think everyone's heard bad news about this particular track in the wet. Actually, we were lucky, the track was damp but firm in most places which made for an quite easy time. The weather even cleared up for us!

The Tourers had a good attendance with ten members, although the rally only had about one hundred and fifty persons present. Unfortunately, the organisers don't have a "Highest Club Attendance" award - I think we might have won that one! Sue, for the second year running, brought home the "Longest Distance Female" award, and Barb picked up the "longest Distance Pillion".

The second was the Lawrence of Parilla Rally and this also happened to be my honeymoon! It was well worth going to, this one, and I had a very relaxing time, as did everyone else. Well, it was organised by the Laid Back Rally Organisers, thanks fellas! There was no gymkhana this year but a cricket match was scheduled for Saturday afternoon.

The match was to be between European and Japanese bike riders and I was supposed to be an umpire, as the organisers couldn't decide who I should play for! (I own a K100). But, because of everyone's relaxed state, due mainly to the consumption of vast quantities of the amber liquid, the match was postponed indefinitely!

The awards were presented on Sunday morning, along with the drawing of a raffle which had some great prizes. This was followed by a Poker Run on some interesting dirt roads. Quite a few people also came back to Adelaide to watch the Castrol Six Hour at the Black Lion, care of the 4B's.

The Tourers held a Poker Run on 2nd November, and although attendance was down on what we had hoped for, everyone had a good time. It was a great day for a ride, with not a cloud in the sky. We had about fifteen bikes turn up and we took a circuitous route through the hills and out to the "Whispering Wall" for a picnic lunch. I can vouch for the effectiveness of the wall, as certain members passed jokes from one side to the other.

The winning poker hand was three Jacks and the lucky winner took home thirty-nine dollars. Most of us went from the wall to the Vintage Race Day and Display at Lobethal, which was well supported by the public.

A full Tourers' Calendar is elsewhere in this magazine but events of particular interest and ones we hope will be well

attended are a "Snob and Slob Breakfast" on 7th December, a New Year's Eve party at a venue to be announced and a "Graveyard Run" on Friday, 13th March, 1987.

One last request is that more members attend our meetings, and I hope give me some feedback, ideas and even constructive criticism, as this job is not as easy as it looks! Our next meeting is on 12th December, at the Black Lion, for Christmas drinks. For further information on any of our events, please contact me or one of our committee.

See Ya on the road,
Dave Rollitt, (Ph. 381 7049 A/H)



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The following places have agreed to an MRA members discount upon production of a current membership card. Any new ones will be added to the list in future newsletters.

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- Smithfield Yamaha – except for 5% on tyres and tubes
- Motorcycle World – except sale items – no free tyre fitting
- Eurocycle – except fibre glasswork, discounts negotiable
- Harley Action – No exceptions
- Swann Insurance – special discounts
- S.A. Bike Sales, Woodville
- Southern Yamaha, Morphett Vale
- Kessner Suzuki, Hampstead Gardens – 10%
- G.P. Motorcycles, Morphett Vale
- Des Madge Motorcycles, Morphett Vale
- Suzuki South, Edwardstown
- Carcycles – except new motorcycles and specials
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- K.M. Motorcycles 10%
- 15% discount at: Bikes and Bits
- C D Motorcycles Woodville. 10% on all parts 15% on accessories
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- Redline Motorcycle Repairs, Whyalla Norrie – 10% on tyres parts & accessories.
- Reynolds Yamaha, Mt Gambier – 10% on parts & accessories
- Don Thornley Motorcycles, Mt Gambier – 10% on parts,

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- South East Battery Service, Mt Gambier – 20%
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- Paines Crash Repairs, Clare – 10% on fuel 15% on tyres & spares
- Denton & Sons, Farrell Flat – 10% on limited items Yamaha.
- Eglinton Motorcycle, Kadina – 10% on parts and accessories.
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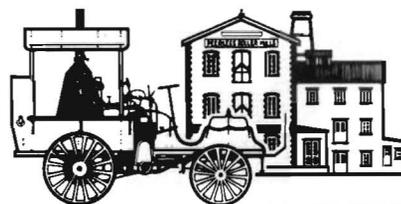
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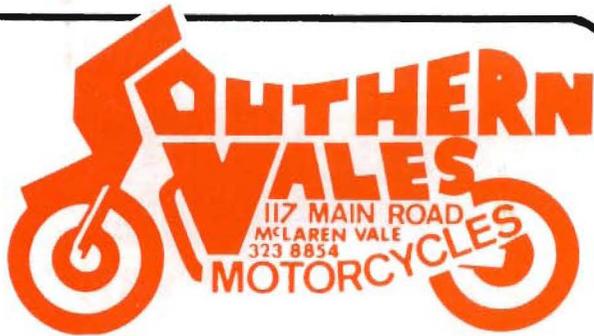
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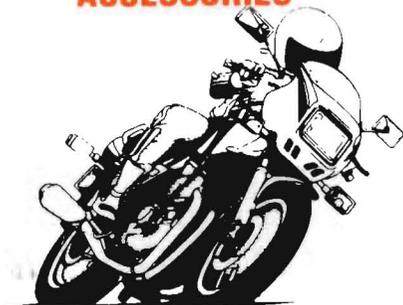


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