



CENTRE STAND

JUNE 1987



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

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4B's

See Story Inside.

MRA

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EDITORIAL

The rider training scheme recently imposed upon us by the Government is nearly here. Whether or not you agree with the issues involved, the relative merits of this scheme in terms of the saving of lives cannot be ignored. On numerous occasions, we have had assurances from the Government that some form of learner driver restriction/education would be introduced. Amazingly enough, before the Government acts in this area, it has decided to conduct a State-wide survey of some 1500 people (teenagers and their parents) in order to ascertain what impact a night curfew would have upon young drivers.

The cynics in our midst might see this as a predictable politically motivated action — if there is too much opposition to any curfew, the entire notion of restrictions might be dropped. After all, there are far more tin top pilots than bikers out there in the electorate. Surely the Government would not actually be prepared to risk any chance of re-election by taking a stance on a politically sensitive issue — no matter how many lives are at stake!

For far too long, Australians have held the opinion that it is their right to ride/drive a motor vehicle on our roads. The Government must stop procrastinating to wholeheartedly act in order to re-educate motorists and riders. To have a driver's licence is a privilege which carries a great many social responsibilities.

Lives are far too precious to be treated as mere political footballs. The time to act is here!!

Ride safe, Tom, Milo, Wendy

P.S. Closing Date for the next edition of "Centre Stand" is 1st August '87.

PRESIDENT'S REPORT

In the June '85 edition of Centre Stand I mentioned the change in helmet standards which meant you could legally wear a totally black lid. I noted that "The only proviso is that if you paint it yourself you must comply with the manufacturer's instructions regarding the type of paint used. In essence, this means you cannot use a solvent-based paint (eg turps-based) on polycarbonate lids as the plastic will deteriorate. Water-based paint would be O.K. You can probably use anything on fibreglass as it is a stable compound." This information was obtained from the Police and Regulation 9.08 of the Road Traffic Act.

Since then at least two of our members, and probably more, have been picked up by over-zealous "speedies" for apparently infringing this law, so I thought I should dig a bit deeper for more reliable info.

I found that although the original information was basically correct, I had made the mistake of relying partly on verbal info, so this time I kept digging until something more concrete came up. Here it is.

The Standards Association of Australia standard 1698 — 1980 "Protective Helmets for Vehicle Users" Section 3.5 (Conspicuity) states —

"Not more than 50% of the exterior surface of the helmet shall be black. NB: The exterior surface of the helmet should be a colour, or combination of colours, that is conspicuous in daylight. At least part of the exterior surface of the helmet should also be retroreflective, or have retroreflective material adhered to it . . ."

This was amended on November 1, 1984, the reasoning being (quote):

"The current fashion of wholly black helmets has led to the painting of helmets after purchase in contravention of the requirements for conspicuity as currently specified in Clause 3.5 SAA Committee AU/12 considers that, notwithstanding some loss of visibility for wholly black helmets, the possibility of deleterious effects upon the material of the shell of such post-purchase painting should be averted by the deletion of that requirement."

This means that the effect of painting was considered more dangerous than not being seen easily. Another reason was that helmets were available in colours which were so close to black that they made a mockery of the standard on conspicuity, so the SAA did the smart thing and changed the rules to make what a lot of people were already doing legal.

Section 14 (Marking) part (f) "Instructions to user" also advises that —

"The helmet can be seriously damaged by substances such as petrol, paint, adhesives or cleaning agents."

So far it's not looking too good. These recommendations have been adopted in their entirety into law, so "Legal argument re modifications" on one side of the scales is beginning to outweigh "Home paint job" on the other. Now here's the cruncher. Under Section 15 (Informative Labelling) part (g), information should accompany each helmet to the effect that —

"The helmet may be damaged and rendered ineffective by petroleum and petroleum products, cleaning agents, paints, adhesives, etc., without the damage being visible to the user. The following materials only should be applied to the helmet for cleaning purposes: (List materials)."

So if the manufacturer has not listed "paint", whether it be oil or water based, than you're not supposed to paint your lid.

Vehicle Information Sheet number 6a of the Road Traffic Board, "A Guide to Motorcycle and Safety Helmet Legislation" page 8 sums it up generally:

"It is emphasised that any modifications to safety helmets resulting in a departure from the manufacturer's specifications as approved by the Standards Association are directly contravening the Road Traffic Act and persons doing so open themselves to prosecution and a possible reduction in compensation arising from an insurance claim."

Apologies to those people who thought they were doing the right thing and still got caught, although it was covered by the proviso in the June '85 Centre Stand. I agree, though, that the explanation wasn't specific enough.

The basis of this whole problem is that standards can only be set for things which have already been tested and found O.K. There is no provision for innovation, so when something new comes along, like the BMW Systems helmet, the SAA and others cry "Non-compliance!", and after all the dust has settled and the thing checks out O.K., the standard is rewritten.

This could mean, for example, that a new paint might be developed which is proven to the manufacturers' and the SAA Committee's satisfaction to be completely non-reactive, and could therefore be used on lids (after the standard was rewritten, of course). Or a totally inert material could be developed for lids which could be painted with anything.

It's all a bit of a farce when you consider that helmets probably do little more than reduce bugs, rain, and gravel rash.

Despite all this, keep in mind that it could well be worth appealing if you do get a ticket for wearing a helmet which doesn't appear to comply with the standard.

Peter Mount

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4Bs NOT YOUR AVERAGE MOTORCYCLISTS

In 1980, in Melbourne, concern with the mounting road toll and the plight of bikers in hospital led to the formation of a sub-group of the MRA – the 4B's – the Bent and Buckled Bikers Brigade. This group of bikers offered specialised services to look into and deal with motorcycle accident cases and to give continued support where required.

4Bs SOUTH AUSTRALIA

In 1982, the South Australian division of the 4Bs was formed. We set up our 4Bs on the same lines as Melbourne since their ideas were appropriate to our needs.

From its inception, the 4Bs have not looked back. We have gone from strength to strength – increasing from a handful of volunteers to in excess of thirty members at present on our books. However, we constantly need as many volunteers as possible to maintain the services we currently offer and to establish ourselves in new areas.

DUTIES PERFORMED BY 4Bs MEMBERS

Becoming a member of the 4Bs group involves more than merely fronting up to the counter and saying you want to help out.

The group is basically a counselling unit, supplying information and advice on such varied topics as Social Security Benefits; Legal Aid and Insurance Claims; Basic Rights and Location of Bike. All services are provided free to any and all bikers in hospital, regardless of whether or not they are MRA members.

The work load of the 4Bs is broken into several categories: Moral Support; Legal Services; Motorcycle Recovery and Data Collection.

MORAL SUPPORT/HOSPITAL VISITS:

South Australia's 4Bs cover approximately 11 hospitals in the city and country areas. We have discussed the idea of expanding our activities in the not too distant future to include Private Hospitals where many bikers go to convalesce after leaving the larger hospitals. Unfortunately it is the same old story – to do this we need your help . . . we need more volunteers.

Over the years, the 4Bs have held several fundraising schemes, which have made possible many donations to hospitals. The Queen Elizabeth Hospital required a skeleton for testing purposes in its orthopaedic ward, the Modbury Hospital received two orthopaedic chairs, the Lyell McEwin a wheelchair and the Royal Adelaide a notice board for their orthopaedic ward.

Not only do we work with the broken bones and cuts and abrasions, but also with people who have suffered brain damage, amputations and spinal injuries due to motorcycle accidents. In this capacity, we visit places like the Julia Farr Centre and have a visiting programme whereby we take patients on day trips out to Adelaide International Raceway and other venues.

Associated with our Julia Farr visits, we have attended lectures on subjects such as the Coma Arousal Programme. These lectures at the Royal Adelaide were well attended, and have been of enormous assistance in the work we do at the



Just one of the 4Bs donations to hospitals – here, a wheelchair for the Lyell McEwin.

Julia Farr Centre.

By far the hardest facet of hospital visiting is when dealing with amputee cases. Often times, you feel like you are intruding. However, once you have gained the person's confidence, the warmth and understanding which is mutually received far outweighs any early reservations.

LEGAL SERVICES

4Bs members offer general advice to accident victims with regard to legal procedures and obligations eg reporting to police etc. They can also provide a contact telephone number for the MRA consultant lawyers. For obvious reasons, the 4Bs cannot become too involved or offer particular legal advice. Once again, our role is supportive rather than active.

MOTORCYCLE RECOVERY

4Bs have a bike pick up service, which is used to pick the machines of riders who have downed their bikes or have broken down through one reason or another. This service is free to all bike riders. The trailer itself was built by 4Bs members who donated time, tyres, welding skills and ideas towards making it a success.

Upon request, we are at liberty to attend the scene of an accident involving a bike rider, to remove the motorcycle. However, under no circumstances are we to charge a fee or receive any remuneration for our services.

If an accident occurs within the Designated Area (roughly defined as the Metropolitan Area) and the trailer is required, the person in charge of the machine must ring 51 5555 and give details regarding the accident damaged vehicle. It is important to note that the Police receiving the call must be advised of any special circumstances – such as the 4Bs recovery unit being authorised to collect the bike.

An accident damaged vehicle, cannot under any circumstances be removed by a Tow Truck Operator unless a valid 'Authority to Tow' has been signed by the vehicle owner, a person acting on behalf of the owner (with the owner's consent) or a Police Officer.

Should any further damage be caused to a vehicle by negligence on the Tow Truck Operator's part (eg due to incorrect slinging), an approach should be made and the situation discussed. If no satisfactory arrangement is forthcoming, a complaint should be lodged with the Tow Truck Inspectorate.

ACCIDENT DATA COLLECTION

The information obtained from motorcyclists involved in accidents is collated into the following categories: Rider's Age, Riding Experience, Clothing Worn (eg thongs, shorts – all the right sort of gear to ride a bike!!), Size of Bike and Rider Injuries – especially any permanent disabilities.

The results of these collations are used to provide a data base for court cases, compensation claims and ongoing Accident Research.

As you can see, the roles of a 4Bs member are many and various. The challenge is daunting, but the rewards in human terms are great. We might sound like the local Salvation Army – in fact the aims are quite similar: to help the 'downed' and out. If are able to assist us in any way, please do so – remember: you never know when you might need us.

Lawrence Camilleri "The Wog"
4Bs Publicity Officer

SAMRATS REPORT



As you've already noticed there's been a few changes to the MRA Tourer's in the last couple of months since the last magazine. The first obvious change is the new logo, incorporating the initials of the South Australia MRA Tourer's, giving us obviously SAMRATS. But the new image isn't just skin deep, the club has undergone a total revamp ranging from new club objectives and attitudes to a new committee and committee structure.

Most clubs, motorcycle and otherwise, seem to often suffer the problem of apathy among some of their members and the Tourer's has been no exception. With a combination of this apathy and a steady stream of abuse, often malicious, from a small outside minority, the club's very future was in jepody. So after an emergency meeting to decide the future of the Tourer's it was decided to improve the club's image. All committee positions were then declared vacant. It was also decided to reduce the committee from six to three members with the positions filled as follows:

Club Captain . . . Sue Engel
Secretary . . . Mike Engel.
Combined Treasurer/Membership . . . Tony Cooper.

With Peter Bernardo acting in the unofficial position of Run Co-ordinator.

While the club has had a lot of changes it will not alter it's main objectives to support the MRA in it's activities and manner, to promote the social aspect of the MRA and importantly to support it's own members and to encourage a feeling of comradarie (nothing to do with Stalin).

The SAMRATS hope to encourage a more casual attitude with less events in it's calander, but better organisation to improve the events we do undertake. The SAMRATS will try to improve it's communciation between other clubs and MRA Registers. We also hope to establish a liaison in each Register for this purpose. With these improvements in communication, we hope to participate in the other Registers activities more often with a greater member attendance.

We've set a calander up to the beginning of September with most of the more popular rallies covered. Also organised are a couple of day runs plus an overnight weekend trip up the Murray, fishing and yabbing, thrown in as well. You can find the calander combined with the MRA's calander somewhere in this magazine, members receive one via the GPO.

Most rallies are well attended by members (the number of awards proves this), so if your off to a rally and you want company someone in the SAMRATS is bound to be heading in the same direction, the banner's always at the rallies attended, so see you there or at one of our or your events.

If you need help to distribute Rally forms for your club or you want to get hold of current rally forms contact us c/o the MRA, and we'll do our best to help.

Club Captain, Sue E
P.S. See main calendar for club runs & meetings.

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YOUR ACCIDENT CLAIM

In South Australia the Compulsory Third Party insurer is the State Government Insurance Commission, also known as S.G.I.C. The cost of registering your vehicle (which includes a motor cycle) also includes a component for Compulsory Third Party insurance. The effect of holding a valid policy of insurance over your vehicle is that if you are involved in a road traffic accident and either your passenger or another road user is injured, you will not personally be responsible for paying the injured person damages. Our system of insurance also means that if you sustain injuries in such an accident, you may be able to make a claim for damages for personal injuries.

The Nominal Defendant Scheme provides a system whereby persons who are injured by an unregistered and uninsured driver or an unidentified driver are able to make a claim for damages for personal injuries sustained in the accident. To avoid confusion, the balance of our discussion will relate to claims made through the State Government Insurance Commission as the procedures are similar.

Central to the personal injuries system currently in force in South Australia is the question of fault. Unlike other countries, and also some other States in Australia, we do not have a "no fault" system of liability. This means that a person's entitlement to damages is dependent upon that person being able to establish that another road user was negligent. If a person is injured and is unable to establish negligence by another road user, than he/she will not be able to succeed in a claim for damages.

In South Australia a person injured in a road traffic accident has three years from the date of the injury to bring a claim for damages. Once this time limit has passed, the person's claim is statute barred. This means that with certain limited exceptions, he/she will be unable to make a claim. This is one of the reasons that it is imperative that, if you are injured in an accident, you see a solicitor promptly.

If you are to successfully make a claim for damages for personal injuries, you must establish two separate matters:—

1. That another road user was negligent and caused your injury; and
2. That you are entitled to damages.

If S.G.I.C. hold doubts about either issue, they will be reluctant to settle the matter and may choose to require you to prove your entitlement in a court of law. Alternatively, they may offer to settle your claim for a much lower figure which reflects their doubt as to either negligence or damages.

The amount of the damages to which you are entitled depends on calculations made in respect of previous cases of a like kind. It does not depend on what you personally believe is reasonable compensation for your suffering and the effect on your livelihood. It is understandable, therefore, that there may be some difference of opinion between you and your legal advisor as to the damages to which you are entitled. On the other hand, you may be pleasantly surprised.

TIMETABLE

This is designed to acquaint you with the procedures you can expect to encounter if you make a claim for damages for personal injuries as a result of being involved in a road traffic accident.

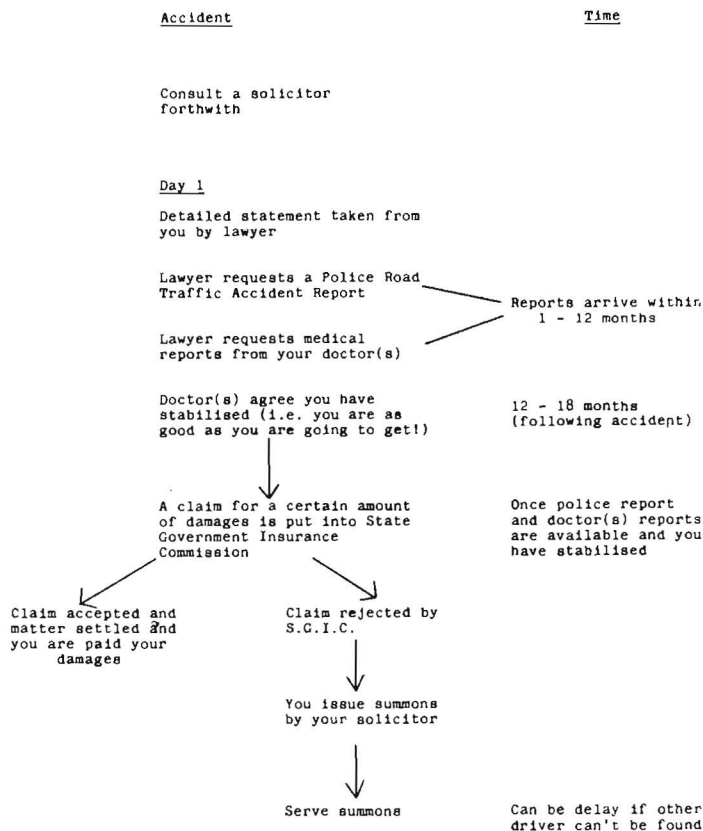
It assumes the following matters:—

1. You were injured in an accident in circumstances where

you have a right at law to make a claim (a lawyer can advise you whether the answer to this question is yes or no).

2. You have suffered fairly serious injuries and have ongoing pain and discomfort.
3. You co-operate fully and work with your lawyer, staying in contact regularly as he/she must obtain your instructions before taking all necessary steps.
4. You understand that there are no quick and easy solutions to the problem and that to settle your claim early may mean that you will receive a smaller settlement.

TIMETABLE



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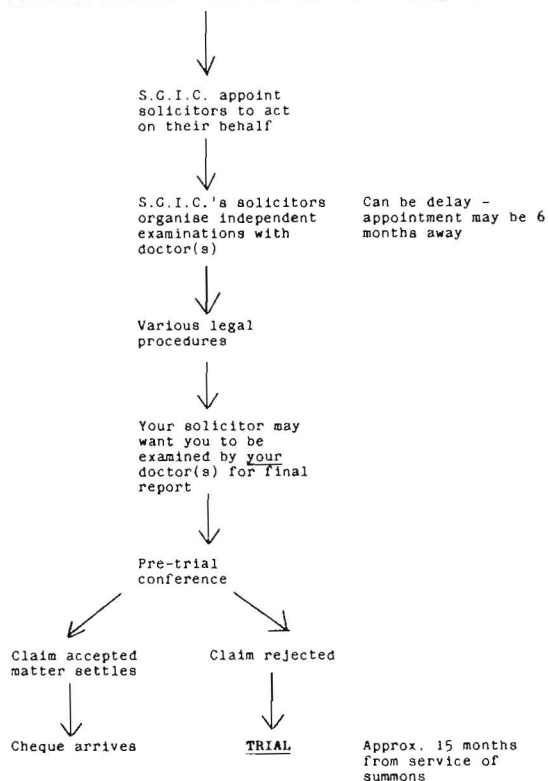
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REASONS FOR THE DELAY

1. Police Report

First, the Police Department will not release a report until all criminal charges arising from the accident have been dealt with by the court. Therefore, if the driver has been drink driving, speeding etc., the report will not be released until that matter has been finalised. This can mean a delay of between six months and eighteen months.

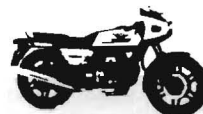
Second, there are a lot of accidents and therefore a lot of reports to prepare. Even if no charge is to be laid, a report may take three to six months to be prepared, copied and forwarded to your solicitor.

2. Doctors' Reports

Some doctors take two weeks to provide a report, others take eighteen months. A solicitor can only keep asking for the report - the doctor has to prepare the report.

3. Serving the Summons

If the other driver has left the address he gave to the police at the time of the accident he may be difficult to locate. If he can't be found, there are ways around this problem but it all takes time.



BUNNY RUN REPORT

A B(L)UNNY GOOD IDEA!!

Sitting around over a few ales, someone said - Let's go on the Bunny Run next week. Never needing any excuse to ride, I said Yeah! It was agreed that we leave Goolwa at 11.30 to arrive at the oval for 1.00. After an exhilarating blat down the Freeway, we arrived early only to be told "Sorry folks - can't start 'til 2.30"

In due course, some pretty strange rabbits appeared (a couple of quite tasty ones too!!) and it was explained that we had to walk up to the hospital following the egg collection vehicle. Now, among friends and acquaintances, I am not noted for walking ANYWHERE, and as I was on crutches with an ankle injury I was a bit dubious. But, when I detected mutterings of 'piker' and such like stirrings, I just had to prove 'em wrong! Off we went to the accompaniment of whirring news cameras, and I made good time until the first rise, then I started to run out of steam. By the time the hospital was reached I was fairly knackered and wondering if it was really worth it. Then I had a look at some of those kids and felt a bit ashamed - I realized I had nothing to bitch about, they've really got guts!!

Top marks to the MRA and everybody who was involved in such a worthwhile event. It'll be on my calendar next year for sure!!

Rainy, Fleurieu Tourers M.C.C.



Another satisfied "customer" served by the Fleurieu Tourers - Bunny Run Report 2

In this report I'm not going to rabbit on (Ha Ha) about what happened. I arrived about 1.30 pm and there were already about 50 bikes at the gates. In all 120 bikes and 150 people attended the run. When Dave arrived in his outfit it was quickly overflowing with Easter Eggs and he had to borrow some side windows off a Honda outfit to stop the eggs falling out.

At 2.30 we got the show on the road and the bunnies

started pushing the outfit to the Children's Hospital. They're not called bunnies for nothing are they? We arrived at the Hospital and split into two groups, distributing the eggs to Kids unfortunate enough to be in Hospital over Easter. At least we were able to brighten it up abit for them!!

After the run about 10 of us went to Bob's place for a now famous B.B.Q. We watched the TV News Coverage of the run which was quite good and later on things really got hot when the dancing started.

Peter Bernardo

Adelaide Children's Hospital

North Adelaide,
South Australia 5006
Telephone: (08) 267 4999
Telex ACHOSP 89178
Fax (08) 239 0417

Mr. B. Stanton,
Motor Cycle Riders Association,
C.P.O. Box 1895,
ADELAIDE, S.A. 5001.

April 23rd, 1987.

Dear Bob,

On behalf of our young patients may I thank the Motor Cycle Riders Association most sincerely for the gift of Easter Eggs last week.

We thought everyone look magnificent and were certainly a huge success with the children, parents and staff!

We are very grateful for the Association's continued support and the care and time so readily given to assist our Hospital.

Once again, thank you.

Yours sincerely,

Christine Ostermann,
Manager, Community Liaison
Services.




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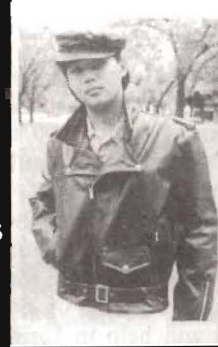
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STATE CONFERENCE REPORT

The State Conference on April 11 was quite successful, despite an initial feeling that there would be a few fireworks. We seem pretty sensible in the way we go about things over here, thank God.

All registers sent delegates, and the attitude and suggestions which prevailed meant that our conferences are becoming more streamlined, more efficient, and more productive.

The main points which arose are as follows:

1. In this magazine you will find a Touring Guide form to fill out and return, in which you say what help you can offer bikers who are tripping around. Once SA is organised we will expand this facility to cover Australia.
2. Arrangements will be made with the Department of Transport and local Registrars of Motor Vehicles to organise a replacement helmet program for those lids that have suffered damage in a prang. A description of how the damage occurred will help in University testing to come up with a better product.
3. Of interest to MRA members of other clubs will be the provision to enable clubs to affiliate with the MRA. We are presently developing the guidelines, and it should be operative within three months. This will keep clubs informed of what the MRA is doing, and vice-versa, and will therefore allow us to do a better job of representing those clubs at State and Federal levels.
4. More information will be sought on the "Code of Practice of Road-Working Authorities" to find out under what conditions we have legal recourse in the event of a prang at roadworks.
5. As well as doing more things for bikers and improving the service, the MRA should tell bikers what we are doing so they are more inclined to join, rather than stay out through ignorance.
6. A higher public profile is needed. We must expand our general publicity through posters, videos, film slides, ads, regular mag columns, T.V., radio, etc.

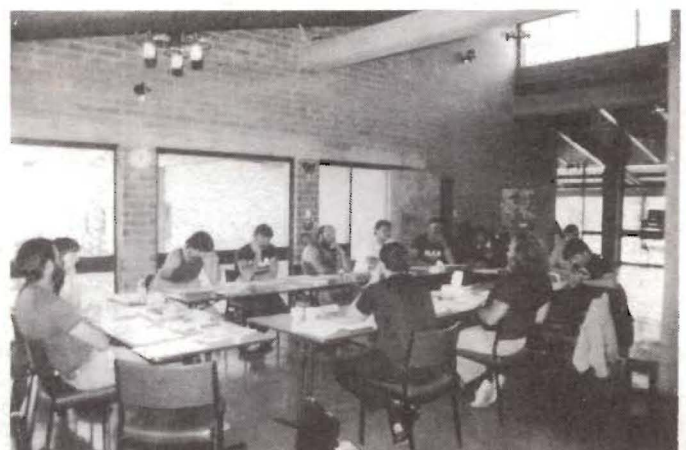
7. Lines of action to handle biased media reporting were discussed. Aside from the general aspects of our own publicity, regular specific criticism by mail by as many people as possible seemed to be the best avenue.

The following points were also discussed, information exchanged, and ideas adopted. The topics were either too involved or of little general interest to warrant more than a mention, although I will fill in the detail to anybody who wants to know.

8. Rider Training and Driver Education.
9. The MRA magazine.
10. Internal communication (including quarterly register reports).
11. Motorcycle Awareness Month activities.
12. Black helmet law.
13. Police I.D.
14. Conditions of licence disqualification and suspension.
15. Bathurst.
16. Finances.
17. Third Party.
18. MRA Tourers will attempt to get a representative in each register.
19. National Conference objectives.
20. National Research Officer position.
21. All A.G.M.'s will now be held in September to come into line with all other state branches and registers in Australia. This will make the National MRA Directory more reliable.
22. Fundraising was also discussed, and you might be interested to know that out of all the activities the MRA's around Oz indulged in over the last year, one of the greatest money-spinners was — wait for it — a lamington drive! Good on yer, W.A.! You sure got guts.

Thanks to all those who made the conference work — the delegates, those who did reports, those behind the scenes, and especially Bob Stanton (Chairman), Linda Smith and Gary Noom (Minutes Secretaries), and Wendy Polljonker (Gofer).

Peter Mount



Register delegates in attendance at the State Conference April '87

BIKE ACCESS HOUR ON RADIO

"GOANNA" BY KNEECAP

Tune into Triple M—FM (93.7) Tuesday 6-7 pm for YOUR hour, including:—

- * Good music
- * Bike news
- * Bike Product Reviews
- * Interviews
- * MRA notebook — upcoming events
- * Club Notes — upcoming events of other clubs
- * Rally information — upcoming events and reports on rallies held

Now you can keep in touch with whats happening on the bike scene.

In March a small group of MRA members completed the Triple M—FM Radio Operators Training course. This included the details of 'driving the desk' (operating the studio equipment) and radio broadcasting regulations.

Next came the program planning and practice demo programs — to gain some experience prior to the actual start of the show, (scheduled for May 26).

Triple F-FM encourages listener comments, and of course the MRA wants your comments and constructive criticism, so listen in, and let us know.

Linda Smith



The MRA goes multi-Media — Linda "driving" the desk



What a happy bunch of little vegemites we have for the Radio Show!

— MEMBERS —
LISTEN TO RADIO STATION TRIPLE M FM
TUESDAY NIGHTS 6 — 7 PM FOR YOUR
MOTORCYCLE SHOW

- * Who drinks West Ends Light in a pint glass so his mates won't stir him up?
- * Is Milo actually going to a Rally by Chair? Must be a FIRST!
- * Who was going to take his B.M.W. R100 RS to the Bike Doctor the other week because the top speed was only 170 KPH into a 60 — 80 KPH head wind? Then got consumption figures of 10.1 KPL or 27 MPG (buy a car.)
- * Has Bruce got a thing for Flat Tyres? Or does he just like to prove that he can get the wheel out/in without Fred's help?
- * Who went to Melbourne & return by car in one day, in less than 10½ hours, and stayed for over an hour in a Hotel having lunch?
- * Who won a Land Yacht on Radio SA FM Morning Zoo? No Ross you can't have it!
- * Has the Fund Raising Committee rigged the Bingo Tickets? Out of the 4 @ \$50 prizes in the series how many went to the Committee? I believe the lot went back to the Committee!!
- * Who are the Radio Announcers on 5MMM FM at 6.00 pm Tuesdays?
- * Is it true that the owners of sidecars are too short to touch the ground? Hence the reasons sidecars are fitted!!
- * Thanks must go to Peter for the cheque to keep his name out of print for another issue. Sorry, I used your name mate.
- * Who took her Harley to the B.M.W. Rally claiming she owned one for 24 hours?
- * Was Tom seen dancing at the lastest Rock & Rage, then seen limping badly a couple of days later? He claims it was a compo case?
- * Who fell off his R65 B.M.W. on his way home after the recent Blood Run?
- * What will Jezza & Les talk about when they next meet outside their place of work?
Les, "What washing powder do you use?"
Jezza, "I use Rinso because I can watch DAY'S OF OUR LIVES on the tube while the laundry soaks."
I think others will envy them watching TV while doing the housework.
- * Who got spat out of his own sidecar at Mt Mary? Who was driving? Someone said left, but the pilot went right, minus the owner.
- * How many seats do the Committee use at the General Meetings? I think 3 per person is a bit greedy!!
- * Why did Russ Hanby ride Susie's Harley?
- * Which Female was heard asking Peter Mount, "What's K.Y. Jelly?"
- * Why did Tom miss the Croweater? Gee Love/lust must really be grand!

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LETTERS TO THE EDITOR

PETROL TAXES (How Many Know?)

On our way to the Clubman Rally this year, we stopped at Kerang (Vic.) for grub and Petrol. A sign outside the garage said "Petrol 28.6c per litre, plus Government Tax equal 60.9c. They weren't trying to con in customers, but were making people aware of what their petrol actually costs per litre, and what it costs us to buy after the Government put their taxes on it.

Vicki Eales, PO Geranium 5301

TOY RUN '87

I have been to the last couple of Toy Runs and have gotten a lot of pleasure out of selecting a suitable toy. Surely the "Freeby Riders" as they were called in the "Toy Run Bitch" would enjoy the ride better carrying a toy, rather than a Guilty Conscience. Maybe in the 1987 Toy Run there could be an entry fee of a Toy or a \$2 donation, after all it is a Charity Run.

Vicki Eales, PO Geranium 5301.

To Our Superior

I know who wrote the letter in question, but so that he may feel secure in his anonymity, I will not reveal his name. Suffice it to say that our learned friend (a superior one at that!) has constantly abused the SA. MRA Tourers since it's inception.

It is this kind of abuse and in-fighting between clubs and organisations that is destroying the motorcycling community. It is my considered opinion that if a hotel, or any other business for that matter, supports us on generously allows us the use of their facilities, then we in turn should support them. Such is the case with the Mount Mary Hotel!

As far as said hotel being the sole property of the 'Green Ginger Guzzlers', you are sadly mistaken and I sincerely hope your views are not shared by other 'Guzzlers'.

It is loud mouthed individuals like yourself (thank God there's only a few of you) who cause the gaps between the various motorcycle groups that you seem to be so worried about!

Personally I feel that you should take a good look at yourself, you'd probably be as disgusted as I am. It's about time you showed some maturity, especially considering your prominent position within the MRA (the 'A' stands for Association not abuse).

We are supposed to be a UNITED organisation.

Yours sincerely,

Dave Rollitt (a poorly-coordinated, unimaginative Tourer's member).

Dear Editor,

Concerning the previous letter to the Editor re: The Tourers New Years Party.

What a give away you don't need three guesses to know who wrote this one, it didn't need to be signed. I'm sure every Tourer's committee member, previous and current can guess who it was.

This is the attitude that would have killed the MRA Tourer's, a negative one created by a small group of people who instead of bothering to participate in the social aspect of the MRA, seemed to get their jollies slinging of at the club and it's members instead.

As for unimaginative sheep, I understand several motorcycle clubs including 'The Guzzlers' also use the Black Lion Hotel for meetings and social events does this mean that all these clubs are 'poaching the superior ideas' of the MRA in using it as a venue? I'm sure everyone has experienced the 'Biker Image' prejudice, especially in pubs, with No Bike Gear often being a dress rule, so it's rare change to find a pub that not only tolerates large numbers of motorcyclists descending on them, expecting to camp on their property and be catered to, but who encourage them and show an unexpected hospitality as the Mount Mary Pub has shown to many clubs not only to 'The Guzzlers', this all to rare attitude should be supported. No unlike the way the various clubs support Peter and Ann at the Black Lion, these people have a genuine interest in motorcyclists and promote an enjoyable atmosphere, so why support Publicans whose only interest in motorcyclists is how much money they spend.

The Tourer's has since it's creation, been the object of a lot of undeserved abuse not only from ex-members with different views to the club but from members of the MRA Committee. If people can't stand by their own club or the club they've created by participating in a constructive manner, but who instead slander it's members and organised events then if they haven't already sold their bikes, maybe they should, as they don't seem to take motorcycling seriously as a lifestyle just as another outlet for the animosity.

And to the person who because of nothing better, to do penned this letter, if you really need to take up a leisure activity, maybe it should be the one you quite obviously well practiced at, namely, self induced orgasm as you seem to get no pleasure from motorcycling.

Sue Engel.

The Tourers do take themselves seriously don't they? The original item was written very much in a tongue-in-cheek manner and not with the malicious intent seemingly implicit according to the Tourers.

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CALENDAR JUNE - SEPTEMBER

JUNE

16th MAM meeting
 17th Committee meeting
 17th 4B's meeting
 24th General meeting
 25th Mid-North Register meeting
 27th South-East Register meeting
 28th SAMRATS Mystery Run. Meet Hilton Hotel, Vic. Square 5.30 am YES AM
 30th MAM meeting

JULY

4th West Coast Register meeting
 4th Green Ginger Rally. SAMRATS meet Tea Tree Gully Hotel 10am
 4th 4B's National Conference, Griffith, NSW
 5th Road Racet A.I.R.
 6th SAMRATS meeting
 8th General Meeting
 8th Y.P. meeting, Moonta Hotel
 11th News 24-Hour Trial
 14th MAM meeting
 15th Committee meeting
 18th Radiata Rally (S.E.) SAMRATS meet Eagle on the Hill 8am
 22nd General Meeting
 23rd Mid-North meeting
 25th S.E. meeting
 28th MAM meeting
 29th 4B's meeting

AUGUST

1st MAGAZINE ARTICLES IN
 1st W.C. meeting
 3rd SAMRATS meeting
 5th General Meeting
 11th MAM meeting
 12th Committee meeting
 12th Y.P. meeting, Cornucopia Hotel, Wallaroo
 12th 4B's meeting
 15th Beach Party Rally. SAMRATS meet Eagle on the Hill 10am
 19th General Meeting
 22nd/23rd Amateur Cyclists Tour - Marshalls required
 25th MAM meeting
 26th 4B's meeting
 27th Mid-North meeting
 29th S.E. meeting
 29th MRA Australia Rally. SAMRATS meet Smithfield Hotel 7 am

SEPT.

2nd MAIN BRANCH A.G.M. BLACK LION HOTEL 8 PM
 5th WEST COAST A.G.M.
 7th SAMRATS meeting
 8th MAM meeting
 9th Committee meeting
 9th YORKE PENINSULA A.G.M. WOMBAT HOTEL, KADINA
 9th 4B's meeting

12th Ian Pettit Memorial Rally
 16th General Meeting
 22nd MAM meeting
 23rd 4B's meeting
 24th MID-NORTH A.G.M.
 26th SOUTH-EAST A.G.M.
 30th General Meeting

ANNUAL GENERAL MEETING

NOTICE IS GIVEN THAT THE MRA SA INC. ANNUAL GENERAL MEETING IS TO BE HELD AT THE BLACK LION HOTEL ON WEDNESDAY 2ND SEPTEMBER 1987. ALL FINANCIAL MEMBERS ARE REQUESTED TO ATTEND. NOMINATIONS FOR ALL POSITIONS WILL BE ACCEPTED AT ANY MEETING PRIOR TO THIS DATE.

ATTENTION ALL CLUB SECRETARIES

The MRA is presently attempting to compile a current listing of all South Australian Motor Cycle Clubs. Please submit details re your club as soon as possible. All relevant data will be collated and the up to date listing will be available to Clubs etc.

NAME OF CLUB:
 POSTAL ADDRESS
 CONTACT PERSON
 PHONE: AH
 PHONE: BH

- VALE -

PETER HAM

WAS TAKEN FROM US. SUDDENLY TRAGICALLY HIS LIFE ENDED AND A LARGE HOLE OPENS UP IN OUR LIVES. PETER MEANT A LOT TO MOST OF US. HIS ZEST FOR LIFE WAS UNEQUALLED IN ANYONE I KNOW. FOR PETER, LIFE WAS ONE BIG ADVENTURE WITH NO HORIZON IN SIGHT. HE LIVED LIFE TO THE FULL AND PACKED MORE LIFE IN HIS 37 YEARS THAN MOST OF US COULD FIT INTO A CENTURY. HE MEANT MORE TO US THAN WE COULD EVER TELL AND WILL BE SADLY MISSED BY ALL WHOM HE TOUCHED. REST IN PEACE PETER AUF WIEDERSEHEN. JASON.

SHOPPERS GUIDE

MRA STOCK PRICE LIST

ITEM	MRA MEMBERS	PUBLIC
Windcheaters (black only)	\$20.00	\$21.00
MRA T-Shirts (Black or white)	\$ 8.00	\$ 9.00
Motorcycling is Magic T-shirts	\$ 5.80	\$ 5.80
MRA Singlets (black only)	\$ 8.00	\$ 9.00
MRA Stubby Holders	\$ 4.50	\$ 5.50
MRA Patches	\$ 3.50	\$ 4.50
MRA Bags	\$ 2.50	\$ 2.50
MRA Badges	\$ 3.50	\$ 4.50
Biketober 84 Badges	\$ 1.00	\$ 1.00
National Motorcycle Month 85 Badges	\$ 1.00	\$ 1.00
All Stickers	\$ 0.50	\$ 0.50

ADD POSTAGE TO ALL:

Windcheaters \$2.00 each
T-Shirt/Singlets \$1.00 each
Badges \$0.50 each

MRA DISCOUNT LIST

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.

10% discount at:

- Gawler Honda – except for tyres and motorcycles
- 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
- Southern Vales McLaren Vale 10% on Tyres & Accessories
- 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
- I.B. Motorcycle repairs and tyre centre – on labour rates
- K.M. Motorcycles 10%
- 15% discount at: Bikes and Bits
- C D Motorcycles Woodville. 10% on all parts 15% on accessories
- Reeds Metal finishers edwardstown 5% on any plating.

M.R.A. DISCOUNT – COUNTRY

- Whyalla Motorway – 10% on tyres, accessories & parts.
- 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, accessories & clothing.
- South East Battery Service, Mt Gambier – 20%
- M.S. McLeod's, Clare – 17½% on Bridgestone Tyres.

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.
Waikeries Honda.
Tatiara Motorcycles
Tucker Motorcycles, Mt Gambier – 10%
Mobil S/Station, Millicent 2 cent/litre
Mobil S/Station, Mt Gambier – 1 cent/litre
Shell Commercial St East, Mt Gambier – 3 cent/litre
Kadina Yamaha – 10% on parts & accessories, Membership thrown in with new bike sales.

FOR SALE

FOR SALE

Yamaha XJ650 1981, Good Con., S & W Shocks, Fork Brace, \$1,695 ono. Rind Wendy (08) 46 2169 or (087) 62 1863 for details.

FOR SALE

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Membership Form

PLEASE USE BLOCK LETTERS.

Tick if renewal Date of Membership: / /

Membership No. (if known)

NAME:

ADDRESS:

P/C

Phone

OCCUPATION:

Enclosed please find the sum of \$10. being for one years membership in the MRA. Please supply MRA Woven Badges; MRA Metal Badges at \$3.50
Family Membership \$15.00 Pensioner \$8.00 & \$12.00.
Total enclosed: \$

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

LET THOSE WHO RIDE DECIDE

NOTICE TO ADVERTISERS

The Trade Practices Act, 1974 came into force on October 1, 1974. There are important new provisions in that Act which contain strict regulations on advertising and all advertisers and advertising agents are advised to study those provisions very carefully.

It can be an offence for anyone to engage, in trade or commerce, in conduct "misleading or deceptive" in particular Section 53 contains prohibitions from doing any of the following in connection with the supply of goods or services or in connection with the promotion by any means, of the supply or use of goods or services:

- (a) Falsely represent that goods or services are of a particular standard, quality or grade, or that goods are of a particular style or model;
- (b) Falsely represent that goods are new;
- (c) Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have;
- (d) Represent that he or it has a sponsorship, approval or affiliation he or it does not have;
- (e) Make false or misleading statements concerning the existence of, or amounts of, price reductions;
- (f) Make false or misleading statements concerning the need for any goods, services, replacements or repairs;
- (g) Make false or misleading statements concerning the existence or effect of any warranty or guarantee.

PENALTY

For an individual – \$10,000 or 6 months imprisonment
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It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication.

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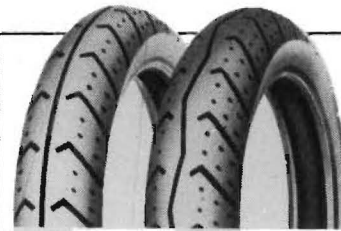
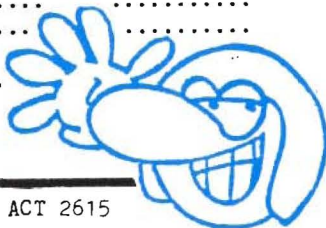
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