

Australian Motorcycle Council

To assist the A.M.C. with it's work at a Federal level would you please kindly complete the following questionnaire and return to :-

MRA (NSW)
P.O. Box 123
Flemington Markets NSW 2129

OR return the questionnaire to you next branch MRA meeting.

Answer the following questions by circling either YES or NO.

1. Have you ever fallen off your bike because of:

- | | | |
|--|-----|----|
| (i) Road marking paint on a dry road. | YES | NO |
| (ii) Road marking paint on a wet road. | YES | NO |
| (iii) Oil soaked road marking paint. | YES | NO |

2. Have you ever lost control, but not fallen off on:

- | | | |
|--|-----|----|
| (i) Road marking paint on a dry road. | YES | NO |
| (ii) Road marking paint on a wet road. | YES | NO |
| (iii) Oil soaked road marking paint. | YES | NO |

3. Do you have trouble seeing road markings in built up areas:

- | | | |
|---------------------|-----|----|
| (i) On dry nights. | YES | NO |
| (ii) On wet nights. | YES | NO |
| (iii) On dry days. | YES | NO |
| (iv) On wet days. | YES | NO |

4. Do you have trouble seeing road markings on the open highway:

- | | | |
|---------------------|-----|----|
| (i) On dry nights. | YES | NO |
| (ii) On wet nights. | YES | NO |
| (iii) On dry days. | YES | NO |
| (iv) On wet days. | YES | NO |

This information is required to submit to the Standards Association on Australia to help set the new standard for road marking paints.

Help us to help you,

Ross Goodman.



CENTRE STAND



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

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MARCH

Let those who ride decide.

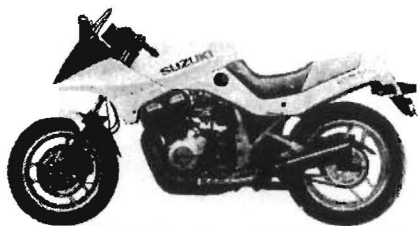
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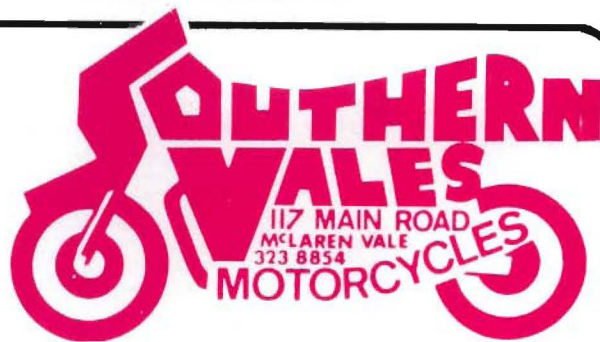
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MRA

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COVER PHOTO:

Bob Stanton's BMW in the Alps
See Story Inside.

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Meetings: Last Saturday in month, no fixed venue

Welcome back!

EDITORIAL

Anyone who has opened a newspaper or listened to the news broadcast on almost any day this year will be aware of the alarmingly high ratio of bikers who have gone down since New Year. This situation should be of great concern to us all. These disproportionate numbers could reflect any number of factors — rider inexperience, high alcohol levels, driver inattentiveness — whatever the cause, let's make bloody sure you stay upright and don't become the next statistic to grace the news headlines.

On the same theme, there has recently been a huge amount of concern expressed at MRA Main Branch meetings with regard to Police pursuit of motorcycles. In this edition, you can peruse at your leisure the letters sent and received on the subject. Whatever your thoughts on high speed chases, the facts are indisputable: if you are involved, the chances of escape are slim (due mainly to superior numbers); and if you do happen to come to grief during a chase, you will inevitably sustain great personal injury. The simplest solution is not to get drawn into a chase no matter what the reason — whatever you've done couldn't possibly be worth dying for!

On a more positive note, there have been movements of late towards the formation of a Committee of Inquiry into Road Safety. Bob Stanton (our Vice President) has already made the appropriate steps towards having the voice of the MRA heard, noticed and heeded. If you have any bright ideas on how to reduce the growing road toll (either for bikers or road users in general), I'm sure Bob would be only too pleased to hear from you. By the way, banning all cars from the road has already been suggested as a means of reducing road death.

Closing date for the next edition of "Centre Stand" is May 1st 1987. Ride safe,
Milo, Tom and Wendy

PRESIDENT'S REPORT

Sydney was the venue for the 1987 National Conference, held over the Australia Day long weekend at the same time that a large contingent of MRA members were industrially researching alternative riding styles, group interaction, and quality control within Australia's beverage industry at the Clubman Rally.

Thanks, loyal brethren. I'm glad you enjoy your work so much. The results of that research will shortly become public knowledge. Meanwhile, here are the results of my weekend.

1. The role of MRAA can now be divided into three main groups —
 1. Coordination
 2. Communication
 3. Guidance

These in turn can be broken down into two subgroups — Political and Social, which can be divided further, in the political sense, into Direct Action (protest rallies and the like) and Discussion (liason with AMC, Federal Government and other bodies.)

Coordination will include Toy Runs, Awareness Runs, distribution of national magazines, general advertising etc.

Communication will include the national president being able to reply on behalf of all of us to any appropriate enquiries from the Government and other bodies, such as the National Motorcycle Forum.

The ability to do this will be achieved by the States sending quarterly reports on local activities to the executive for national dispersal and by direct communication.

Communication will also include maintaining the national directory, providing a magazine and the executive furnishing quarterly reports to the States

Guidance will be available by having a direct link with the other States as a whole and by the Federal experience of the executive.

2. The need to develop new perspectives was in evidence. We have all done much to improve our public image and with our role becoming more safety-orientated it is time to make a studied approach to commuters, who pay for, and account for, a large proportion of our third party expenses.
3. Motorcycle Awareness Month will be coordinated nationally and although there will not be a national coordinator as such, the national secretary will act as an information exchange and will be responsible for publicity.

A slogan for this year is needed before the end of March. We are considering "Watch That Bike", but other suggestions are welcome.

4. It has been proposed that a Bicentennial rally be held in the ACT on the long weekend of October 1988, with the proceeds being used to develop a rider training programme which can be used throughout Oz. Other ideas on the use of the proceeds are also welcome.

The Bicentennial Authority is compiling 200 stories on people whose stories have not been told. These might be unknown people who, in their own way, have done or are doing their bit for Australia, whatever it is. If you know of anyone who you reckon deserves to be recognised, let us know.

5. The major fundraising ideas of the various states were tossed in the pot, so we should all benefit from a bit of adaptation of these ideas to suit our own situations.
6. The position of Research Officer has been created on the

national executive. The position shall entail the responsibility to:—

1. Collate information from the States
2. Undertake research on State, national and international issues as required.
3. Establish and maintain a research library.
4. Act as a sourcing centre for research information.
5. Perform other duties as directed by MRAA.

I think this will be an extremely interesting job, so if any of you are interested in this direction contact the secretary, as nominations must be in by April 30th.

There is a general lack of research done in Australia due to the shortage of people available to collect the new data and it is likely that the Federal Govt. will enlist our services in this area.

We intend taking this a step further and will develop our own data bank of information which we consider desirable.

8. MRAA will investigate the feasibility of a national helmet replacement programme, the basic idea being that you would be able to trade in your old lid for, say, a 10% rebate on a new one. It would be an incentive to replace your battered helmet which might be past its safe working life.

Adelaide University also needs helmets which have been in prangs so that it can test them and thus recommend better standards, but to do this it needs details on the prang, so keep that in mind.

This in no way affects MRA policy on helmets — it is simply another service to motorcyclists which we are working on.

9. MRAA will accept an offer from the Broken Hill register to stage a national rally for MRA members on the Darling River on August 30/31. Keep it free.

10. Lists of available stock and relative sales performance will be exchanged so that States will not waste money on non-performers.

11. National conferences will be held annually instead of every six months so that all work arising from them will be completed. They will also be more productive, the same topics will not arise and the money saved can be well spent elsewhere.

As a result, MRAA fees will be reduced to \$1 per member per year up to a maximum of \$2000 for any one state branch. This means SA should now almost break even on the cost of servicing our members.

12. The feasibility of getting a Federal Govt. grant will be investigated.
13. MRAA will be run as a business and a budget on planned expenditure will be prepared annually.
14. In order to reduce the incidence of erroneous reporting by the media, the national president will be the sole spokesman for the national body.
15. Other States are following SA's lead and have begun research into alternative road-marking paints.

16. The ceiling on State fees has been lifted to \$15 per single, plus a \$5 joining fee. The state have the option of charging whatever is necessary, up to this amount. SA will not be introducing a joining fee, although we will be forced to consider restructuring membership fees eventually.

This conference was not one of the most controversial, but I think it will prove to be a turning point in MRA affairs

PRESIDENT'S REPORT

and management and was probably one of the most helpful to the MRA in terms of its development. Perhaps there is a new-found maturity emerging. The future certainly looks more promising than it has for some time.

If anybody has any comment on the conference, feel free to make them known via the magazine as we are all interested in hearing them.

The State Conference, planned for February 14th, was postponed due to a total lack of interest from the Registers. I'm speaking to our country members when I say that the Registers have been set up to help *you*, to give *you* greater

access to the MRA resources, to give *you* better political representation, to overcome *your* problems and to enable the State Branch to serve *you* better.

If you want it to continue, or if you have some beefs you want aired, do something about it.

To finish on a brighter note, MRA SA is now an agent for Swann Insurance, which means that along with having a solid reliable company behind you, you also get a 10% discount on your premiums, which can amount to quite a bit.

Just another one of the increasing number of services the MRA provides to its members.

Ride Safe, Peter Mount

SO YOU'RE THINKING OF RIDING AROUND EUROPE??

Following heavy pressure from the editorial staff of "Centre Stand" to write a story of my recent 6 month trip to Europe, I thought rather than write another "My Holiday:Day One" type article, the space could be better spent giving hints and pitfalls etc.

BUYING A BIKE

I bought an '83 650 BMW, with all the bolt on touring bits such as panniers, tank bag, driving lights etc within a week of arriving in London. It had only done 12 000 miles, but in the U.K. this is considered quite high mileage – something to bear in mind if you intend selling it when you've finished. Also remember that once winter hits Europe, you can't even give away a motorbike. I left mine with relatives who will put it on the market when winter passes. (I'm available for offers if you're heading that way.) The British "Motorcycle News" is full of used bikes and I got mine through it for 1 300 pounds (\$2 700). The mufflers had to be replaced because they were rusted through from the salt they put on the iced roads in winter. You'll have to have mobility and be quick to catch any bargains, as they don't last long. It also helps to understand the method of allocation of registration numbers where a letter either at the start or end of the number signifies the year of first registration.

Whilst on the subject of buying a bike, I'll mention insurance. In England, this works differently than here. A vehicle must have a M.O.T. (roadworthiness certificate) each year after the first 3 years. On top of that, you pay a yearly road tax, a relatively small amount compared to our costs. But then comes the Insurance. You, as a rider, must be insured for 3rd Party. The cost of this varied with capacity, age and experience. If you're going to Europe, you'll need full insurance to get a "Green Card", which is an extension of your policy to cover you in various non-European Economic Community countries. The catch with the "Green Card" is that they will only issue it for 3 months in any calendar year and costs 15 pounds (\$30+) a month on top of your policy cost.

The "Green Card" also extends your insurance policy theft clause to cover you in Europe (outside the 3 months, you're on your own), I suggest you sleep with the bike and carry a good lock up chain.

I found that most Insurance Brokers really didn't want to know about Aussies doing a 6 month trip and it wasn't possible to get a 5 month policy, or any form of no claim. They explained it to me as something to do with the high cost of flying you back and forth in case you are involved in a claim. Once again, the "Motorcycle News" is full of Brokers who handle bikes.

Policies covering bikes bought on mainland Europe by people doing the European delivery plans seemed to be much more comprehensive, without the 3 month limitation. They also covered a few countries (including some Eastern Bloc) that the British Policies didn't.

MONEY

Due to the fluctuating \$Aust, this can be sort of like playing roulette. I was lucky enough to cash my money into traveller's cheque just as the \$Aust peaked at 72 cents to the \$US. So just bear this in mind and adjust accordingly when I mention amounts.

The \$Aust was up and down like a honeymooner's dick, so I chose to take half of my money as American Express Traveller's Cheques (taken everywhere in Western Europe) and load the other half into my Adelaide bank account with authority for my friendly manager to pay off my Visa card cash advance bills as soon as they came in, thereby avoiding interest. This system worked quite well. When I found the \$Aust was plummeting, I started to use the VISA card and save the cheques (bought at a good rate) for when the exchange value became really depressing.

VISA card was a bit of a pain, mainly finding banks that took it. Remember to take the list of banks with you. I forgot, and wasted a lot of time trying to find out which banks to go to, in various languages of which I understand very little. American Express also do an 'instant money' card like VISA and may be more widespread. There's also a host of 'plastic money' cards put out by European banks if you have an account there. Another widespread system is 'Eurocheque'.

I took a bank draft of \$3,00 in Pound Sterling to buy a bike, with the intention of opening an account and drawing it straight out. Big problem! In England, you have to have references, pedigree papers etc. to open an account, then wait a lengthy period before you can draw it out. I would have been better off taking extra traveller's cheques in Pound Sterling.

Handy Hint No. 347: when cashing American Express cheques in London, go to their head office and avoid paying what can amount to a hefty commission.

I took half my cheques in German Marks and half in Swiss Francs. When changing either of them in their respective countries, I was not charged commission, even in banks. I presume this is the same for say, Lira cheques cashed in Italy.

Camping grounds and hotels normally change cheques, but charge a hefty commission – sometimes at a very suspect exchange rate, so it pays to carry a few smaller denomination cheques in case you have to resort to them for quick money.

The less the cheque, the less you lose in commission.

AMOUNTS TO TAKE

This, of course, will vary immensely with how highly or lowly you wish to live while you're there.

After the initial layout for the bike, insurance and a good set of waterproofs etc, I found I could live quite well on about \$250 a week. This varies from country to country of course. It covered all expenses which included petrol (12000 miles of it), mainly campground accommodation, ferries, booze and food. I didn't do without much; eating at lower price cafes and restaurants at least once every 2 days for a good meal. The rest of the time I lived on fruit, bread and cheese, pasta stews (must include a recipe in a later story) and good old cornflakes for breakfast. I also got to do all the fun things like hire windsurfers at Nice, go up in cable cars all over the Alps, go to beerfests in Germany, catch a few Grands Prix, and play for days on the bike in the Swiss Alps.

Whilst travelling, I met many other bikers and it seemed every one of them had a dream to come to Australia one day. I now have addresses of places to stay all over Europe. Most people I met invited me to stay with them if I was in their area, and the ones whose offers I took up showed me wonderful hospitality. This of course, cuts down accommodation and food costs as well as enhancing the enjoyment you get from "being there". I made some very good friends and hopefully will see them over here one day. I just hope they don't all arrive on my doorstep at the same time. A little bit of interest and courtesy toward people you meet whilst travelling certainly pays dividends as your trip progresses.

LANGUAGE

A lot of people have the attitude that "They all speak English over there, so why worry!" This attitude quickly gets you shuffled to the back of the queue with the Yanks.

Whilst it is true that most younger people there speak some English (many fluently) you get a lot more attention and courtesy if you at least try to communicate in their language. It can also be a lot of fun.

I took the Youth Hostels conversation guide which gives all the key words like beer, food and "which way to the nearest hotel?", in all the major languages. Unfortunately, it doesn't give you pronunciation of the words, so sometimes you have to point to the word you're trying to say. It's also not much use for carrying on a conversation because after asking "How

is your mother's chicken?" gleaned from phrases on 3 different pages, you have to find a fourth page to try to decipher the answer. It's still handy and compact, though.

The French hate the English almost as much as the English mistrust the French; so when you're in France, it pays to let them know you're an Aussie, either by whistling "I come from a land Down Under" or by impersonating a kangaroo. Their attitude changes when they discover that you are an Aussie and it's amazing just how many can suddenly speak English.

Most Germans, Dutch and Swiss understand some English, so with a few words of their language, you can soon make yourself understood.

The Italians are a lot of fun. The words are easy to speak phonetically if you have a phrase book and by pointing and waving your hands a lot, they soon get your message. The ones away from the 'tourist traps' are particularly helpful if you try to talk to them.

Greek is hopeless – you have to learn an alphabet as well as the language. A lot of people in the North seemed to speak German as a second language. Something to do, I guess, with the incredible amount of Germans who drive through on their holidays each year. The road signs are normally duplicated in 'English' alphabet, but are often hidden in bushes or too close to the intersection to allow time to get into the correct lane, so it helps to learn the basic Greek letters and follow their signs.

Another language problem is that in some countries notably Belgium and Switzerland, they speak up to 3 languages in the one country, depending upon which district you are in.

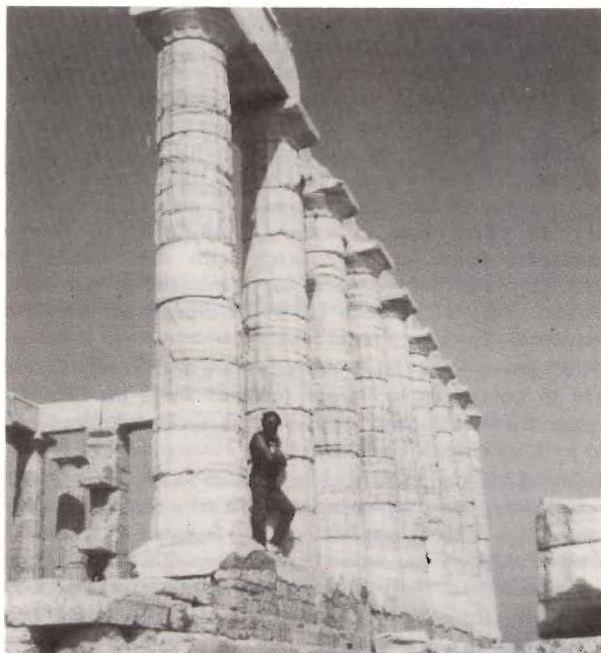
Also, don't buy road maps unless they have the town names as called by the locals – they don't necessarily call them by the same names as we do. For example: Munich, as we call it, is called and signposted as Munchen in Germany.

Hopefully, there's a few helpful hints in all this which may help you if you're thinking of going. I can highly recommend doing it on a bike. I had a ball and no major hassles with people, roads or health. All I can say is if you are even thinking about it, do it – you'll never regret it. I might even see you over there as soon as I've got enough money together again . . . , and the job is really getting me down . . . , and those itchy feet are becoming unbearable again. . .

Bob Stanton



Our trusty V.P. sampling the local delights. Note the MRA windcheater – Good one Bob!



Bob doing his tourist thing in Greece.

M.R.A. CALENDAR MARCH - JUNE 1987

MARCH

- 18th General Meeting
 21st BBQ West Coast
 22nd AVA trophy races AIR
 24th MAM meeting Jolyon's
 26th Mid-North meeting
 28th Blood Run to Red Cross House. Meet Le Cornu's, Keswick, 8.45 am
 28th South-East meeting

APRIL

- 1st General Meeting
 4th W.C. meeting
 7th MAM meeting
 8th Committee meeting
 8th Y.P. meeting, Moonta Hotel
 15th General Meeting
 17th Bunny Run. Meet Adelaide Oval gates 1.00 pm. Bring Easter eggs for kids at Adelaide Children's Hospital
 18th Bathurst road Races
 18th Open road races, Mac Park, Mt Gambier
 19th Historic road races, Mac Park
 21st MAM meeting
 23rd Mid-North meeting
 25th S.E. meeting
 25th Flying Doc Rally, Nectar Brook, SA
 29th General Meeting
 10th S.A. MRA Tourers (SAMRATS) meeting, Black Lion Hotel, 7.30 pm

MAY

- 1st Magazine articles in
 2nd W.C. meeting
 5th MAM meeting
 6th Committee meeting
 9th Croweater Rally, Burra Creek Gorge
 13th General Meeting
 13th Y.P. meeting, Cornucopia Hotel, Wallaroo
 19th MAM meeting
 23rd Share the warmth West Coast
 27th General Meeting
 28th Mid-North meeting
 30th S.E. meeting
 30th W.C. meeting
 30th MRA/Goodwill Share The Warmth Run. Meet South Tce/King William St 10 am. Lunch included. Party afterwards. Bring clothing, blankets, etc.
 SAMRATS meeting, 7.30 pm

JUNE

- 2nd MAM meeting
 6th W.C. Tarcowie Trot. Gymkhana, dance, live music, fully catered. All Registers invited.
 10th General Meeting
 10th Y.P. meeting Wombat Hotel, Kadina
 12th SAMRATS meeting
 16th MAM meeting
 17th Committee meeting 25th Mid-North meet
 20th BBQ Family West Coast 27th S.E. meeting
 24th General Meeting 30th MAM meeting

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THE SAD TALE OF THE RIDER WHO WOULDN'T LET GO

*There is a certain time of the year,
When riders distribute Christmas cheer,
It isn't booze — no it is toys
For lots of needy girls and boys.*

*Now it so happened one rider turned whim —
(And he wasn't even built like a shrimp)
He was built like an outhouse — sturdy and strong
But on Toy Runs he hadn't been very long!!*

*In fact, he had never been before
That's why he didn't know the score.
He brought a TEDDY BEAR, in pink —
(He doesn't care what people think).*

*So there was Santa — off his Harley he got —
And pointed to a grassy spot.
"My friends, just put your gifts right down."
'Twas then that our rider started to frown.*

*"Hey, I love this TEDDY BEAR,
And I ain't putting him down there!"
He clutched the thing with an arm like a trunk —
Poor Santa nearly did a bunk!
"But you bought TEDDY off the shelf — for some poor kid,
Not for yourself!"*

*"Please do not make me give him yet,
He's got a name — I call him FRED!
He is my friend, I love him dearly."
("Oh, bloody hell!!" Santa said clearly)
"He'll get all cold there on the grass."
"For Christ's sake, someone kick his arse!"
Said Santa — looking to heaven you see
And begging forgiveness from the powers that be.*

*"I can not give up this TEDDY BEAR.
He is my mate — or don't you care?
I never had a BEAR before.
If you keep on, you'll make me sore!!
"Oh!" said Santa, "I've had enough —
If you don't want to drop him, I don't give a stuff!
I've got a busy time ahead —
I don't CARE about bloody TEDDIES called Fred!"*

*The rider gently kissed his BEAR,
"We part," he said, "My friend — I fear."
He gently put him on the ground.
"Farewell to the dearest friend I found —
But if that kid doesn't treat you the way you like,
Come home to me — just get on your bike."*

*And thus he turned away from the crowd —
His tears were silent — his sobbing not loud!*

Ann — from the 'Black Lion' Hotel



Santa heads for the hills yet again.

TOY RUN '86

1. The crowd at Glenelg before the Run.
2. Santa's little helpers left a heap of goodies at Woodside.



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Commissioner of Police
Dear Sir,

Widespread concern over the issue of high speed police chases involving motorcyclists is expressed by our membership with regularity. The problem appears to be worsening, particularly in respect of the reasons given to us as to why a particular motorcyclist did not stop when requested to do so by police.

It would be appreciated if you would give some attention to this most serious of matters. The problem seems to lie in two areas.

1. Members argue the necessity for high speed chases at all given the alarming accident and death rate resultant from such and including innocent parties. We would be most interested to hear your comments on this matter. Surely once the registration number has been identified there is no justification for pursuit? The number of stolen bikes must be a minority? Also, would not the use of road blocks on the open road or radio communication with other police vehicles in the vicinity in city/suburban areas be other successful means of apprehension?
2. Aside from the issue that they occur at all, the manner in which high speed chases are conducted by police is an area of grave concern. The fact that a person has broken the law (i.e. by not pulling over when requested to do so) although a serious issue in itself, does not justify the police possibly maiming that person under the thin veneer of acting to uphold the law. In speaking to motorcyclists involved in such chases we have been told of horrific comments bordering on the grotesque from police officers when said m/c has stopped. An example "Pity we couldn't have wiped you off the road" was a comment made by an officer immediately after the cessation of a chase. We do not wish to malign individual officers or the force in general but rather point out that there may well be an element of irresponsibility or perverse pleasure involved.

To this end we would like to know something of police procedure after a high speed chase has occurred. Are the officers involved questioned by their supervisors to ascertain the necessity of the chase? Are high speed chases considered to be a last resort by police? If so, what measures are undertaken to ensure that they are only used as such? What degree of autonomy exists with each officer to decide to enter into a high speed chase and does he have to justify his actions in the aftermath? What degree of pressure is put onto officers to exhaust all feasible alternatives?

When asked the obvious question as to why they became involved in a high speed chase, motorcyclists have responded with a variety of reasons. They include a misplaced and often regretted sense of daring but fear of physical abuse is being cited frequently, particularly by younger riders. This suggests a serious PR problem for the force at the least or perhaps carries more sinister overtones. However we are well aware that just as motorcyclists have an image problem nurtured by Hollywood, so may have police and this may be affecting the views of younger members of the community.

In conclusion I would like to re-emphasise the concern felt by our general membership. Your comments on these points raised would help to further our understanding of police policy on an issue which also places members of the Force at risk of injury.

MRA wishes to extend to you its appreciation for your assistance and cooperation with our various functions throughout the year.

Yours faithfully,
Chris Twigger,
Secretary MRA (SA) Inc.



The Secretary,
MRA (SA) Inc.,
GPO Box 1895,
ADELAIDE 5001

Dear Sir,

On behalf of the Commissioner of Police I acknowledge receipt of your letter 2 December, 1986 concerning the matter of high speed pursuits by police personnel.

This subject was recently examined by a committee established by this Department to review the practices and procedures followed by police drivers required to pursue motor vehicles.

This committee covered a wide range of issues which included those raised in your letter. Regrettably there is no simple solution to the complex question of police pursuing high speed vehicles. As a result of the recommendation made by this committee the Department did, however, develop strategies designed to increase the control factors associated with police engaged in high speed pursuits.

The safety of the public and the police was a major consideration in the development of the criteria established by this Department before the driver of a police vehicle engages in an action of this nature. In brief, members are directed that only in cases of emergency involving danger to human life, or the detection of very serious crime are they to take advantage of the provisions of the Road Traffic Act absolving them from disobeying certain provisions of that Act and then only with proper consideration of the principle 'the greater the hazard the greater the care required.'

Police vehicles involved in a pursuit are monitored from a central point and in this way greater controls can be applied to order the termination of a pursuit. When this has occurred a supervisor whenever it is practicable to do so, will attend at the scene to oversee any further police investigation necessary at that time.

In addition the supervisor is required to conduct a debriefing of the incident and submit a report to a senior reviewing officer. This information is then transmitted to the Police Driver Training Unit for training purposes.

Positive action is being taken by this Department in an attempt to reduce the danger involved in pursuing a vehicle travelling at high speeds and any assistance that can be afforded by your organisation to achieve this objective is greatly appreciated.

Yours faithfully,
M.H.H. STANFORD
Assistant Commissioner (Operations)

CENTRE STAND MARCH '87 - 7

MRA WEST COAST YEARLY REPORT

Well, it's been another up and down year for our Register: due mainly to the fact that the majority of our members are shift workers at the B.H.P. Steelworks.

Early in the year, we held a run to Renmark with 5 or 6 members attending — it turned out to be an excellent weekend; the weather and the riding were both as good as possible. Also during February, we held an Observation Ride which was won by Fred.

March saw the election of our new committee with Fred and Yvonne Being the only new faces. We also obtained a Post Office box and arranged to have bingo tickets sold at a local supermarket. Along with card nights, blood donating and putting MRA display posters in all the local bike shops, five of us attended the Red Gum Rally at Renmark.

A successful blanket drive was held in April as well as attending the Croweater Rally and organising a mystery pub ride to Tarcowie.

During May (Fred, our Vice President) offered to instigate the 4B's in Whyalla. We also looked into the possibility of reopening the local mini bike track.

June saw us well into organising our first Rally. The 4B's were looking good. We also organised and designed our own Register patches. Since 8 ball is one of our major after meeting pastimes, there is often a little bickering about who is our best players. So we held a tournament which was won by Glenn.

During July, we continued organising our Rally and raffle. A few lads attended the Radiata Rally at Mt. Gambier. We also held a Family Night and BBQ at Bevan's.

August was one of our busiest months saw us hold our first (and might I say a very successful) Rally at Tarcowie. Apart from that, we did very little.

We rode to Broken Hill on the 20th September to attend the Broke 'n' ill Rally. Brian and myself donated our services to help the speedway riders — acting as Starter Marshalls.

November was also a very busy month for us. We held another very successful Toy Run which was attended by some 40 bikers. A few of our members also attended the Pt. Augusta and Pt. Pirie Toy Runs. Four of our Register rode down to Portland to take part in the Fish Holes Rally.

December saw our Christmas Party and that's about all.

Towards the end of the year, a few events which were planned did not eventuate due to lack of support — mainly from myself. To all members who did attend and found the events cancelled, I am truly sorry. After having a few personal hassles to deal with, my concentration on Club dealings suffered — hopefully by our next meeting, I can have these matters resolved.

Looking forward to getting 1987 underway.

John, President MRA West Coast



A number of MRA and Committee members helped to wave the flag for the West Coast Register by taking a run to Whyalla for their AGM on the weekend of the 7th and 8th of February. It was a wet run there, but made up for by the warm welcome which lasted well into the night. The Adelaide people thank the West Coast for their typical open-hearted country hospitality. Congratulations to John Kocsis on his re-election for his third term as President. The committee assisting him is made up of Vice President Bill Sawtell, Secretary

8 — CENTRE STAND MARCH '87

Shirlee Burden, Treasurer Steve Gale, and Committee Member Dennis.

MRA
WEST COAST S.A.
TARCOWIE TROT
JUNE 6, 7, 8TH
FULL CATERING
FREE TEA AND COFFEE
20 GYMKANNA EVENTS
PLENTY OF AWARDS
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LETTERS TO THE EDITOR

Dear Sir,

As a long-time member of the Green Ginger Guzzler's Motorcycle Touring Club, I take great exception to the use of the Mt. Mary Hotel as a venue for the MRA Tourers New Year Run. Whilst I fully admit that any member of the public is a liberty to visit such a tavern, I do think that the Tourers could have shown a little more imagination when choosing a pub. The Guzzlers (a very laid back, easy going bunch) have traditionally held a Run to Mt Mary. With such a vast number of country hotels to pick from, I do find it hard to credit that no other pub was suitable for the Tourers.

This has done very little towards bridging the gaps between the various motorcycle groups in South Australia, and has strengthened my belief that the Tourers are nothing but a mob of poorly-coordinated, unimaginative sheep. And anyway, they've got a bloody cheek to go around poaching the superior ideas of their betters.

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(086)32 1517 Tourers Well Catered For

 **KAWASAKI**

4 B's REPORT

TOY RUN BITCH

During last year the 4B's organised a number of successful and rewarding events, some of which were; the Lecture by Sue Hanson and Carol Powell at the Adelaide Hospital on Amputations, how to approach an amputee, the stages that he or she goes through and also a display of items used to hold broken bones together (a real eye opener).

The Castrol 6 Hour was a great success and a small profit was achieved as well. Thanks to all who made the effort to attend.

The 4B's also gave a donation to the Road Safety Centre which was used to set up a manikin dressed in the appropriate gear for riding a motorcycle.

Allan and Karen Green were re-elected as Coordinators and Lynne Rigby is again Treasurer. Our finances were given a boost thanks to Glen Gibbons who organised a Pin Board. A special thanks to Andy who spent (I mean donated most of his hard earned money on this Pin Board).

Pt Pirie Hospital now has 4B's visiting it is good to see country hospitals being catered for.

The trailer pickup service is still in operation so if you require this service, ring any of the 4B's members or ask them for a card to carry in your wallet at all times. On one occasion, last year, not so long ago the trailer was used to pick up one of our own member's bike, a 750 KWAKA WHO HAPPENED to break a chain. Now I am not saying that it was caused through LACK OF MAINTENANCE or that "SHE" was told about the condition of the sprocket and chain before hand. (sorry Lynne).

My time with the 4B's has been relatively short (about 9 months) but in that time, in being a 4B's member I have seen both sides of motorcycling. The good side of riding free on the open road on a clear day, or taking it to the limit on a winding stretch of hillside road, heart pounding, adrenalin pumping. This side I knew and after joining the 4B's and doing a few hospital visits I realised there was another side which blew the old saying "IT WON'T HAPPEN TO ME" right out the window. I think I have become a better rider, being conscious of what can happen if I decide to do something stupid while riding, like not wearing the right gear or taking unnecessary risks.

Also, visiting a fellow rider in hospital, knowing that the time you are giving, is helping in some way to help him or her recover quicker, is a feeling that cannot be put on paper. I think the 4B's are the best thing that has happened for the motorcyclist other than the MRA of course and I am proud to be a member of both

A Miers

NOTE

Who is that 4B's member who normally rides a HARLEY BUT now is seen riding a HONDA 100 CC Comuter??

FOR HIRE

Bike Trailer
\$5.00/Day
Proceeds to go to the MRA 4B's
See Alf or Ring 264 0968

CHEAP REMOVALS

David Sheath Taxi Truck
Cheap Rates: will move almost anything
261 0974 FREE QUOTES

Everyone who writes about the various Toy Runs which have been held by the MRA always refers to them in glowing terms. "Haven't we collected a great stack of toys for the salvos?" "Didn't we have a great ride?" "Wasn't the band terrific?" and so on, are all opinions which have been expressed with regard to the Toy Run.

But!! Have you ever really stopped to look at the bikes on the Run? Have you ever noticed just how many bikers attend the Toy Run as a freebie ride, tagging along without a toy? Although the MRA does not charge any fee to those taking part in the Toy Run — all bikers are asked to bring along a toy of reasonable value or a donation in place of a toy. Is this really asking too much?? Before you say "Big deal! So what!" — just think for a moment. The idea behind the Toy Run is to provide underprivileged kids with a few toys to brighten up their otherwise bleak and dreary Christmas whilst gaining some public exposure for the MRA. To go on the Run should not only mean going for a ride with your mates, but to also get behind the spirit of the Run. To actually give something to those less fortunate than us without asking for anything in return.

I will acknowledge that it is very difficult to enforce the point of every biker bringing along a toy. So I guess about the only truly effective method would be for everyone to hassle those who obviously do not have a toy with them and who have no intention of doing so. By making them feel guilty, we may be able to increase the amount of gifts we give to those needy kids.

Think about it anyway. I would be really glad to hear the views of others on this subject. Who knows, I might be the only one who feels this way? Perhaps we could even feature some of your ideas in the next edition of 'Centre Stand'? Give it some thought.

Milo

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Discount to All
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TOURERS REPORT

Well, not a great deal has been going on over the Christmas break. On 7th December, we were to have a "Snob and Slob Breakfast" on the banks of the Torrens River. Unfortunately, the weather was against us, and it poured down! Even so, I believe eight intrepid (crazy) souls braved the inclement conditions and actually had a barbeque! So some of the Tourers have strange habits, but it could be worse! Hope you all enjoyed yourselves.

For New Year's Eve, about fifteen of us went to the Mount Mary Hotel overnight, where we were made very welcome and were well catered for with toasted sandwiches available until about 4.00 in the morning. We put our tents up around the back, or used a vacant shed for shelter, and then partied most of the night away with the help of the locals — most of whom were in fancy dress for their "New Year's Eve Ball".

Next morning, Tom was eager to use his video to catch everyone's refreshed outlook in the early hours of the first day of '87, but he was mostly told to "p. . . off" by all and sundry! While we waited for the pub to open, a few of us enjoyed kicking a football around and sucking on the occasional Echo saved from the night's festivities. The pub opened at the very reasonable time of 8.30 am with free coffee! Toasted sandwiches and any other refreshments were also available.

It was a beautiful day for the ride home, with the obligatory stop for "fuel" at Kapunda — a great way to start the New Year!

Although we did not go to the Clubman Rally as a Club, there were at least nine Tourers attending and most of us camped together. Not a bad effort for a 2200 km round trip! The site was good, but from what I heard, not as good as previous years — still, everyone had a good time, although it's not the same sitting around a torch instead of a fire (there was a total fire ban).

Unfortunately, the Victorian Police made their presence felt by breathalizing everyone returning from Jingellic (NSW) to the rally site (Vic). Wonder how many they caught?

The Longest Distance Solo went to someone from Perth and the same award for an Outfit was won by someone from Townsville. Wish we had had more time to look around the area, as it was great scenery in that part of Oz.



Is this a Tourer or a Rolf Harris clone?

Coming up, we have a "Graveyard Run" on Friday, 13th March, 1987. We will be meeting at the Black Lion Hotel at 7.30 pm. From there we will go to the Marion Twin Drive-in to watch whatever's on and then we will ride down to Victor Harbour for breakfast. Hope to see you there!

By the time you read this, I will have resigned (regretfully) as Captain, at the Tourers' A.G.M. I would like to take this opportunity to express my thanks to the present Committee, and to wish the New Captain and Committee every success in the future.

Dave Rollitt



Did Tom charge this to Medibank?

SHELL LIVE ON SBS!

Four rounds of the 1987 Shell Oils Australian Endurance Championship rounds will be broadcast live by SBS.

Those scheduled for coverage are round two at Sandown Park in Victoria on May 3, round five at Oran Park on August 2 (all live) and the sixth and final round at Surfers Paradise in Queensland on September 20. The Queensland round will be a delayed telecast, probably screened later in the afternoon or that night.



HEY YOU 250 CC RIDERS OUT THERE

The Quarter Litre M.C.C. of SA or better known as the Q.L Club of SA is still alive and kicking. It caters for the 250 cc riders but the big capacity riders are also welcomed. It is a Social and Touring Club which has now been running over three years and we still are having fun. Learners are welcomed and helped on their 250 cc bikes if needed. Meetings are held at the Queens Head Hotel, 117 Kermode St, North Adelaide, every first Monday of each month and a Social Night every third Monday of each month at 8.00 pm. If you have anymore enquiries ring our President:—

John Sumpton on 380 6037 or our Public Relations Officer: Reinhard Waxmann on 266 0726. Hope to see you soon.

"GOANNA" BY KNEECAP

- * What does Bruce think of Fred's Yamaha as a long distance tourer? What does Bruce think of Fred? What does Fred think of Bruce? Does anyone really care?
- * Who's Yamaha had to go to the bike doctor for \$500 repairs to the gearbox and now has to ride a girl's bike?
- * Which well known motorcycle tyre dealer could not stand up at the '86 Toy Run yet rode his big Honda 6 home – buzzing the boy racers?
- * Who took his video camera to the Tourers New Year show at Mt. Mary and is now selling the best bits for untold amounts?
- * How many Suzuki Club Committee members actually ride Suzikis.
- * Who on the MRA Comittee doesn't own or ride a bike?
- * Is it true that a certain member of the B.M.W. Club owns at least six B.M.W. bikes, a B.M.W. car plus a large range of other brands?
- * Who played Santa on the '86 Toy Run?
- * Who is "GOANNA"? I know!!
- * Why is GOANNA'S ghost writer called KNEECAP? Does it have anything to do with height?
- * Who spent lots of \$\$ fixing up his Guzzi, only to let someone else ride it to a rally? Who put it through a fence?
- * Who did most of the organising for the Snob and Slob Brekky and didn't show up because he said it was too wet?
- * Who gate danced the New Year's Ball at Mt. Mary? Who was seen dancing there? Bloody fool – Henk will tell you that you break your leg dancing.
- * Peter Mount must be in hiding as there is nothing nasty to say about him this time. But I'll get him later.
- * Who damaged his new sidecar whilst on his way to the Clubman Rally? Claims he hit a 'roo!!

Keep those cheques and money orders coming in if you want to keep your name out of print.

Till next time, Kneecap



Would you buy a motorcycle tyre from a man with this face?



Does Johnno take anything else to bed other than his hat?

MEMBERSHIP NEWS

A recent update of our trusty computer has seen the introduction of the American system of date calculation. As many of you would no doubt be aware, the Americans seem to do a great many things backwards – not the least of these is their date calculation method. They place the month before the day, so that 3 2 87 (or more correctly 03 02 87 in computer doublespeak) is the 2nd of March rather than the 3rd of February in our terminology; and 11 28 88 is not some strange, disfunctional, imaginary digital gobbledygook, but the 28th November 1988.

Just bear this in mind when you see your next renewal and find strange hieroglyphics printed above your name and address. By some strange coincidence, this system is duplicated on the address label of your copy of the "Centre Stand" – at last you know what all of those numbers mean. So if perchance, I don't send you a renewal form, by looking at the label of your magazine, you'll know when you are due for renewal and can hassle me for a form. You might think that once you're unfinancial, you wouldn't get any more magazines, but since we are all round nice type good guys, we usually send you at least one more magazine. So, you can still find out your renewal date and drop us a line.

Please, please, please make sure you do notify us IMMEDIATELY when you change your address. It is costing the MRA a small fortune in postage to send articles out to an incorrect address – only to have them returned to us with additional postage (we must pay the same postage rate for any item which is unclaimed and returned to us). So how about you doing your bit – let us know when you move. Milo

1366

02 28 87

Mr John

Motorcyclist

75 Highway St.,

Adelaide

S.A. 5000

SHOPPERS GUIDE

MRA STOCK PRICE LIST

	M.R.A. Members	Public
Windcheaters (black only)	\$20.00	\$21.00
M R A T. Shirts (black and white)	\$8.00	\$9.00
Motorcycling is magic T. shirts (black and white)	\$8.00	\$9.00
M R A Singlets (black only)	\$8.00	\$9.00
M R A Stubby Holder	\$4.50	\$5.50
M R A Patches	\$3.50	\$4.50
M R A Bags	\$4.00	\$5.00
M R A Badges	\$3.50	\$4.50
National Motorcycle Month Badges	\$3.50	\$4.50
M.R.A Toy Run 85 Badges	\$3.50	\$4.50
Toy Run 84 and Biketober 84 Badges	\$2.00	\$2.00
All Stickers	\$0.50	\$0.50

ADD POSTAGE TO:

Windcheaters \$2.00 each
T. Shirts/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

FOR SALE

- * Suzuki 450 GS 1982, Ex Con. No Reg. \$500 ono, Warren
PHONE 08 353 6259
- * Yamaha XJ560 1981, Good Con., S & W Shocks, Fork
Brace, \$1,750 ono. Ring Wendy 08 46 2169 for details.
- * Blue heeler pups, Ped. No papers, \$60.00 Ring Wendy
08 46 2169.
- * SR 250 Yamaha, Good condition, new tyres. Only selling
because I don't use it anymore. \$750 ono Phone: 387 0777



M R A
MOTORCYCLE RIDERS' ASSOCIATION INC.

**G.P.O. Box 1895
Adelaide, S.A. 5001**

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



Kevlin Yamaha opened doors in December 1983 as new dealers. Kevlin Yamaha was named after KEVIN & LINDA Pauling the proprietors who have been Alice Springs residents for almost 9 years.

Kevin is vice president of Alice Springs Motor Cycle Club and at present we are both very busy organising the inaugural "WEST END" DAWN TO DUSK 12 hour endurance race set for 5th April. I am Secretary of this race committee. Our business here consists of the Yamaha franchise and we are kept very busy with local trade. As the South Road nears completion we service more and more tourists cycles and they tell us it only takes between 13 to 16 hours to get to the Alice from Adelaide. That's really something and makes the thought of a trip to Adelaide for us, far more appealing. We now get more enquiries and are selling more larger capacity cycles. To commemorate the official opening of this road we are offering MRA members 10% discount off services and 5% discount off tyres plus our usual free fitting and balancing service.

If bikes have been damaged customers can browse through our wrecking yard and usually find that odd part or something that will do the job.

We are NT distributors for BIG RED motor cycle cleaner and TARGA LUBRICANTS and are sole agents for Walden Miller leathers in Alice Springs. Our workshop is fully equipped with all machinery required to do complete rebuilds on site.

Our present mechanic is leaving us soon to move onto further studies in the engineering world and we wish him the best of luck. This of course leaves us with a situation vacant. We require a good qualified mechanic. Able to do all jobs relating to motor cycles of all kinds and able to use equipment pertaining to. We have 2 apprentices. Interested persons can phone Ken or Lin on 089 52 9867 business hours - 089 52 9329 after hours. Applications and references to PO BOX 638 Alice Springs NT 5750.



YAMAHA



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ACCESSORIES

87



87



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Newly Appointed Sole Distributors for B.M.W. Sales,
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Proprietor: Trevor Reynolds
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The Management & Staff are only too pleased to assist the M.R.A.

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KEVLIN YAMAHA

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- * Full Range of Accessories for All Makes & Models
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Sole Distributors in the N.T. for
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Phone (089) 52 7507
(089) 52 9867



NEW B.M.W. DEALER FOR SOUTH — EAST

Reynolds Yamaha of 19 Sturt Street Mount Gambier have now been appointed B.M.W. dealers for the South-East area of South Australia. Mr Malcolm Pitman of Yamaha Pitmans, South Australian distributors of B.M.W. motorcycles, announced the appointment to Mr Trevor Reynolds Proprietor of Reynolds Yamaha in January.

B.M.W. owners will now have access to excellent facilities in regard to servicing, Spare parts, and accessories for their machines. It is envisaged that a separate area be set aside for all repairs and servicing exclusively for B.M.W. Special tools and accessories valued at \$6000.00 have been purchased by Reynolds Yamaha to ensure the professional standards of B.M.W. are maintained.

Recently a free test ride day on B.M.W's ranging from the Evergreen Boxer Engine R65 to the Hi — Tech 4 cylinder fuel injected K100RS was held and many riders availed themselves of the opportunity to ride these magnificent machines. Remember special discounts are available on all products from Reynolds Yamaha to M.R.A. members.



XL1100 THE 'AFFORDABLE' HARLEY



MINIMUM
TRADE-IN OF
\$500 ONLY
UNTIL APRIL
30, 1987

Getting a little bored with your current Jap rocket ship? Wondering what to buy next? Come and check out the Harley XL1100, the bike that puts the magic back into motorcycling. You won't believe how much we'll pay to get you off your Jap bike and onto a Harley XL1100.

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"Remember Harley isn't just another bike it's an investment"



"The costs involved with motorcycle repair are getting greater every day" according to David Stewart, District Manager for Swann Insurance. "Now more than ever, it makes sense for people to keep their machines insured".

There has been a staggering increase in the cost of motorcycles over the last 18 months, this is due to the decline in value of the Australian dollar over the Japanese Yen. Insurance premiums have not risen by anywhere near the same margins. Motorcycle insurance is now better value for money than ever before.

Swann have been in the motorcycle insurance industry since the mid 60's offering competitive rates, excellent policies and fast efficient claims service. All available from most bike retailers in Australia and offices in each capital city and major country centres. In early 1985 Swann was bought by the National Mutual and Commercial Union Group of Companies giving Swann the added security of over 8 billion dollars. It makes sense to talk to Swann as they will be there when you need them most – claim time.



INIMITABLE SPORTSTER

The lower-priced range of Harley-Davidson motorcycles is becoming a viable alternative to the best from Europe and Japan.

The appeal is on economic grounds as well as those of quality and styling.

Even though the Australian dollar has dropped considerably against the US dollar in recent years, it has dropped even more against currencies such as the Japanese yen and the West German mark.

Just what the Australian dollar can buy is ably demonstrated by the new Harley-Davidson XLH1100 Sportster.

For under \$9000 a rider can own one of the most instantly recognisable motorcycles produced.

Harley-Davidson's Sportster has a pedigree that can be traced back 30 years to the 1950s when it was one of the most powerful and quickest two wheelers around.

Today's version has a bigger engine – 1100cc against 83cc – but is not so much a "sportster" in that it is unlikely one will contest this year's Bathurst, let alone win it.

It is more a well-mannered cruising machine.

The Sportster is designed to please with stunning styling in the American tradition and a gutsy, high-torque engine.

A low centre of gravity makes the bike easy to manoeuvre in slow traffic.

A tight turning circle makes it a relative breeze to handle in tight parking situations.

The Sportster is true to its past in that it retains much of the raw feeling the original must have possessed.

Despite a new V2 Evolution engine, which produces more power and torque, the bike has that inimitable Harley-- Davidson sound and feel.

It won't wake the neighbors when it fires up at dawn, but any-one hearing it on the street will recognise the Harley-Davidson rumble coming from shorty, duel exhaust pipes.

Styling is in the Harley custom tradition with peanut fuel tank, stepped seat, buckhorn bars, painted cylinders and heads and polished fins.

Motor Cycling with John Dyal – extract reprinted with kind permission of the Sunday Mail.

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