



CENTRE STAND



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

NOISE LEVELS	5
BORDER RUN	10
RIDE TO SURVIVE	12

Let those who ride decide.

SEPTEMBER 1985

MOTORING BOOKSHOP



47 Gouger St, Adelaide.
Phone (08) 231 0025

2,500 TITLES —
 MARQUE HISTORIES, OWNERS' WORKSHOP
 MANUALS & TECHNICAL BOOKS ON
 CARS, BIKES RACING & GRAND PRIX,
 TRUCKS & BUSES
 POSTERS PRINTS & SCALE MODELS
 ALSO AVAILABLE

Belstaff

Leading the world in Motorcycle Clothing



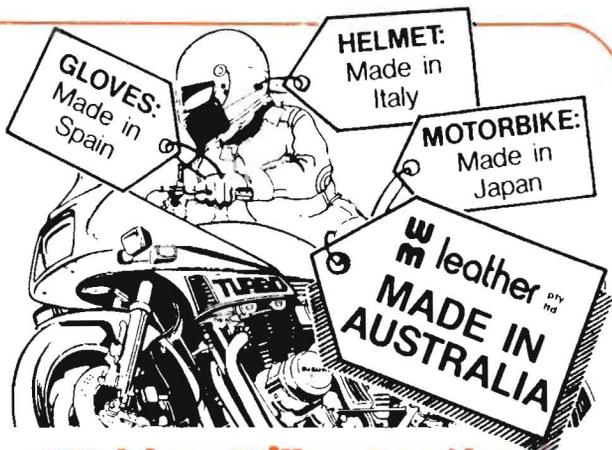
Everywhere you go, anywhere in the world, you'll see motorcyclists wearing the famous Belstaff Trialmasters. It's our most popular range. And no wonder. With so many exclusive features, and a history that goes back over so many years. Trailmasters are as much a part of the motorcycling scene as bikes themselves.

The symbol of quality, value and reliability!

AVAILABLE NOW from leading dealers statewide.
 South Australian & Northern Territory Distributors

FRASER'S IMPORTS PTY. LTD
 MOTOR CYCLE SPECIALISTS

68-72 GIBSON STREET, BOWDEN 5007.
 TELEPHONE: (08) 46 3121



Walden Miller Leathers
 • **MADE IN AUSTRALIA**
 • **from TOP QUALITY AUST. HIDE.**

Combine tough motorcycle weight Australian leather, (tanned in Australia for Australian conditions) and Walden Miller's expertise in producing strong, stylish, well fitting garments — and you've got the best leather for you.

Look for the WM symbol at your accessory shop or phone (08) 272 7655

W m leather pty ltd

87 Unley Road, Parkside, S.A. 5063
 Leather garments for Motor Cyclists.

DISTRIBUTORS VICTORIA: Monza Imports W.A.: Two Wheel Wholesale TAS: Motosport S.A.: N.S.W.: Old: Walden Miller (direct)

MOTO GUZZI



MOTO GUZZI
MOTO MORINI
DUCATI

EUROCYCLE FOR SALES, SERVICE AND SPARES FOR YOUR ITALIAN MECHINE. WE ALSO HAVE DAINESE, A.G.V. AND ALPINE STAR BOOTS. COME AND SEE US AND SEE WHAT WE CAN DO FOR YOU!

EUROCYCLE PHONE 46 5621
 296 PORT RD., HINDMARSH 5007

Produced and Published by Adelaide Advertising Service on behalf of the Motorcycle Riders' Association Inc. of S.A. G.P.O. Box 1895, Adelaide, S.A. 5001.

Contributions invited.

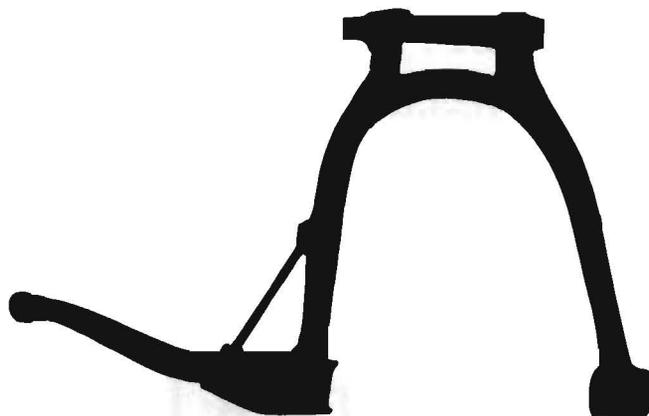
Closing date — 1st of month previous to publication.

Subscriptions gratis to members.

Photographs welcomed. Colour or black and white prints will be returned after publication.

Opinions: Contributors and advertisers opinions do not necessarily reflect the views of the Association or Publisher.

All advertising enquiries to:—
Adelaide Advertising Services,
GPO Box 1617, Adelaide. 5001
Phone 212 6227.



COMMITTEE LISTING

President:	Peter Mount	264 8672
Secretary:	Sharon Gullickson	390 1785
Treasurer:	Tom Griffin	277 5074
Newsletter:	Ross Vickers	272 0154

HILLS DISTRICT REGISTER

Acting President: Chris Phillips - 391 2573
Treasurer: Adrian Spoehr - 391 1720

MID NORTH

President: Greg Stevens - 088 65 2120
Treasurer: Ivan Carpenter
Secretary: Chris Tilbrook: 088 42 2651

SOUTH EAST

President: Greg Morrison - 087 34 8353

WEST COAST

President: John Kocsis — No Phone.
Vice President: Max Hobbs - 086 42 3700
Treasurer: Brian Langley - 086 49 3126
Secretary: Joyce Kloostoman - 086 45 0577

YORK PENNSISULA

President: Bronte Giesecke - 088 25 3008
Mike Eglinton - 088 21 2249

COVER PHOTO:

Some of the owners with their machines at the sidecar training day road-safety centre, Oaklands Rd.

EDITORIAL

Well here we are again with another exciting edition of Centre Stand. Once again I have tried to keep you informed of whats been happening and still keep you interested. Not the easiest of jobs, but it seems to have come together pretty well. Speaking of jobs, this will be the last time that I will be editing this magazine. It has been a good experience for me, and I have enjoyed doing it (well most of it). I think I have kept the thing going in the right direction, and everybody seems to be fairly happy with the result up to now. It's amazing what you can do when you try, and a job like this can be very satisfying. But what you people must remember is that to keep this magazine going, a lot of the input must come from **you**. Remember to have output you must have input. It's your mag. Let the editor know how you feel, give a bit of feedback. There are thousands of stories out there just waiting to be written. Do something about it. It happens with all groups, that the few generally does the real work for the rest. But it should happen least in an association like ours. You join to stick up for yourself don't you? Stand up for your right to be heard! Say something! That's supposedly why we're here.

This magazine, and the MRA as a whole has a long way to go yet. But it will not be done as well as it should unless it's given a real try. Anyway, that's enough outta me, get a rat up ya, and I'll see you on the road sometime.

Ride Safe, Dredge



HONDA - KAWASAKI EGLINTON MOTORCYCLES

Sales:Service:Spares:Accessories

MIKE or LES

Ph.212786 A.H.212249

61 Port Rd.
Kadina

NEED TO IMPROVE YOUR BIKE ?

then insist on DAYTONA

- * REBUILDABLE STEERING DAMPER KITS
- * DROP FORGED FORK BRACES
- * ALLOY CLIP ON HANDLE BARS
- * FACTORY ENGINEERED REAR SETS
- * PRO-SUS FORK DAMPENING ADJUSTERS
- * OIL AND AIR FILTERS
- * TEFLON LINED BRAIDED BRAKE HOSE SETS
- * HARLEY DAVIDSON REPLACEMENT PARTS

AVAILABLE FROM ALL GOOD BIKE SHOPS



WHOLESALE ENQUIRIES ONLY TO
DAVID J. BALLINGER AGENCIES
UNIT 7, 2 BRANDWOOD ST, ROYAL PARK 5014.

PHONE: (08) 47 2988

DARWIN MOTORCYCLE WRECKERS

A PLACE FOR:

- * TOP TUNE-UPS
- * CRASH REPAIRS
- * ENGINE REPAIRS
- * ACCESSORIES
- * TYRES & TUBES
- * EXHAUST SYSTEMS
- * NEW & USED PARTS

Michelin, Yokohama, Dunlop Tyres, R. K.
Chains, N. G. K. Plug, E.B.C. Brakes
All tyre fittings done on new machine

Open 6 Days a Week
Mon-Fri. 8 am-5 pm. Sat. 8 am-1.00 pm.

PHONE (089) 81 4437

131 STUART HIGHWAY, PARAP 5790.

T.P. **S.A. BIKE SALES**

LARGE RANGE OF USED BIKES
ALL MAKES & MODELS

FULL WORKSHOP FACILITIES
ALL WORK GUARANTEED
SPARE PARTS, ACCESSORIES & DISMANTLING

PHONE CARL FULLER ON

243 2244

681 PORT ROAD, WOODVILLE 5011.

PRESIDENT'S REPORT

THE STATE CONFERENCE

Sometimes you have to initiate change yourself, and at other times other people cause it. Either way it is almost invariably caused by reaching the point of instability or intolerability, or showing definite signs of heading that way. In any event you have to examine the implications of the change; how it will effect you, how you will adapt to it and the course of action which will best serve your needs.

A case in point, as if you haven't guessed, is the recent Government shuffle which gave Gavin Keneally the Transport portfolio. We wasted no time in arranging a meeting – an easy thing to do as Mr Keneally was keen to establish liaison with all the different groups who were dead keen on getting in for their chop and airing their grievances.

Bob Stanton and I saw the Minister on August 7th and he seemed genuine enough about establishing a constructive relationship. We discussed Rider Training, which seems to be turning into a huge non-event; first it was going to be introduced by April '85, then December '85, then shelved indefinitely, now sometime in '86. The main things the Government wants to find out now are how much it will cost and if there is any point to forming a committee. If the committee doesn't find out all the answers and the proposal is inadequate the whole thing could be dumped anyway. The same situation exists with graduated car licenses.

We got an assurance that we would be asked to sit on all relevant committees and be contacted about relevant issues. Roy Abbott did that too.

We also brought up white paint, steel plates and manhole covers, yellow and white blocks, and differential speed limits, and we will be gnawing away at these issues until they are resolved. By the way, Victoria's protest on August 3rd resulted in some satisfaction regarding the yellow blocks, along with dual license fees, convex mirrors and city parking.

Mr Keneally agreed to speak at the Ride to Vote rally on the Saturday prior to the next State elections. That's a first!

The ugly question of Third Party naturally arose, and we have now been asked to provide a formal submission on the system as we see it, our gripes against it, what we have done about it, and recommendations for an alternative system. This sounds like a good idea, provided the Minister is sincere in his intention to look at the problem, and is not merely humoring us by asking for a time consuming comprehensive document on the pretext of an apparent need for it. Still it will help to update and clarify the situation for both parties.

He was also pleased to be invited to open National Motorcycle Month at Wigley Reserve at Glenelg on September 28th. We're pleased too, as he has a reputation for doing his homework and being a pretty fair speaker.

Well, well! SGIC has also asked us to prepare an identical submission by mid-September, Coincidence, callusion, or concern? Let's be optimistic (but not too much) and suppose it is the last one, a genuine concern for a constructive reappraisal of the whole damned mess.

Bob and I also attended an executive meeting of the Motorcycle Industry Association on August 12th to discuss the promotion of National Motorcycle Month, and a number of other issues also arose which are summed up by Bob. MIAASA is probably one of the most constructive liaisons the MRA has developed, one which I believe will help to improve the motorcycle scene in S.A.

Our first State Conference was held in Adelaide on August 3rd and 4th and was an unqualified success, thanks to Bob who provided the venue and acted as chairman, Sharon and

The MRA State Conference held in early August was the first of it's kind in S.A. It brought together all the MRA Registers (Y.P. was absent) with the State Branch to iron out some mutual problems and discuss current issues pertaining to motorcyclists across the State.

Registers are rapidly becoming the backbone of the MRA South Australia. They are evidence of the way MRA is diversifying and expanding. The Registers will keep the MRA alive and growing, and encourage new interests.

The Conference pointed out the necessity for the State and Registers to work as one and not fractionise into city and country. At the same time, it is very important for each Register to work within it's own community and meet the needs of that community.

Some of the more interesting and newer topics of interest discussed were motorcycle hazard road signs. Although the idea has been around for some time, it was not until Greg Morrison spoke with Victoria that we realised how far Victoria has advanced. MRA Vic now have their motorcycle hazard signs installed in the Melbourne City Council region. Let's hope we see something here soon.

If a rally site can be found, we will hold an Inter-Register rally – fancy title huh! Should be good though to get MRA members together.

A new committee position is likely to result from the Conference. To improve communication, a Register Liaison Representative (big title) will be elected at the next A.G.M. All this person requires is a desire to tour (on a regular basis) all the Registers, and ability to talk (mainly bikes and MRA)

A new program is being established in Adelaide, concerning motorcycle safety and awareness, in schools. A school program has existed in the Mid-North for some time. Hopefully, this will educate young people on road safety before they hit the roads.

Overall the Conference proved very successful and provoked a lot of talk. The next Conference will be held in mid-January, just prior to the January '86 National Conference.

Thanks to all those who came as delegates and observers, and to Bob Stanton for Chairman and his organisation at the Conference.



“Bob Stanton and his lady love”

Georgina who took the minutes, Milo who did an excellent wrap-up on membership, Wendy and Denys who organised the vitals, others in and out of the committee who assisted, and the most important of all, the register delegates, who took the time for the serious preparation necessary for a successful a conference.



Bike a bit sick?
**MOTORCYCLE
TUNE-UPS**

PERMANENTLY
DISCOUNTED
POPULAR BRAND TYRES

**Mechanical and Crash Repairs
to all makes**

FULLY EQUIPPED WORKSHOP
Trading 8.30 - 6.00 pm Weekdays

**HAPPY VALLEY
MOTORCYCLES**

1700 MAIN SOUTH ROAD,
O'HALLORAN HILL 5158.

Ph. 381 9870

**BLACK
LION
HOTEL**



A Regular Meeting Place for All M.R.A. Members

CALL IN FOR A COLD ALE & WARM WELCOME

Counter Lunches 12-2 pm Wednesday - Friday

Fully Stocked Bottle Department
Function Room For Hire

19 RICHARD ST., HINDMARSH 5007.

Phone 46 4363

**KEVLIN
YAMAHA**

(Kev & Lin Pauling)



Full Range of Accessories for All Makes & Models

*Tyres - Galore *Targa oils & Castrol Oils
*Qualified Mechanics

Agents for Walden Miller Leathers.

Suppliers of - YAMAHA, MOTO GUZZI, MZ VESPA &
HARLEY DAVIDSON CYCLES.

Repairs & Maintenance to all Motor Cycles.

ALICE SPRINGS - 26 ELDER STREET
PHONE: (089) 527507

NOW OPERATING A BRANCH AT:
TENNANT CREEK - CNR STUART & SHMIDT ST
SEE DANNY LEE PHONE: (089) 62 3007 OR (089) 62 2449



CALL INTO KEVLIN YAMAHA
26 ELDER ST, ALICE SPRINGS N.T. 5750.

Phone (089) 52 7507

265 WAYMOUTH ST,
ADELAIDE S.A. 5000.

TELEPHONE
(08) 211 8830

**T R I D E N T
RESTORATIONS**

From Minor Repairs to Complete Professional
Restoration on all British, American and
European Motorcycles - Old & New
Japanese Engine Rebuilds Also.

metal polishing expertise

On Copper, Brass, Aluminium & Stainless Steel Mag Wheels

CHROME PLATING

For Bikes, Cars, Antiques
Also Silver & Cadmium Plating.

NO JOB TOO LARGE OR TOO SMALL
NO MINIMUM CHARGES

(08) 211 8830

ADR N-1 : RECENT DEVELOPMENTS & CURRENT STATUS

Following the amount of press attention that this draft ADR has received in recent months, I have prepared this report for members of the MRA in the hope that it may put to rest the fears of some of their constituents, and put a stop to extravagant or erroneous claims being made by others.

First, a short lesson in Australian history. ADR 28 in 1975 was first noise and emission control established to set a standard for Australian motor vehicles, whether locally made or fully imported. The ADR set a limit for motorcycles under a drive test, which meant that all motorcycles manufactured after the implementation date and offered for sale as a road-registered vehicle carried a compliance plate attesting to the fact that when new the motorcycle met the levels of ADR 28.

Bear in mind that the powers-that-be at the time planned for a 10-decibel reduction from the limits set under ADR 28 over a 10-year period. Therefore the plan at the time was to introduce what has become ADR 39 as a halfway step in about 1980-2, then to achieve the target 80 db(A), via the drive-by test, by 1985. They didn't make it

Bear in mind, too, that ADR 28 is the ONLY ADR that sets limits for motorcycle exhaust emissions. So when Sir Joe Bloggs, Noted Orator and Person Who Should Know, tells you that ADR 39 forced Yamaha to drop the RZ500 because of its dirty, smelly two-stroke emissions, tell him where to get off. ADR 39 (1st March 1985) set drive-by and stationary noise limits for motorcycles AND NOTHING ELSE. Similarly, the proposed ADR N-1 set noise limits ONLY.

What made ADR 39 a pain this year was that as well as setting lower noise limits of 84 db(A) under the drive-by test procedure, it also introduced a stationary test procedure that stated that a motorcycle shall not exceed 94 db(A) at 3/4 ESMP (Engine Speed at Maximum Power — usually 500-1000 rpm below redline), measured at a distance of half a metre behind the exit from the exhaust pipe, and at 45 degrees to the axis of the bike.

Unfortunately, there is evidence of a (very) poor correlation between the drive-by and stationary tests, let alone their limits. For example, the BMW K100 series is one of the very quietest bikes on the road, and this is reflected in the ease with which it passes the drive-by test. However, that same series of bikes almost fails the stationary test! The industry has some amazing examples of this lack of correlation between the two tests, even a case of a bike that is quieter under the stationary test than under the drive-by!

Why have a stationary test at all? In concept it is a good idea. It allows State enforcement authorities (EPA, SPCC, Highway Patrol) a means of checking an in-service motorcycle on the side of the road to see that it complies with the legal requirement. The drive-by test is only good for certification of new models prior to their release, as it is too cumbersome and expensive to set up to test individual vehicles, as distinct from individual models.

In practice, of course, there is a danger that a stationary test with an absolute ceiling of, say, 94 db(A) as in ADR 39 will become a DESIGN PARAMETER. By this buzz-word, I mean that the stationary test limit will become the limit to which the motorcycle has to be manufactured. This is a dangerous practice, when a test that was only intended to be an in-service check has a limit that over-rides that of the more

realistic drive-by test.

At this point, let me make it clear that in all the meetings of the Noise Sub-Committee of the Advisory Committee on Vehicle Emissions and Noise (ACVEN) that I have attended since May 1984, and there have been six such meetings largely devoted to ADR N-1, the AMC stand has been one of complete opposition to the introduction of a new noise ADR. When pressed for a hypothetical (my arse!) AMC position on a stationary noise limit, I have refused to agree to an absolute numerical limit. Rather, I have stated that the AMC would have to support a MODEL SPECIFIC limit. Another buzz-word meaning that we would require the manufacturer to state an upper limit which all examples of a particular model would not exceed on the road. Thus every bike sold has been certified that it passes the realistic drive-by test, and states an upper ceiling that it will not exceed under an in-service stationary test.

For example, although every bike marketed may be certified at or under 84 db(A) on a drive-by test, a smaller-volume model run like a Ducati 900 MHR would be certified by the manufacturer that it would not exceed 96 db(A), say, in use. The only catch under model specific, of course, is that after-market exhausts would not be permitted to exceed the manufacturer's specifications.

The PRESENT POSITION OF ADR N-1 as of July 1985 is that the draft ADR document has been taken over by ACVEN and is no longer the concern of the Noise Sub-Committee (NSC). At the same time, the 26-page justification document that had to accompany the ADR was REJECTED by ACVEN as failing to justify the introduction of a new noise limit for Australia (you may all cheer guardedly!). However, I understand that three of the environmental groups on the NSC have undertaken to rewrite the justification document, and attempt to have it accepted by the NSC and recommended to ACVEN for their endorsement. I feel that the other members of the NSC will once again render the justification document unacceptable to ACVEN, and once more ADR N-1 will grind to a halt.

In the meantime, I have reason to believe that ACVEN has not yet looked at the draft ADR N-1 document, pending a suitable and genuine justification for its introduction. When ACVEN does come to examine the draft ADR, I believe that ACVEN may reject it too, because the ADR has been drafted after the US EPA reg 205, and there is an ATAC directive that all future ADR's must be drafted according to the European ECE format, in this case ECE41. That should be particularly good news for European manufacturers who are represented on the Australian market, as Australian models would be more similar to their home market models, reducing all manufacturing and certifying costs.

To sum up, then, ADR N-1 has hit a snag that could see it tied up for quite some time. If it is delayed much longer, and they do manage to introduce it in whatever form, I think it is going to be 1990 before it can possibly be implemented. And by 1990 there will be many countries that will have stricter limits in force than our current ADR 39, so the fight will be much harder.

Hal Caston, MRA President
AMC Delegate to ACVEN, July 1985.
CENTRE STAND SEPTEMBER — 5

STEEL CITY MOTORCYCLES TRIUMPH



WRECKING ALL MAKES AND MODELS
USED MOTORCYCLES & PARTS SPECIALISING IN
ENGLISH, EUROPEAN & AMERICAN PARTS
& ACCESSORIES

Phone (086)45 5614

78 ESSINGTON LEWIS AVE., WHYALLA 5600

PETER DUNHILL MOTORCYCLES



NEW & USED MOTORCYCLES,
SPARE PARTS & ACCESSORIES
FULL WORKSHOP FACILITIES

258 RENMARK AVE, RENMARK 5341.

Phone(085) 86 5212

HANBY'S Motorcycle Tyre Service

FOR ALL DISCOUNT TYRES

UNIT 3

798 MARION ROAD, MARION 5043.

PHONE 298 8585



R. A. C. & M. C. JOHNSON PTY. LTD.
(In Association With & Trading as)

JOHNSON-HONDA

MOTOR CYCLES
POWER PRODUCTS
MOTOR MOWERS

AND

YAMAHA

SMALL ENGINE SERVICES
MOTOR CYCLES
PUMPS
POWER PRODUCTS
GENERATOR SETS

● SALES ● SERVICE ● SPARES

● ENGINES ● ALTERNATORS
ALL RIDER ACCESSORIES

NARACOORTE 62 3977

178 SMITH ST, NARACOORTE



MID-NORTH YAMAHA

*New & Used Bikes *Spare Parts & Accessories
*Repairs to All Makes & Models *Full Workshop Facilities
*Rebores on Premises *Batteries & Tyres Fitted.

34 WANDEARAH RD, PORT PIRIE 5540

**Phone
(086)32 1517**



Tourers Well Catered For.

EASYRIDER GOOD BIKES

ALSO WRECKING MOST JAPANESE MODELS

262 6631 * 262 5891

494 MAIN NORTH ROAD,
Near Gepps Cross Corner.

PRECISION FINISHERS

RESTORATION OF CHROME.
Car and Motor Cycle Accessories

11 GUMBOWIE AVE., EDWARDSTOWN 5039.

PHONE 276 9449

PAUL DEMPSEY MOTOR CYCLES

YAMAHA SALES & SERVICE

New & Used Motorcycles & Accessories,
Yamaha, Outboard Motors, Power Products & Generators

Authorised Winchester Firearm Dealers.
One of the Largest Range of Firearms & Accessories in
the Riverland.

Hunter and Dolphin Aluminium Boats
156 Fifteenth Street, Renmark. 5341.

TELEPHONE RENMARK (085) 86 6884



TOURERS REPORT

Hi, I'm Andrea from the MRA Tourers. I thought I'd write a bit about ourselves. We're a good bunch and a little crazy at times but we always make it to where we're going. There is always a run every month and in between we go to rallies. Around the end of the year we plan on heading to Sydney for a few weeks during January, and on our way back we'll be stopping at the Clubman Rally on the Australia Day weekend. It's still being decided which way we will be going, but we'll let you know in plenty of time. Never fear, the Tourers will make sure you get there safe and guarantee a good time from start to finish, where ever it may be! We've got a fair list of members and bikers are joining all the time. If you're not sure come on a run and see for yourself! John Herbert is our captain, Micheal Engel is our Secretary and I'm membership officer. We rarely miss MRA meetings, so if you're there, come and have a chat or give us a call. Everybody welcome.

John (Capt. Bentforks) Herbert Ph. 263 4779
Andrea Dell Ph. 258 4112

Ride Safe, Andrea



FOOD FOR THOUGHT

This is a story about four people, EVERYBODY, SOMEBODY, ANYBODY and NOBODY.

There was an important job to be done and EVERYBODY was asked to do it. EVERYBODY was sure SOMEBODY would do it. ANYBODY could have done it, but NOBODY did it. SOMEBODY got very angry because it was EVERYBODY'S job. EVERYBODY thought ANYBODY could do it, but NOBODY realised that EVERYBODY would not do it. It ended up that EVERYBODY blamed SOMEBODY when NOBODY did what ANYBODY could have done.

MANY THANKS DON HATCHER.

Our appreciations go to Don for the thoughtful and professional help he has given us with the artwork for this newsletter. One picture is worth a thousand words.

NEW SERVICE AVAILABLE

NEW SERVICE AVAILABLE TO ROAD USERS

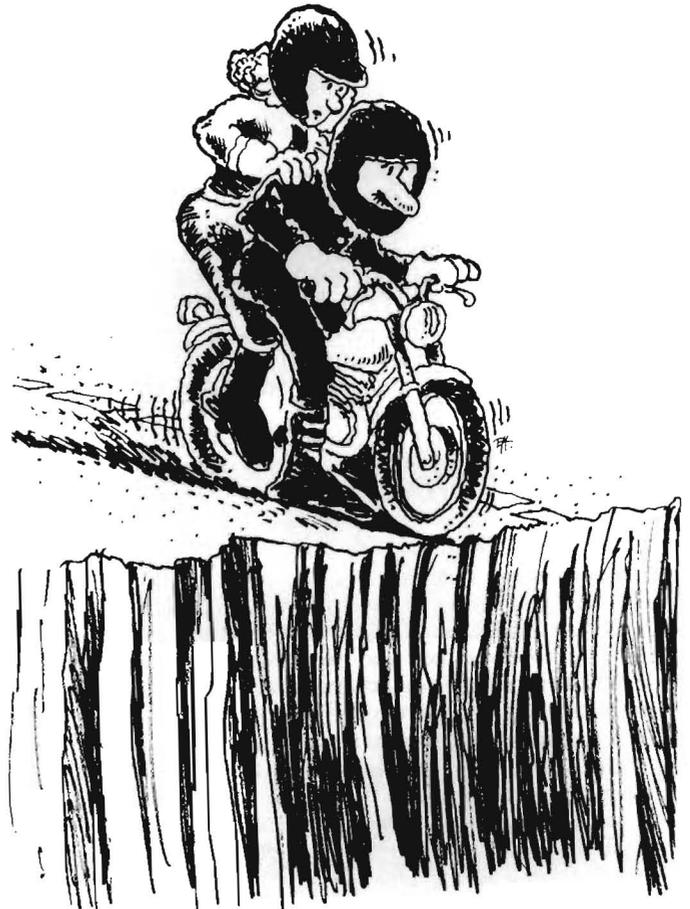
The S.A. Police Department has recently formed a new department to receive complaints and reports of hazardous road and traffic conditions.

If you discover any dangerous road conditions, — e.g. Oil on the road, washed out roads, unmarked roadworks, damaged surface etc., you should phone the police on 218 1360, giving the exact location and nature of the hazard. For example, Oil dumped on the road on the north-west corner of North Terrace and King William Street intersection, Adelaide. The Police then contact the persons responsible for that area to rectify the problem.

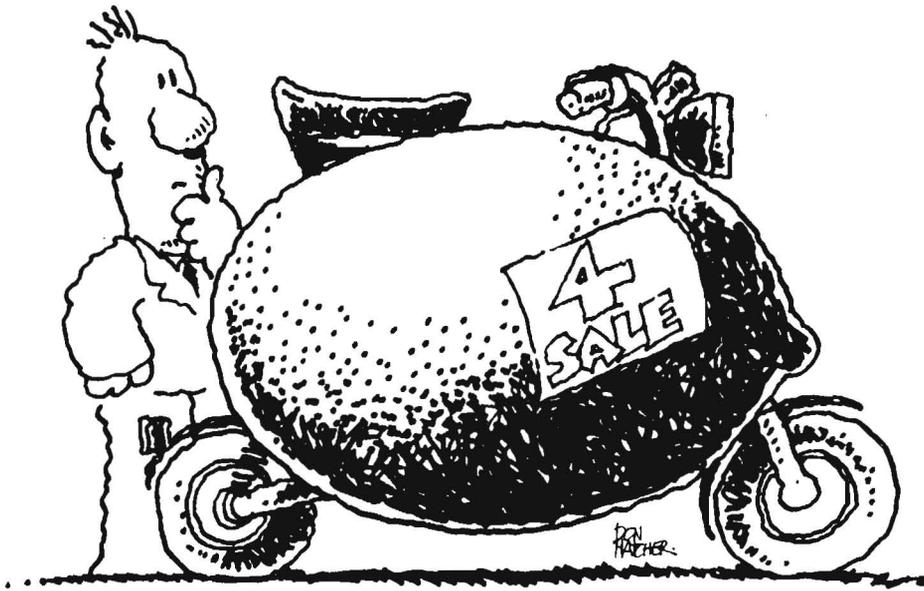
In the past, to get anything done about hazards, it normally meant contacting the council or Highways Dept. in the area and getting them onto it. This meant that it was often the next day before you could pin anyone down to get action, during which time the hazard sat there and claimed more unsuspecting victims. We feel the Police Department is to be commended for now supplying this service, and suggest we all carry their phone number with us and report hazards as soon as we find them.

Remember — 218 1360.

Ride Safe, Bob Stanton



SO YOU GOT A LEMON



Well, well. So you finally decided to get rid of the old heap you've been riding for years and move up a notch to a near-new shining steed that caught your eye as you passed by the local dealers on the way home. And after just two weeks you've discovered that (A) It really is possible for a bike to leak eight litres of oil in just two weeks. (B) Engine braking is not as efficient as wheel braking. (C) Everything you ever said about used motor-cycle salesmen living at the bottom of septic — tanks was absolutely true!

So you take the old girl back to "Honest Eric" and politely demand your money back or you'll commit so many atrocities upon him and his family that you'll make Gengis Khan look like a gay boy scout. Whereby Eric politely tells you that you must have thrashed that bike awful hard to wreck that beautiful machine in such a short period and you can place the old dear up unmentionable parts of your anatomy. So you place a thousand curses on him and leave, vowing to do something. But where do you go for assistance?

Well we all know the old saying, "Caveat Emptor", which roughly translates into "Tough Turkeys, Rough end of the pineapple again." But this is not necessarily the case.

We had a complaint put to us by a member who had purchased a second hand bike from a dealer and had been unhappy with the bike and consequently the service supplied by that dealer. Now you can go to government bodies such as the Consumer affairs bureau and lodge a complaint but what they will usually try to do is get you to sort the problem out with the dealer first, and if you still can't get any satisfaction then you can start legal proceedings.

So we decided to see what the trade itself had to say about the state of affairs. So we contacted the M.I.A.S.A. (Motor-cycle Industry Association of South Australia) and found them to be very interested in this part of the industry.

What they have found is that complaints of this nature are fairly irregular, and can mostly be sorted out with the dealer concerned without too much of a hassle. Most dealers are very keen to supply good service as naturally their reputation is on the line, and most will go out of their way to give the customer a fair go, even to their own expense, just to keep the customer satisfied. What the dealers complain about is the cus-

tomers who buy a second-hand bike, and expect it to be in new condition. They say that machines are bought and sold in the good faith that the buyer is made aware of any faults with that particular machine, and buys it according to that condition.

Now comes the interesting part. Apparently, the current Motor Vehicles Act **does not** classify Motor-cycles as Motor Vehicles, which means that M/C's do not come under the M/V's legislation for warranty claims for second — hand vehicles.

Which means that it is entirely up to dealers as to what sort of warranty they are willing to give you. Most will cover you in good faith but there is no legal requirement for motor-cycle warranty on second hand bikes in this state. Dealers are therefore not required to be licenced as they are with the Tin-Tops.

Now MIAASA feels that this is the most satisfactory state of affairs as this helps to keep prices down. They feel that if the act were changed that it would add costs, and thereby reduce the number of retail outlets and reduce competition. They state that the majority of S.A. dealers are members of MIAASA, and therefore they are in the best position to try and keep the industry on an even keel. They are willing to listen to complaints about S.A. dealers, and attempt to rectify the situation as best they can.

So, if you feel that you have been mistreated by a dealer in S.A., the first thing you should do is try to reason with the dealer himself, and if you can get no satisfaction from him, then you can approach MIAASA to see if they can help you sort things out. You can reach them by writing to—

The Motor-Cycle Industry Association of S.A.

Care of the S.A. Chamber of Commerce

G.P.O. BOX 368, ADELAIDE 5000.

or contact the MRA and we will pass on your complaint to them.

Remember, you do have legal recourse with the Consumer Affairs Bureau, but they will try to sort the thing out before becoming too enmeshed in legal technicalities. So give the MIAASA a go, they may be able to save you a lot of running around. If you have any questions or opinions about this, drop us a line. We would be interested to hear from you.

Ride Safe, Dredge



Motorcycle specialists stocking a large range of Spare Parts & Accessories — Sprocket Kits, Helmets, Tyres, Tubes, Gloves, & Genuine Brand Name Spare Parts
 102 WOOLSHED ST, BORDERTOWN 5268.

PHONE: (087) 52 1988
 After Hours: 58 5023

MANAGER:
 ROGER CLOTHIER

BIKECRAFT

PERFORMANCE MOTORCYCLES

SPRAYPAINTING • METAL POLISHING
 GLASS BEADING • GENERAL ENGINEERING

PHONE 269 4848

UNIT 8 CNR. PYM ST. & EXTER TCE., DUDLEY PARK



WAIKERIE HONDA

IN ASSOCIATION WITH
 ROGERS AUTO REPAIRS PTY. LTD.

NEW MOTOR CYCLES, TRIKES & POWER PRODUCTS

*Full Range of Accessories *Workshop Service *Glass Bead Blasting *Used Motor Cycles *Tourers Well Catered For.

STURT HIGHWAY WAIKERIE 5330.

WAIKERIE (085) 41 2750

Discount on Presentation of Membership Card.



BROKEN HILL SUZUKI CENTRE



NEW & USED BIKES

FULL RANGE OF PARTS & ACCESSORIES

*SALES *SERVICE *REPAIRS

ALL WORK CARRIED OUT BY QUALIFIED TRADESMAN

80 OXIDE ST, BROKEN HILL 2880.

PHONE: (080) 7868

Tourers well catered for

G.P. MOTORCYCLES SOUTHERN AREAS

Phone 384 1155
 179 MAIN SOUTH ROAD, MORPHETT VALE 5162.



SALES - SERVICE - SPARES
 ACCESSORIES — USED BIKES

Discount to All
 M.R.A. Members



RIDE TO SURVIVE

SPEED.

Unless you happen to ride a Cossack 650 you are probably well aware of speed. Speed needs a lot of respect, as treated in the wrong way it can have fatal consequences. We all know if you travel a gnats fart over 60 Km/h it's going to take longer to stop. Well, that's pretty interesting to know, but since you will probably get run over within a week it's not much use to you.

Speed is a part of a motorcycle. You can take a bike to bits and put it back together again and you won't find any speed, as it is a combination of all parts from the throttle cable to the wheel bearings. It could be said speed is the "Soul" of a motorbike. This being so it is necessary to extract this speed in a safe way. Now to do this we have to activate the old grey matter inside the helmet. It's no good complaining you don't have any because University tests conducted at Bathurst and Milpera confirm 99% of Bikers do have brains and it is just unfortunate the other 1% can work out how to start a bike.

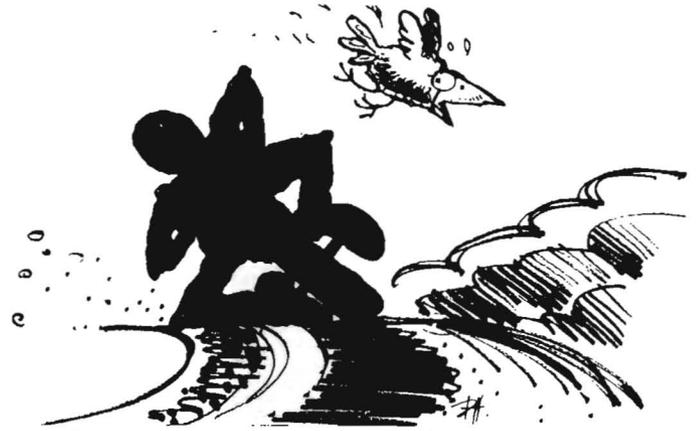
Since riding at a safe speed depends so much on Brian cells it is important to keep a pretty clear head. Now for a lot of people I know this is pretty difficult. To me it seems quite logical. You either ride, drink or you smoke if your into that sort of stuff. Drink and Smoke tend to confuse brain cells into thinking they're having a Wow of a time. While your brain cells are living it up you might ask yourself who's in control of the throttle and making the decisions that are going to keep you ALIVE. It's easy enough to arrange a good piss up without having to ride home. Part of the reason why they invented Rallies I suspect.

Assuming we've got the old brian box working, it's time to have a look at the bike. Some bikes I've seen are not fit to do 10 km/h, let alone 160. If you are going around with bald tyres, no rear brake, and wobbly steering head bearings you can't expect SGIC to pay your hospital bills for an accident you caused by venturing beyond your driveway. So keep your bike in pretty good condition if you want to open your bike up a bit. If you still have one of those greasy black things thrashing about on the back of your bike it is very important to look after it and keep it tensioned properly as they get quite a whip in them at high speeds.

Speed is relative to the size bike you ride so you can have just as much fun going fast on a 175 as you can on a 1000. I like to find a quiet and open stretch of road from time to time and just flatten it. Sure it's illegal, but the danger factor is minimal. I am reffering here to stretches of road at least 80 k's from the city. Flat strapping it in Suburbia is totally irresponsible and a quick way to exit this world and most likely take some poor innocent bystander with you. If you have to impress the girl on the back do it in the country, the scenery is better.

The important thing to do with speed is to control it and know how to. The poor old human body was designed to travel at 5Km/h with bursts up to 20km/h for short spaces of time. By travelling faster than this speed we are making things happen at a speed which the eyes and brain really aren't geared for. Perception of detail diminishes the faster you go so by the time you reach the old ton your eyes can make out the white line in the middle of the road and little else. This can be a dangerous situation as all sorts of nasty things can appear on the side of the road and you won't even see them.

On long trips if you maintain too high a speed for too long you become desensitised to how fast you are actually going. This can lead to very interesting situations when you come to a corner or a car travelling at the speed limit. If you have to cover a lot of miles quickly it is better to travel about 20k's



over the limit and make stops as brief as possible rather than blast along at silly speeds and be totally shagged when you get to each petrol stop. Any lengthy trip requires the right gear because a boiled or chilly brain can do some pretty dumb things.

City riding requires a lot of speed changes due to all the solid objects that need to be avoided. Maintaining a constant speed of 60k's around the suburbs is a sure way to an early retirement. It is a far better to keep up with the general traffic flow and there are only a few cars to worry about instead of a constant stream. When you are in a stream of traffic with cars alongside, by adjusting speed marginally you remind them your still there. Since most drivers have an attention span of about 20 seconds if you remain static they forget all about you and change lanes on top of you. All this moving about is going to cost more in petrol but it's a lot better than hospital bills. Your speed should be constantly varying to match changing traffic conditions.

Speed Kills is a popular Catchcry and is easily taken completely out of context by most officials. Lower the speed limit and you will save lives they say. This is a load of crap as far as I am concerned. If people are not aware of the effects of speed or how to control it lowering the speed limit will have little or no effect. The only way to change peoples attitudes is with education, not legislation.

If you play the game and travel over the limit you should be dressed for the occasion with suitable Helmet, Gloves, Jacket, Boots and Jeans. This rule should apply whenever you venture out onto the road, whether it is winter or the middle of summer. Now with any game you're going to lose sometime so if the revenue raisers get you don't mouth off about them because they are only doing part of their job.

Used in a responsible way and with a bit of respect speed can be very safe, but abuse it and it could be fatal. Too many self induced fatalities and the Legislators step in to protect us from ourselves. Well, that's their story anyway, Unless you want to ride around on 80 Km/h Sludgemobikes make sure the Brian is fully operational before turning the ignition key.
P.S.

My personal veiw on Speed Limits and especially their enforcement is fairly cynical so any reference to exceeding that limit is purely up to the individual and this article in no way reflects MRA policy or attitudes. I believe I am intelligent enough to judge for myself a safe speed to travel at allowing for Traffic density, Time of day, Road surface and Weather conditions and I suspect most other Riders are as well.

Ride Safe, S. Dalton

4 B's REPORT

During the last few months, the 4B's has experienced a slight change of members, but we can account for 22 active members, although six of them are very new to it all.

The relatively high membership means no-one need be overly worried about motorcyclists not getting a visit some time each week, even when members suffer setbacks to their health and the so many waylaying problems we can all suffer.

One of the rewards we all enjoy is finding unexpected help from within the MRA itself and even outside.

The future of the group is about to receive a good P.R. boost because of the work of Neville, Greg Bartlett and undoubtedly the rest of the family. This family, and a long time friend of most of us, Ingo, have organized a rally for all motorcyclists in the Parrilla area. Only those who have organized a rally for large numbers of motorcyclists can possibly understand just how many hours are involved. Dare I say a hundred hours to get something like this going.

So all you members and friends be there, for the full weekend of 21st and 22nd September, and let's be part of what should be an annual event.

All the 4B's thank you Neville, family and friends.

Sad to say, we are still working our butts off as the number of injured still is unhappily high. For the week ending 7/8/85, we can account for thirteen in hospitals locally. The area of activities has increased, in as much as we should have access to the Julia Farr Centre.

As always, conduct of members is the key to real ultimate success of this the MRA venture into the judgemental society in which we live, so this new venture marks another step to climb for our image – let it be a reality.

We will be taking a couple of residents to the Sept. 1 meeting at A.I.R. This requires full co-operation from hospital management and staff, as a van with all its equipment from the centre has been made available, and I'm sure that with the concern of the A.V.A. club and management, we will give these two blokes, Doc and Peter a good day, and a good feed C/- MRA only BBQ.

The juvenis club is also showing great interest, through Sally it's Secretary for a great day at the Mallalla Classic meeting, later in September.

As in the past, we are looking to have our Castrol 6 Hour party at the Black Lion on the 27th October. The BBQ will front, and I promise you, I'll have nothing to do with the cooking. I'm a calamity.

So all you riders and friends, prepare yourself for good times ahead with the MRA, especially during the October, the month



"Now once upon a time, children, there were these three bears."

of magic. Stay with the front wheel braking practice, and stay upright. Thanks for your support through all this last year, keep buying our tawny port, and back us up for the future.

Yours, 4B's Members



"Gees I'm thirsty!"
"I told you we needed a bigger keg!"



"Perhaps if we heat it up first. . ."



"Hey, only 4 hours for all that much."
"Yeah, we can really party now"

You know how it is. You're just heading back into town after a long run up north, feeling pretty good, although it feels strange tangling with the traffic after a weekend in the never-never. So someone signals to pull over and have a quiet drink before everyone goes their own separate ways. So you pull into a place that looks like it might welcome a few weary bikers, and make your way to the bar.

Now sometimes your greeted with unfriendly stares, sometimes with downright hostility, but mostly with blas'e service that belies management attitude to anyone wearing a leather jacket and carrying a helmet.

But just occasionally your greeted with pleasant smiles and the friendly attitude that shows your welcome. Well there is a place on the Main North Road at Enfield that has that friendly air. It's the **Motel Hoffman**, and you will probably find that the service there is much to your liking. The place is run by Rob Mills, who is an avid motorcyclist himself, and owns one of the M/H Ducatis in the photograph." It's very good for an afternoons blast in the hills," he reckons. "Great for clearing the cobwebs out of ones head." He also enjoys Touring and causes a lot of interest among other Moteliers when he arrives on a motorcycle.

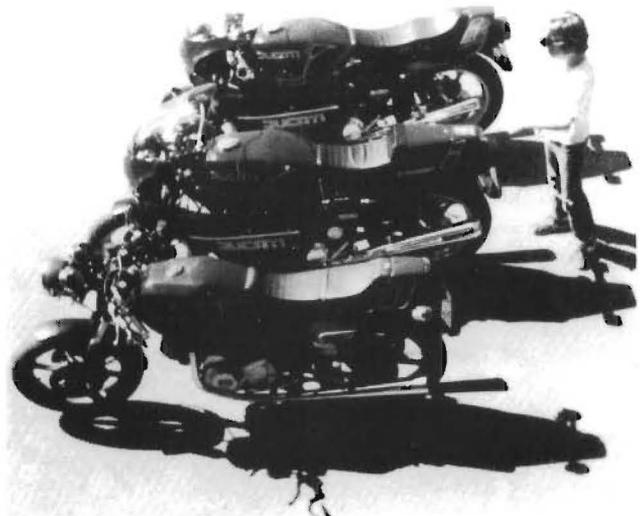
The **Hoffman** welcomes motorcyclists, and even has a lock-up garage for this purpose, so riders can sleep easy knowing their machines are locked away and safe.

Well it's good to see that their are still places in town that accept us for what we are and welcome our members and friends with good cheer. So remember to drop in the next time your going through Enfield.

Ride Safe, Dredge

- * Who broke his thumb while trying not to run over a poor little cat?
- * Who was pulled over by the Police for running a red light and speeding (95 in an 80 zone) and wasn't booked?
- * Who woke up crook after the last Rock and Rage Night at the Black Lion Pub?
- * Who wanted Rock and Roll but didn't show?
- * Which two persons were doing 200 kph coming back from the Green Ginger Rally?
- * Of the said two persons, who was dodging tent pegs from the bike in front?
- * Which four MRA S.A. members went to the snow by bus?
- * What was the Harley rider wearing a tie for at a recent MRA meeting?
- * Who was involved in an accident (Bike v Car) after the Rock and Rage, dented the left hand car door, car didn't stop, bike rider to hungover to chase the said car? No damage to the B.M.W. bike, rider continued on his way!
- * Who spent 45 minutes looking for the above mentioned bike rider?
- * Who dropped his 250 Honda on the way to the B.M.W. control point for the 24 Hour Trial?
- * Who stopped along side of the fallen rider and laughed?
- * Who burned his sleeping bag while dozing too near the camp fire and thought someone near was having a funny smoke? Must be an RZ rider!
- * Who had to push his B.M.W. R80ST at the Green Ginger Rally?
- * Who lost his job as Minister of Transport?
- * Who had a camouflage tent at the Croweater Rally and didn't sleep in it because he couldn't find it?
- * Who went to the Green Ginger Rally but preferred Mum's home cooking at home in Barmera? (Wimp!)
- * Who was drinking orange juice at the Rock and Rage? Pity Goanna didn't do the same!

P.S. In the next issue, Goanna will be putting names to some of the gossip! Cheques/Money orders to the MRA committee.



Some of the bikes which have stayed at the Motel Hoffman

M
O
T
E
L

H
O
F
F
M
A
N
N

A Budget motel

next to Pizza Hut!

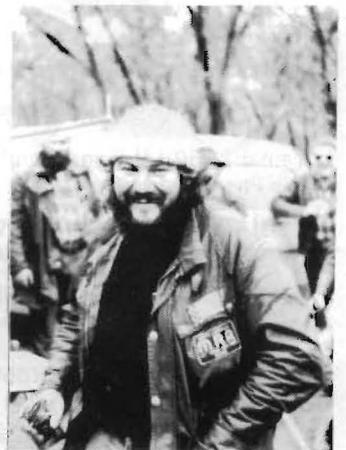
- Air Conditioned
- Colour T.V.
- Licensed Restaurant
- City Bus Route
- R.S.L. Adjacent
- Friendly Services with your hosts

Rob & Mirla Mills

393 MAIN NORTH RD., ENFIELD

Phone (08) 262 5115

CANDID PICS



WINNING VALUES

BRIAN SCHULTZ

KAWASAKI

(Formerly Tanunda Auto. Craft)
119 Murray Street, Tanunda.

Phone(085) 63 3388

FOR

- *NEW KAWASAKI MOTOR CYCLES, GENERATORS & STATIONARY ENGINES.
- *SALES, SERVICE & SPARES
- *ACCESSORIES
- *SECOND-HAND MOTOR CYCLES
- *PERFORMANCE TUNING
- *SIDECAR SPECIALIST



YAMAHA

85
YAMAHA

**SALES — SERVICE — SPARES
ACCESSORIES**

YAMAHA
85

REYNOLDS YAMAHA

MOUNT GAMBIER(087) 25 0299

Proprietor: Trevor Reynolds
Manager: Fred Lampard
Spare Parts: Trevor Tye

19 STURT ST. MOUNT GAMBIER 5290.

motorcycle maintenance, wrecking and repairs

ALL WORK CARRIED OUT BY FULLY
QUALIFIED MECHANICS.

LARGE RANGE OF
DUNLOP, METZELER & YOKOHAMA TYRES, BATTERIES,
D.I.D. CHAINS, S.B.S. DISC PADS, BRAKE SHOES

Evening Service Work By Appointment

Discount to all M.R.A. members

★

DES MADGE MOTORCYCLES

3 STANLEY COURT, MORPHETT VALE 5162

★

Phone 384 3126

NO WORRIES . .

If Swann Insurance
has you covered!

**PAY BY THE
MONTH**

**SWANN
SUPER COVER**

- New bike replaced if total loss in 1st year
- All licenced riders are covered
- \$200,000 Third Party damage cover
- 20% No—Claim bonus
- Swann supports the MRA - Special discounts for MRA members



Swann Insurance Limited

33 King William Street, Adelaide 5000
Phone (08) 51 6045

RANCO YAMAHA



YOUR NEW YAMAHA DEALER NORTH OF ADELAIDE

1750 MAIN NORTH ROAD, SALISBURY PLAINS. PHONE 258 8181 250 5013

MOTORCYCLES:

Full range of New Yamaha's, including AG Bikes
Three & Four Wheelers.
Also a Top Selection of Second Hand Motorcycles.

ACCESSORIES:

Helmets:— ARAI, SHOEI, AGV, STADIUM,
NOVA STAR.
Riding Gear:— Dri Rider Wax Cotton & Nylon,
Shoei Leather, Walden Miller, Rosi Boots, Large
Range of Gloves, MX Sinisalo Nylons. Body Armour
By Ufo Etc.

TYRES & ACCESSORIES:

Dunlop, Michelin, Bridgestone, Metzler & Yokohama
Gearsac
Castrol, Valvoline, Belray, STP.
Plus Odds & Bits You Require.

SPARE PARTS:

Large Range of Yamaha Spares.

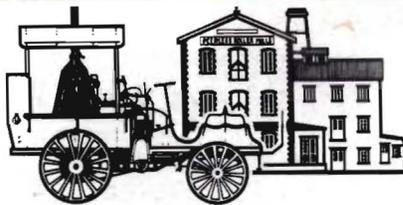
WORKSHOP:

Fully Equipped Workshop For All Your Service
and Repairs.
Requirements to JAP Bikes.
Dave Anderson Qualified Mechanic with 15 years
Experience.

SHOEI

Walden Miller
m leather
AUSTRALIAN MADE

DRIRIDER



Birdwood Mill

NATIONAL MOTOR MUSEUM

IF YOU'VE GOT FRIENDS VISITING FOR THE
GRAND PRIX, THEY'RE SURE TO ENJOY A VISIT
TO THE BIRDWOOD MILL.

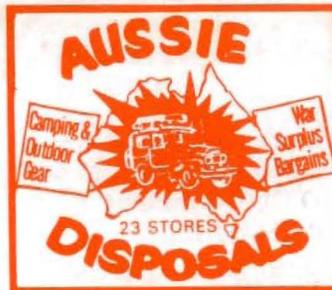
There's so much to enjoy . . .
the National Motor Museum with its great
collection of bikes, the Mill Building
full of gizmos and gadgets, a new
children's playground, barbecue facilities,
tea rooms and a souvenir shop.

See you soon at the Birdwood Mill !

Open daily 9.30am — 5pm

Shannon Street, Birdwood
Tel (085) 685 006

History Trust of South Australia



AUSSIE DISPOSALS PTY. LTD.

Incorporated in Victoria
119 PIRIE STREET,
ADELAIDE 5000.
Phone: 224 0388

AUSTRALIA'S LARGEST WAR SURPLUS RETAILERS

Specialising in

War Surplus Bargains, Safari, Camping & Outdoor Gear
Direct Overseas Importers & Exporters



*Flying Boots Fur Lined Leather Upper
2 Styles Full Side zip & Pull On

*Leather Jackets At Bargain Prices
*Full Range of Leather Gauntlets
Also



We specialise in a Complete
Range of Camping & Outdoor
Equipment, Including Light-
weight Tents & Cooking Equip-
ment. A Full Range of Wet
Weather Gear and Warm Winter
Clothing.

THE STORE WITH THE
CAMOUFLAGE FRONT



MAIL ORDERS WELCOME

AUSSIE DISPOSALS
119 PIRIE ST. ADELAIDE
PH. 224 0388

BARGAINS ARE OUR BUSINESS