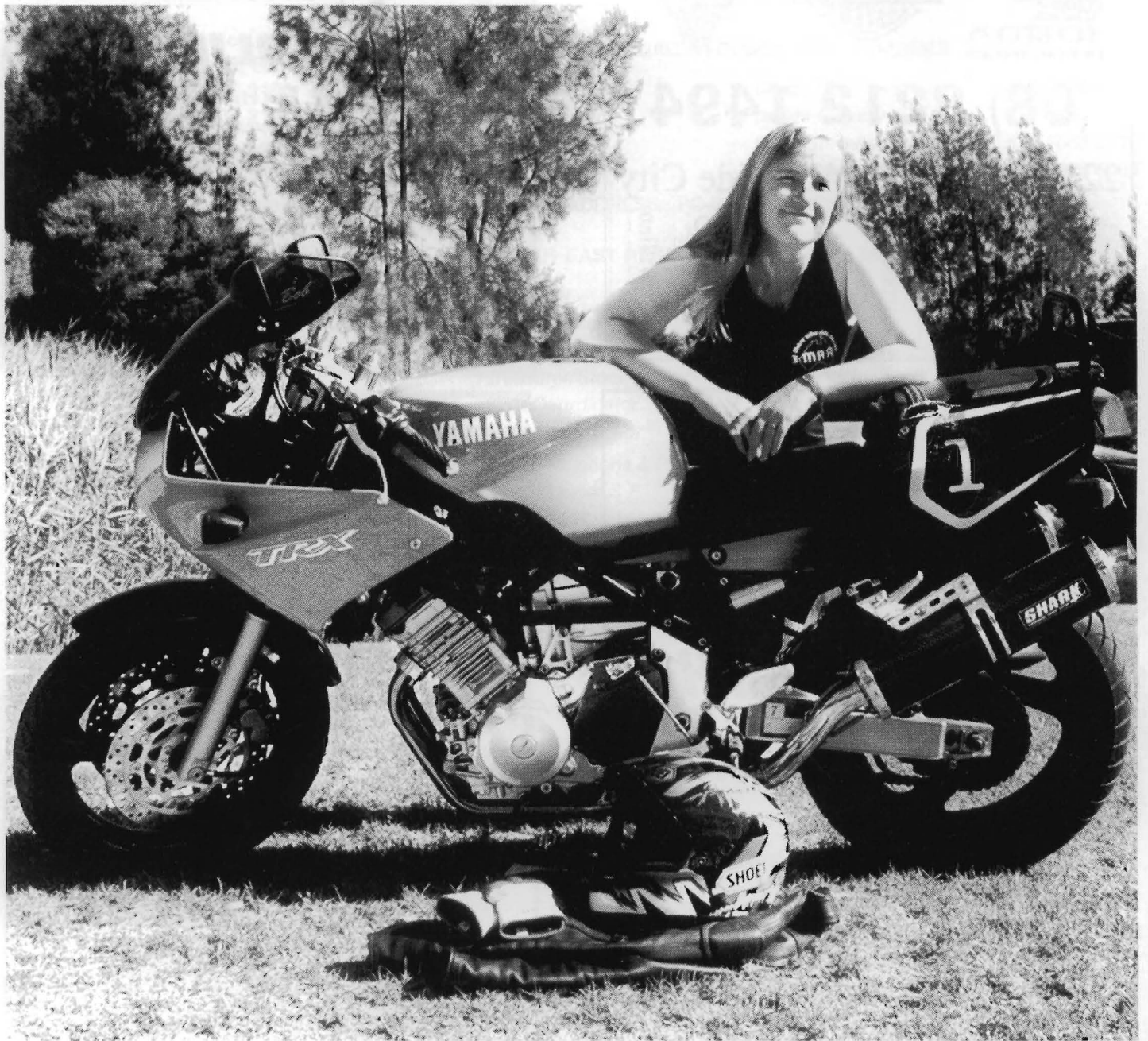


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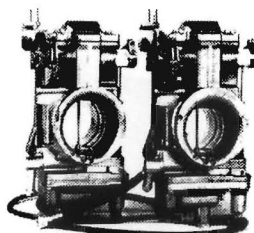
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VOL. 14 NO.2
MARCH 1998

Produced and published by the
 Motorcycle Rider's Association of South
 Australia Incorporated.

PRINT POST APPROVAL PUBLICATION
 NO. PP: 530028/00014

MRA (SA) : GPO Box 1895
 Adelaide SA 5001

Telephone : 08 8262 2150

Fax : 08 8262 2151

Public Officer : Peter Mount

All advertising enquiries to the above
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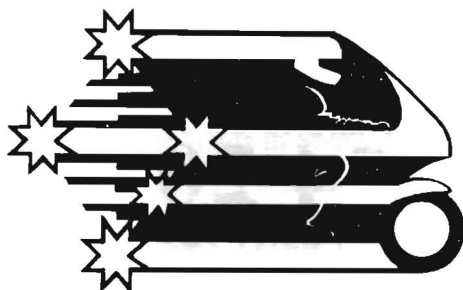
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Printed by Ariel Printing, 159 South Road,
 Ridleyton 5008 S.A.

COVER PHOTO: Bob on BOB1 see story
 Page 9 photo by Paul Morgan

PUBLICATION: Quarterly - March, June,
 September, December

The MRA SA is a member of the
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EDITORIAL

We at the MRA talk a lot about the merits of driver and rider training. How do we look at it? In essence we want drivers to be better trained so that they will drive safer and not hit other road users (in particular motorcyclists) and we want riders to be better trained so that they will ride safer, not hit other road users and avoid getting hit by other road users.

Much of rider training is taken up by the techniques of defensive driving, I suspect a lot more so than any of the driver training courses. We acknowledge by our emphasis on protective gear, defensive driving techniques and our attention to the weather etc that we are a more vulnerable road user group. Consider when you are out on the road that the average driver is probably less well trained than you are by virtue of the fact that he or she may or may not be looking out for you but you are always looking out for him or her. Aren't you?

Ride Safe Harald

MRA SA NOTES

NEW STOCK AVAILABLE

- We now have available good quality rugby tops. They are available in a choice of colours, as long as you want black. They are embroidered in white on the left breast with "Let Those Who Ride Decide" running around the MRA State map. We have kept the cost down to \$55, which we feel is a good deal, as they will last for many years. We have pre-sold 10 of the 50 ordered, so you better get in pretty quick if you want one. We now have Members Only patches back in stock. If you need/want one and order it with a new rugby top we will give you a special price of \$60 for both, which includes postage.

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1/10 Page (Bus. Card Size)	\$ 80 per year/4 issues
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1/4 Page	\$200 per year/4 issues
1/3 Page	\$300 per year/4 issues
1/2 Page	\$400 per year/4 issues
Full Page	\$800 per year/4 issues
Single Issue Advertising and Special Placement prices by negotiation	

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PRESIDENT'S REPORT

Well fellow members, with the gods smiling on us you should be reading this report in the month that the issue is dated. This by no means a slur on the people that put our magazine together for us. Anyone that has been involved with the December '97 issue will attest that the changes in format and printing were not easy to establish. We now feel that the quality of the output pays justice to the work that goes into the preparation of reports and articles. The bulk of this material comes from a very small number of members and like you we have many other commitments that need to be balanced with MRA, home and work duties.

While the prime purpose of our magazine is to keep our membership informed of what is happening in our organisation all our members need to remember that this is our magazine and we would really like to have material from any of our members as this will widen the perspective of the views that we present. We are happy to place material that you feel is interest to both yourself and the other members of your organisation.

It may be a favourite ride you have, a problem or positive experience that you have had with, your bike, the law, our roads, anything will be considered. Also remember that we can include personal advertising for members (usually free) and if you have a business that is able to advertise in our magazine our rates are very reasonable and the revenue generated assists us in covering the cost of printing and providing this service to us all.

Many of the processes of organising two of our regular annual activities are well under way with the formation and initial meetings of both our Toy Run and Rally Committees. This of course means that anyone interested in participating in the organisation of these events is still able to do so and to be honest they are actively encouraged to do so. We are always pleased to see new faces and new ideas. To take part, come to a meeting or contact us and get into it.

Many of you will recall that during the Christmas / New Year period we unfortunately lost four of our number to the roads in South Australia. While our condolences go to the families of the victims it is important that we respond to the usual poor standard of media reporting that these circumstance always seem to bring. It appears blatantly obvious that the media reporting on these events are blissfully

unaware that in real terms the number of fatalities of motorcyclists in South Australia have been declining over the past five years and as saddening as recent events have been from a statistical point of view they represent an anomaly.

In an attempt to generate some positive media about motorcycling we are currently in the process of organising a display in Rundle Mall. Planned for mid April the display will provide us with an opportunity to present a positive proactive face of South Australian motorcyclists through demonstrating our involvement in Federal and State legislative committees on road safety, barriers and road markings together with our own road safety initiatives and rider development. Hope to see many of you there.

On the issue of road safety the MRA will again be organising another Level III RiderSafe day at Mallala as the last one was well received and supported. Should demand exist and some members have already expressed interest, we will also investigate holding a Level IV day for MRA members and friends later in the year. If you are interested please contact the organisation and register your interest with our road safety officer Rob Wells. Although the cost of these courses is minimal we are currently exploring the possibility of gaining Federal or State government funding for next years program that may enable us to offer these courses to our members free of charge. Let us hope that the government joins with us in recognising the value of advanced rider training in the reduction of motorcycle accidents and deaths.

Permanent meeting rooms remain on the organisations agenda. Meeting rooms for our organisation would provide us a focal point that can increase our organisations' sense of identity. They would also provide us with an opportunity to generate income that can be used to fund our activities and thus free up time to do the real work of the MRA which are to represent motorcyclists and the issues that affect our rights and enjoyment of motorcycling. To this end we are continuing to explore possibilities and opportunities that can lead to us getting our own space, but the responsibility for this lies with us all and again we ask that if any of our members can assist then we would all like to hear from you.

Stay safe and stay motorcycling.

Jeff (Trixie)

TREASURER'S REPORT

GENERAL ACCOUNT	25/11/97 - 9/2/98	
OPENING BALANCE		\$ 5 039.70
INCOME:		
Membership	413.00	
Sale Of Stock	263.00	
Centrestand Advertising	<u>365.00</u>	
		\$ 1 041.00

Toy Run Income :

Site & Sponsor Payments	4 387.00	
Gate Donation	480.75	
Wheelbarrow Donation	334.70	
Membership	1 156.00	
Stock	4 119.50	
BBQ	<u>1 524.95</u>	
		\$12 002.90

EXPENDITURE

Australia Post	49.98	
Bank Charges	37.97	
BBQ & Urn	179.00	
Telstra Charges	138.58	
Rugby Tops	2 057.65	
AMP Insurance	356.40	
1997 Rally Beverages		312.00
Advertiser Notice	14.55	
Transfer to Rally Account	<u>1 000.00</u>	
		\$ 4 146.13

Centrestand Expenses

Printing	990.40	
Mailing Labels	98.00	
2000 Postage Bags	85.40	
December Postage	183.42	
Advertising Commission	<u>285.00</u>	
		\$ 1 642.22

Toy Run Expenses :

Harald Lindemann	87.31	
Les Dicker	54.30	
Paul Morgan	220.14	
BBQ Bread	178.00	
BBQ Meat	724.49	
Guest Tent Food	140.00	
Truck Fuel	100.00	
Badges	1600.00	
Posters	590.00	
Hire tents/tables	368.00	
Water/Paper products	73.50	
Mobile Phone Charges	51.31	
Postage	26.10	
Plaque Engraving	<u>11.60</u>	
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**LIFE MEMBERSHIP PRESENTATION TO
 ANDREW 'CRAZI' BUTLER**

SOUTH EAST REGISTER ROUNDUP

1997 was a year of mixed activities for our register. Memberships have not varied much. We've had a couple of new members join up, but only as financial members, occasionally joining in our activities such as rallies, Toy Run etc. But while gaining these couple of new members, a few of others have drifted away.

As usual everything is done by the same few people. This makes it hard to keep things going. The main problem facing the country registers is the distance between the members, which makes it hard as you can't just get together at short notice.

Putting all that aside, we've still managed to survive. There is a brighter side to this article, we make the most of our get togethers, we hold them at various locations from members homes, beaches in the summer, hotels for counter meals, wherever we think may attract interest. Unfortunately, that hasn't worked toward increasing our membership either.

The February meeting saw Steve Tyler and Rob Wells ride down from Adelaide to join us at Frances, where we held a BBQ tea and camped overnight. The March and April meetings were fairly basic. There we did most of the organising for our Radiata Rally, which whilst we are on the subject will be held on 10 - 12 July 1998. So if you're looking for a good weekend, keep your eye on "Pick Your Date" for details. The May meeting was again held at Frances, it was Frank Koennecke's 50th birthday and he always supplies a great campfire.

The June meeting is always our working bee for our Radiata Rally and usually turns out quite an enjoyable day. July is the Radiata Rally and like most other rallies these days it was down on numbers, but rallies are what you make them and we find that most people enjoy themselves. Kevin Marshall was presented with his 10 year MRA membership badge by Uncle Pervie.

August; now that the Rally is over, it's time to start on our Toy Run planning and give some thought to the upcoming AGM and who will do what to keep the SE Register going. September; down to the Beachport Hotel for a counter lunch and the AGM.

October; in addition to our general meeting, we joined the organisers of the "Young Carers" for a counter tea at the Mount Gambier Hotel where we presented them with a cheque for \$500 to aid their "Give a kid a break fund". This was greatly appreciated. November; this meeting was held at Bill and Vicki's place. Attendance was extra pleasing with 13 SE members, 7 from Adelaide and one local visitor. The Adelaide members rode down to Rendelsham to attend the meeting and present Vicki and Andrew "Crazi" Butler with their life member plaques and Heather Butler with her 10 year membership badge. The meeting included a BBQ tea, 4 of the Adelaide members stayed overnight while the others went on into Millicent.

December; our Toy Run went quite well although it was down on numbers from last year due to the SW Tourers of Portland holding their first toy run on the same day. It did go well though. The public of the SE have become used to the run being on and come to the roadside to watch it go through. Then we held a Xmas party at Bill and Vicki's to complete the year

Vicki Eales SE Register Secretary.

REGISTER LIAISON REPORT.

The annual Toy Run saw many of the country members attending, as they usually do. For all those who do not know the Toy Run site is available for country members to camp overnight prior to the Toy Run! That way country members can come down the day before and get settled in and socialise without the expense of accommodation and we all get to meet up with them as well.

The November meeting of the South East Register was attended by quite a number of the committee and we rode down to Bill and Vicki's place at Rendelsham (near Millicent) and it was quite some place, a nice big house on a large well watered block with lots of sheds to park our bikes in out of the cold. The only down side was the dirt road leading into it, definitely not suitable for ZZRs! I took it so slowly that Bill and Crazi came back looking for me! Thanks mates, but I was OK, really!

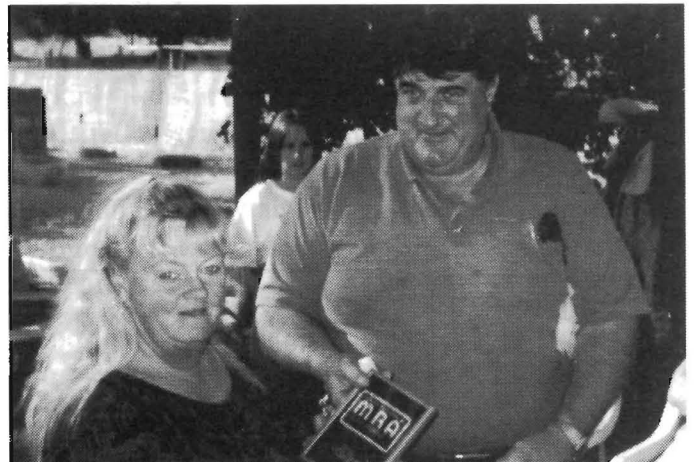
The meeting was fairly relaxed under the patio, with the fountain giving it all a friendly atmosphere! David Povey made the presentation of Life Membership to Vicki Eales and Andrew "Crazi" Butler and a ten year membership badge to Heather Butler (Mrs Crazi!).

As soon as the formalities were over the SE Register extended their hospitality to us with an excellent BBQ tea, followed by Bill giving us a tour of the estate!..That evening some of the committee returned to Millicent to the motel rooms they had booked during the week, although there was ample room at the Eales' mansion! Also they missed the marvellous supper and breakfast that Vicki laid on for us! There is the chance of another run to the SE Register being organised for the near future probably after the Great Escape Rally.

Greg Stevens has been in touch about the proposed increase in size of motorcycle numberplates. Needless to say the Mid North members aren't impressed with the idea given the safety implications on large off road bikes! So they're writing down their concerns about this and sending them off to the Minister for Transport. Setting a good example to the rest of us.

Don't forget the rallies conducted by the Registers. The Radiata Rally will be on again just across the border from Mount Gambier near Rennick on 10-12 July 1998. This year's Bushpig Rally will be held on 19-20 Sep 1998. The best feed at any rally is put on by the Mid North Register! I know the color of this year's badge, but I'm not saying!

Leslie Dicker (Uncle Pervie to you!)



LIFE MEMBERSHIP PRESENTATION TO VICKI EALES

TOY RUN REPORT by Paul Morgan

The 1998 Toy Run Committee has been formed, most of the same old faces as last year and one new one, Fiona Scott.

The Committee is:

- Paul Morgan - Co-ordinator
- Robyn Gaden - Quartermaster & Minutes
- David Povey - Marshals & Publicity
- Brenton Mattiski - Site Co-ordinator
- David Vaselli - Transport & Entertainment
- Barry Edwards - Council Liaison
- Fiona Scott - Sponsorship
- Harald Lindermann - Catering

If there is anyone who wants to be on the Committee, or can help out on the weekend, please come along to a meeting. Just check Pick Your Date for the meeting dates and times

We had a letter from a member (see page 11) who really enjoyed last years run and suggested that we hold one every three months, with other motorcycle events included such as gymkhanas and hill climbs and donate the toys to the Women's & Children's Hospital. Although the thought behind this is worthwhile unfortunately it is not very practical as just one Toy Run a year takes over 8 months to organise.

As for last year's run, as I mentioned in the last issue, it was a great success, and we hope this year's will be just as successful

Paul Morgan, Co-ordinator

TOY RUN PRESENTATION

Many companies provide goods or services for the Toy Run each year. One company which has been a supporter of the Run for many years is Toll/SPD. The company provides two semis each year which we use as the stage. These trucks are cleaned and kept off the road for a week prior to the Run to ensure that they are available on the day.

David Vaselli presented a plaque to Mark Watherston, Operations Manager and Des Amos, state manager of Toll/SPD in appreciation of their support for the Toy Run. Plaques were also presented to the City of Holdfast Bay, Mount Barker SES, Video Transfer Productions and City Dub for their assistance with last years Run.

Without these people and other sponsors, staging the Toy Run would be quite difficult, so their support is greatly appreciated.



David Vaselli of the MRA (centre) presenting a plaque of appreciation to Mark Watherston & Des Amos of Toll/SPD

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ON MY BIKE**by Robyn Gaden**

So....I got a Trixie for my birthday.....(see front cover if you've missed it).

Some may say that it was quite a step up from the old VT250, that will be going to a very loving home very shortly, but I suppose you have to take that step sometime....Some have also said that it is too big for me, but that is only because they get left behind at lights....

Yes, Domesticus Horribilus, was given a Yamaha TRX 850 for her Birthday/Christmas present in December '97. It had pride of place in front of the bookcase for a couple of days, (I mean, you couldn't keep your new present outside!!), before going back to Pitmans, until I was legally able to ride it. Why waste a month of insurance when you don't have to.

Then came Tuesday, January 13th (thank god it wasn't a Friday), arrange a half RDO, race across to the Department of Motor Reg, update the licence to remove the bike date and home to wake up hubby, to go on that very apprehensive first ride. Very scary...will I be able to handle it?...does it weigh much more than the VT?... how many times am I going to stall it?... will I do something really silly, like drop it?

Finally, we get our act together and decide to ride over to the Whale's workshop. Off we go, nice and easy, Trixie and the Devil following me, just to make me more nervous. We almost get there and yes, it starts to do that horrible thing called rain. Oh my god. Brand new bike, first time out, first time on anything bigger than a 250, do I feel confident? NO. That is where we stayed for the next three hours or so. When it had stopped enough, we rode home. A great day, trying out my new bike, managing to do all of 11 kms.

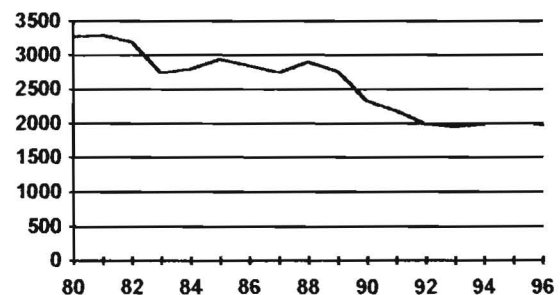
Since that day, I have managed to clock up just over 2,000. I'm slowly getting used to it. A lot more power than the old 250, and it does feel great being able to overtake cars. Much to my husband's disgust, I haven't taken the tyres to the edge, and I don't really intend to just yet, after all, I have only been riding for just over 18 months.

The bike has been modified to suit me. It was lowered so that I can reach the ground, and feel stable when I stop; it has a ventura rack, with a lovely little bag that I can put my work clothes in for when I shock all those people, by riding to work;

Bob on the screen and 1 on the ducktail. It has also been modified to suit my husband, by having the standard pipes replaced by Sharks, so that he can hear me coming.

Am I happy with my present? Well wouldn't you be? Yes, I am enjoying riding it, and I'm sorry little VT, but I don't need you any more.

BOB1

SOMETHING IS WORKING!**Road Fatalities 1980 to 1996****Total Fatalities by Road User Group 1996**

Drivers	871	44.1%
Passengers	501	25.4%
Pedestrians	349	17.7%
M'cycle Riders & Passengers	193	9.8%
Bicyclists	58	2.9%
Total	1973	100.0%

Source : Federal Office of Road Safety

TOY RUN NEWS TOY RUN RALLY

At the Toy Run Committee meeting last week an idea was endorsed which might see us holding a rally at the next Toy Run. The idea is that members and friends from intra and inter-state can combine attending the biggest Toy Run in the country with a mini rally. Do the Toy Run in style and get a front seat to the festivities.

Working plans at the moment include camping out at the Hahndorf Oval (early birds get to help with the set up), great meals in the township (I did say style), a party on Saturday night, a run into Adelaide on the morning of the run and a place up the front of the run behind Santa.

Sounds good? You'll also get your Toy Run badge before anyone else and any other exclusive souvenirs for the occasion that we can dig up.

Contact Harald Lindemann or David Vaselli if you are interested or want to book early.

LETTERS re the TOY RUN

A special thank you for two special people

To the couple who rode their motorcycle in the Toy Ride to Hahndorf on Sunday 14th December 1997 and stopped to give me a beautiful gift and written message.

I'm sure that through sheer excitement and surprise at your gesture, I did not thank you both properly. You really don't know how happy and delighted you made me feel. You were gone so quickly, I had no time to tell you both!

On arriving home I phoned the Motorcycle Riders Association and left a message. My call was returned and I asked for help in trying to contact you. It was suggested that I write my thanks and mail it to Centrestand. I don't know your names, but here is my thanks.

You give so much joy to the children
Each Christmas of every year
You make many tiny tots happy
With presents when Santa is here.

But this year you've added another
Who drives down with pleasure to see
Those wonderful thousands of bikers
All revving and waving with glee.

That Sunday 14th I shall never forget
When the two of you gave me the gift
My surprise and excitement knew no bounds
And you surely gave me a lift

So next year I hope that you'll pull up
And allow me to see you again
Don't forget I'll be there at the top of Cross Road
Around the same place, just on the left lane.

Thank you both so very much. It was indeed a beautiful gesture.

Laurie O

(Laurie has been noticed over a number of years by her attendance at the Toy Run route cheering the bikes on and a couple of our members decided to thank her for her support.)

Dear Sir

As a paying customer of Claude of Adelaide Harley Tours I enjoyed my first Toy Run on the 14th of December and am writing to suggest that you organise Toy Runs more often, giving the proceeds to the Womens and Childrens Hospital.

I think that once you get everyone on site you should hold gymkhana events, hill climbs, observed trials, the police could put on a display of precision riding, the Levis Club could put on a display, the Ulysses Club could demonstrate how their junior members pick up the senior members when they fall off, the BMW Club could give

pillion demonstration rides from the site to and around Hahndorf to show what ideal touring bikes they are and rider training instructors could demonstrate their tricks.

But you must not let any scooters attend. Scooters can have their own Toy Runs if they want to, but ideally Australia wouldn't even import the things.

Yours faithfully
(Ms) Rae Cameron

(I would remind members - especially scooter riding members - of the disclaimer prominently displayed on page 3 and the editorial principle practiced of allowing every MRA member to have their opinion, say and rebuttal. Ed)

Dear Sir/Madam

Four years ago I came across a Toy Run in progress quite by accident and wondered at the time why it wasn't given more of a write up prior to the event as I had never heard of it before. The little articles in the Advertiser can be easily missed if you're not looking for it. We all feel that if the media would do more advertising (free of course) before the event so many more people will line the streets and turn this into a huge day and could be a family event with the needy getting even more toys and the riders feeling even more appreciated than they already are.

Since that time I have interested other people in the event and each year since we have bought a small stuffed toy each and passed it on to the riders as they pass. This day is now a regular for eight of us. Last year we made a day of it and all went out for a cheapie meal after. Each year it makes me emotional to see the good the bikies are doing. We have 4 more coming with us next year - all in their 20s.

This could be an even bigger day if all observers were encouraged to buy a toy that could perhaps be thrown into side cars for that use to avoid holding up the riders and why the Toy Run hasn't been introduced as a tourist attraction as well. Where else anywhere can you see so many of the top bikes (& not so top) in a procession such as this. Why not include it in the tourist lists?

I was a little disappointed this year that not so many bikes went to the trouble of making their bikes look as Christmassy as I have seen in the past couple of years. Next year put all the headlights on and dress up those bikes - tinsel is cheap! Congratulations to you all for making it seem more like Christmas

With thanks from a group of oldies (all in our 50s)

(Word of mouth advertising is the best and keeps the Run strong. We have written to the SA Tourist Commission, Keith Martyn's Almanac, the various Phone Books etc informing them of the Toy Run sometimes years in advance and get ignored. The Bikers come along, polliens come along, we get plenty of radio and TV coverage on the day and prior to the event so who needs them. Ed)

ON MY BIKE**Aidan Hanafin**

An article for the Centrestand?. Haven't got time, haven't got anything to write about etc, etc.

Well I finally ran out of all the usual excuses and thought that if I liked reading other peoples' articles maybe someone might like reading my efforts.

Profile

Name: Aidan Hanafin

Age: Mature

Length of Membership: I was at the meeting when FAM and MRA amalgamated.

Current Involvement: Publicity Officer. Which by the way reminds me, that if any of you out there have specific contacts in the media industry that we can use then please contact me.

Bike: BMW 1976 R75/6

Endeavour (yes the bike has a name), is a blue R75/6 750 boxer twin with a cut down version of a German Police fairing that has just seen the kilometres on the speedo start from 0 for the third time. I can be sure of this as I have owned Endeavour since she came off the factory floor.

Back in 1975 having finished Uni and not relishing the idea of getting stuck into the 9-5 routine I checked out BMW's Tourist Delivery plan, decided that \$2,300 for a new 75/6 was good value, and headed to Germany to pick it up and ride back overland to Australia.

After doing the usual bus camping tour and spending winter in London I arrived in Munich in June 1976 to pick up the bike from the BMW tourist delivery dispatch centre. Everything went smoothly except for the fact that the only guy who knew about the bikes didn't speak English and the guy who spoke English didn't know about bikes. Still I managed to confirm that all the extras I requested had been fitted and after being given a full tank of fuel I headed off into peak hour Munich traffic, a great introduction to riding on the right hand side of the road.

Well, after about eight months of travel which included hitting an old guy in Turkey and then spending a couple of nights in custody in a Turkish police station, having to ride 40 kilometres on one cylinder due to a broken rocker arm which was welded by a slightly amazed Turkish mechanic and riding on an ice covered road with Afghans who only know two speeds - stop and flat out, I arrived safely back in Adelaide.

Since then Endeavour has been fitted with over cylinder racks for an around Australia trip, the German Police fairing - it originally had a bikini and it took a bit to get used to the fairing not turning and CDI - it drove me mad setting the points.

It has faithfully (almost) taken me to more rallies than I care to remember, is still a great town bike and only just recently needed its first engine rebuild.



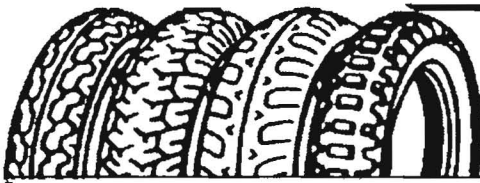
Two of the most often asked questions are :

- Why have I kept it for so long?. Well it keeps going, doesn't require a degree in electronics and computing to service it and after this long I've become rather attached to it. I did go for a ride on one of the new 1100 twins but kept thinking how much it would cost if I dropped it.
- Wouldn't I like a new bike? Well yes, but no one seems to want to donate me a Duke 750.

POKER RUN

The next MRA run will be a Poker Run down south. The Jolly Good Run Committee has decided that given our full calendar of events over the next couple of months that the run has to be held **on Easter Sunday, May 10th**. So if you aren't heading out of town for the long weekend with screaming family in tow, then head out of town with us for a screaming ride down south, good food at the end of it and you might even get your day out paid for courtesy of a winning poker hand.

We leave from the **Governor Hindmarsh Hotel car park at 10.00 am sharp**. Cost is \$5 per hand and a counter meal on arrival at our mystery destination. Contact David on (08) 8265 5388 for more details.



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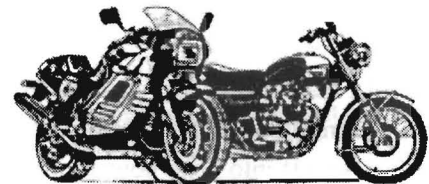
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MA(SA) NOTICE

Anyone wanting information regarding dates of 1998 competition fixtures in SA for 1998 should contact Motorcycling Australia (SA), 251 The Parade, Beulah Park or

Phone: (08) 8332 9000 Fax: (08) 8332 9100

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NOTICE TO ADVERTISERS

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

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

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

PENALTY: For an individual – \$10,000 or 6 months imprisonment, For a corporation – \$50,000.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication.

IN CASE OF DOUBT CONSULT YOUR LAWYER

RIVERLAND RUN

by Les Dicker

The 1998 Riverland Run commenced at the Victor Richardson Gates in front of the Adelaide Oval (where those light towers used to be!). Once again the MRA was assisting the Vietnam Veterans with the marshalling of this worthwhile event which is to raise money for the Childhood Cancer Association. Upon arrival at the gates there were lots of marshals, lots of police and cars (mostly Ford Mustangs!) but not many motorcyclists despite the fine weather.

Slowly some of the regulars began to appear. The most spectacular entrance of all was made by Milo who turned into the parking area and neatly placed the ZZR on its side! This very eccentric parking technique got everybody's attention and we all came over and asked Milo how he did it! That way we can show off and do it ourselves next time!

Despite the small number of bikes, probably about 70 or 80, the run started on time and ably headed up by the Whale we moved out of the Metropolitan area via the Main North Road. We lost the Vietnam Vets somewhere along the way. The last time I saw them they were forming up near Gepps Cross to go on a Special Forces exercise about which the rest of us did not have a need to know!

Those of us that followed the route laid out by the marshals went to Kapunda and after a short break then onto Morgan for fuel. Upon reaching Berri some of the marshals (yours truly included) peeled off and went down to the riverfront cafe and had lunch (Berri burgers!) due in part to the lack of numbers requiring so many marshals and also due to the Vietnam Vets seeming to be unhappy to ride with the rest of us! Come on guys, if you're serious about this cause start supporting it! If they will be holding it again next year then I will be attending, but not as a marshal!

Poor Devil's bike went up in smoke on this run and he had to trailer it back home! We went over to his new home see him and laugh at it and ended up in his garage all night fixing the wiring! The results seem to be that it hasn't smoked much since then! Onya Devil!

Well that's all for now, hope to see you at a rally soon.

Leslie Dicker (Uncle Pervie to you!)



THE GATHERING AT THE ADELAIDE OVAL

CHILDHOOD CANCER RUN by David Povey

After months of preparation the day of the run dawned bright and beautiful. We gathered at the Victor Richardson Gates of the Adelaide Oval and at 10 am sharp we were flagged away by a young cancer patient Chris Hedley from Port Augusta. We were joined by three police officers, lead by Tony Grigg who controlled our progress through the streets with radio communications. It was excellent to see the police join in the spirit of the run and purchase a badge each. Well done!

We were down on the number of motorcycles we had hoped for, but we were double of that of last year, with around 80 bikes leaving en masse. Who knows what we will achieve next year.

The Vietnam Veterans Motorcycle Club chose not to ride with us - something to do with their club protocol - which was disappointing as we were all riding for the benefit of the Childhood Cancer Association.

Our first stop was the BP station at Kapunda where we were joined by a small group from the Yorke peninsula. Those who needed fuel topped up here and we were on our way again to Eudunda. By having police escort at the front, middle and rear of the run we were able to control the speed of the front runners and prevent the riders spreading out too much. It also helped in managing the car traffic which had a tendency to overtake the slower column of bikes.

We arrived at Morgan on schedule for refreshments and petrol. We were welcomed by many riders from the Riverland and the Mallee, in particular the Pinnaroo Motorcycle Tourers, the PMT as they call themselves, who later presented the Childhood Cancer Association with a cheque for \$1000 which they had raised in their region. Well Done!

After passing through Barmera and Berri we regrouped just outside Renmark where we joined up with the classic cars for a parade into Renmark and onto the oval. It was great to see so many people lining the main street of Renmark to wave to us and welcome us into their town. When we arrived at the oval things were well under way with the side shows and rides in full swing.

Highlights of the ride up were; the Cossack melted its generator and had to be trailered home, Normie Rowe, who was riding up with us got lost after taking a wrong turn and one of the police escort got lost after losing touch with the main bunch. The lost sheep did come home after following other stray motorcyclists.

The concert got going with a local group Swing and later with John Schuman, Normie Rowe, Bev Harrell and band Tour of Duty. A highlight of the evening was tania Praino singing a song dedicated to her sister Annita who lost her battle with cancer recently. After an excellent evening of first class entertainment the concert ended with a spectacular fireworks display.

The MRA members who gave their time and expertise can take pride in the fact that over \$25,000 was raised for the Childhood Cancer Association. Thank you to all concerned.

If you missed the ride this year, be sure to make it a date for next time -

Saturday February 20th 1999!

THE C.R.A.P. FILES

NEW MODELS

Due for release in March of this year the long awaited Yamaha YZF 1000 R1 has many at the Crapper incontinent with anticipation. However we quickly found out that we had soiled our leathers for nothing as company representatives soon pointed out that they would not give us a demo to do a test on if their lives depended on it. Olaf, our Norwegian correspondent, took them up on their challenge by resurrecting one of his previous lives as a Viking Berserker warrior and pillaging their local offices. To their credit they said they still wouldn't give us a ride on one no matter how violent and inbred we were. Nice try Olaf, see you next visiting day.

Not to be put off we have decided to explore one of the many spin offs that the release of this bike has created. Following the release of the R1 it is anticipated that many (if not all) of the resident thrashaholics based in the Adelaide Hills, namely Chain of Ponds, Lobethal, Hahndorf and Strath, will be shredding rubber to their local dealer to get their hands on one of these new weapons (hope you have more luck than us). The problem that this will create is what do you do with the current fleets of ZX9R's, CBR900RR, Blackbirds and GSXR's.

THE POSTIE BLADE

We hear that Hoondah has been as quick as lightening to take this on board and use their vast quantities of spare parts and engines together with the market domination of the postie bike that they continue to hold. Combining these two elements they have redesigned one of Australia's largest selling motorbikes to accommodate the large quantity of sports bike bits that are expected to be surplus.

Expected to be released in time for the coming formula extreme series the CT900RR or Postie Blade, as it will be known, is set to revolutionise the mail distribution business forever. Representative for Aussie Post Mr Givut Thuberries said at the exclusive press showing that excitement about the new bike was flowing through all areas of their organisation. "Since the announcement to adopt the new model our personnel department has been swamped with employment applications," he said, adding that "Our corporate wardrobe department has been quick to respond to the new bike and has already commenced redesigning our postie uniforms to incorporate the knee sliders that our workers are expected to require." Management of Aussie Post have responded to claims that the new bike is excessively expensive in comparison to the older model by stating that due to the increased power and top end speed of the new bike will now allow for postal deliveries to be done three times a day.

LATEST 'AGRICULTURAL' MODEL

New models abound and as usual from the most unlikely places. The latest is the Amish C 15 W Farm Racer. Developed in conjunction with Jim's Energy Research and Kinetic Opposition to Fossil Fuels Section the Farm Racer is designed to run on a specially shredded form of grass. Developmental guru for the newly formed Amish Transport Development Company Mr Iva Dairy has been eager to play his cards close to the chest regarding the exact specifications of the Amish C 15 W but has identified that the new model will have the very latest in front end self loading fuel cell that will provide direct access to the revolutionary four chamber induction system.

Emission controls and standards have driven the designers to come up with something very special indeed. The emissions from the Amish have for the first time for any marque been divided into three categories solid, liquid and of course gas and by way of a number of unique features the solid and liquid emission components are rendered biodegradable prior to expulsion from the C 15 W, however, as with all their competitors gas emissions continue to pose problems due to their intermittent methane nature which have been identified as contributors in ozone depletion.

Despite being named the Farm Racer and having more than a little animal appeal we at Crap Inc. feel that the Amish has very definitely been aimed at the cruiser market. One quick look at the dyno readings show it to have torque that is beyond compare in this price range, horse power is satisfactory but due to the single speed drive train I wouldn't expect this baby to have much top end. Traction to the ground is nothing short of exceptional with both front and rear ends driving simultaneously through specially designed bio traction surfaces that enable the manufacturers the ability to offer a guarantee that the running gear will last for the life of the vehicle.

The Amish factory has in our view placed a beacon for others to follow in their use of Bio Technology with the new C 15 W utilising the latest in bio designed external surfaces that not only maintain its smooth flowing lines but has an in-built self repairing nature that would make anyone who has splashed their mount and had to replace large amounts of costly cosmetics green with envy. The down side of the Farm Racer come from lack of adjustability with the handle bars affording no ability to adjust to individual riders or styles. The same can be said for the ride height and the seating leaves a great deal to be desired in the way of comfort.

Suspension is functional despite being retro in design, discarding the idea of monoshock the Amish has adopted the use of four independently mount shock absorption systems with two at the front and two at the back. This does provide fantastic corner clearance but this benefit is countered by its ridiculously high centre of gravity. Colour range is limited with only black and white or brown available in the initial production runs. If you feel that this what you have been waiting for and let's be honest, there is definitely a market out there. Dealer networks are currently being established throughout Australia with plans already underway to build a compact version for the New Zealand market believed to be called the EWE Beaut.

OILS JUST AIN'T OILS

Those of our regular readers that have older bikes will be pleased to hear that the chemical engineering department of Ass-Troll Petrochemicals has come up with an answer to the problem of having to take a bottle of oil for top ups on long trips. Those of you who find that your steed has the near terminal affliction of constant excessive oil usage will no doubt herald the arrival of Ass-Trolls new Dehydrated Oil.

This new product enables the user to pack the equivalent of 4 litres of oil into a space similar to what would be taken up by an ordinary pack of cigarettes. Dehydrated oil requires no special reconstituting products or apparatus. The user simply empties the powder from the sachet into the sump and adds the appropriate amount of water. Then all that is left is to start the engine and let the engines natural internal agitation forces do the work.

continued on page 18

THIRD PARTY – NO CELEBRATION

What Really Shits Me!!

I am currently reeling from a near fatal blow dealt to me by, your friend and mine, the Department of Registration and Licensing. Personally I think they should be renamed to the department of Castration and Larceny. It was indeed fortunate that it started to rain shortly after I opened my mail at the letterbox for I fear I may have been laying unconscious on the front lawn for some time had the downpour not roused me from the rego renewal induced coma to which I had suddenly fallen victim.

I can only imagine that the reason that South Australia's health services are so over stretched is that the lions share of their resources are tied up in providing post traumatic stress counselling to the motor cycling community of this state. I mean, I think I can speak for all of us when I say that we don't mind paying for our motorcycle rego. To be honest, \$23 rego charge and \$5 admin fee - \$28 a year is quite reasonable, but Third Party Insurance of \$307 plus \$15 stamp duty each year is bordering on making many of us impotent in the face of economic oblivion.

To be frank, this sucks. But to be fair, let's compare this to our fellow road users. Take tin tops, the third party insurance on the average car, is \$225, \$97 cheaper than a motorcycle over 600cc. Now to put this in perspective we need to consider the following points:

- Third party insurance covers the persons injured in (or on) or by your vehicle.
- The average motorcycle does not carry a pillion there the total, in most cases, in (or on) is one.
- The average car is a vehicle carrying not more than 12 persons.

With these points in mind your average punter is able to injure or maim 12 persons, including him or herself, in a single vehicle accident for the bargain price of \$18.75 per head (excuse the pun). Whereas a motorcyclist, even if carrying a pillion, under the same circumstances is only able to inflict these injuries to two people equating to \$161.00 per head. Ergo, any erstwhile injurer or maimer worth their salt is going to quickly line up for a Tarrago van or the like.

Perhaps I am missing a vital point. Perhaps what we have all known for some time, is that motorcyclists are more valuable members of society and therefore attract

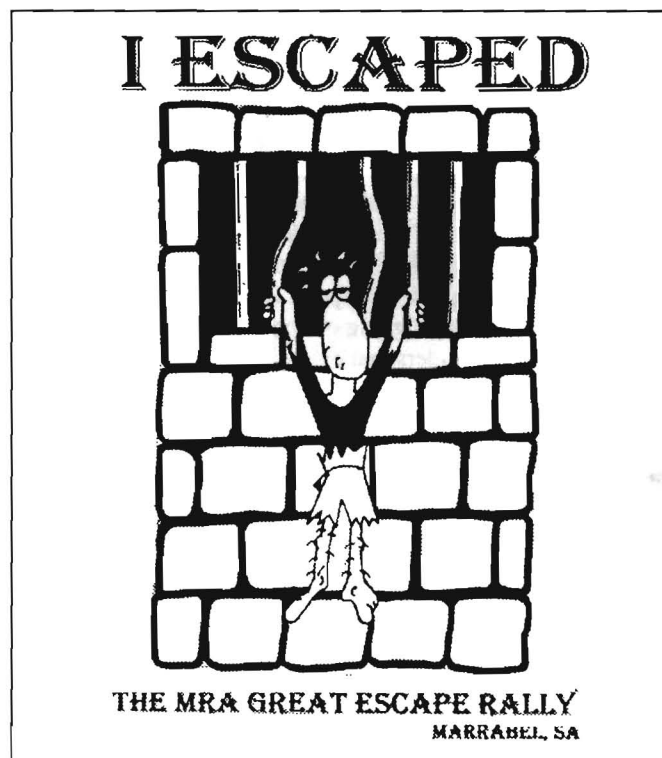
higher insurance premiums, has caused the respective deciding bodies to adjust our premiums accordingly.

Unfortunately we will never know as they have managed to shroud their activities, calculations and rationales in some anachronistic, secrecy policy created when third party insurance was handled by more than just one insurer, unlike now where it is all underwritten by The Motor Accident Commission.

This leaves us unable to ask why the major burden of third party insurance is carried by motorcyclists. Strangely, statistics gathered from other states indicate that the burden that motorcyclists place on the third party claim fund is significantly less, per vehicle, than that of cars. Surely South Australia is not the Robinson Crusoe of Australia and as such our statistics probably mirror those of other states, so we come back to the major question of why we pay nearly one third more than the average car.

Perhaps a letter to your local MP asking why will be about as successful as biting your own genitalia but what have we got to lose they seem to already have us prostrate and smeared with vaseline each year anyway.

Trixi



This great design will be available on a t-shirt at the MRA Great Escape Rally. Limited Numbers @ \$20 each. Order yours now by pre-booking or take a risk and buy one at the Rally. See you there *tres elegant*.

RALLY ROUNDUP

by Les Dicker

Wanbi Run 30-31 May
\$11 prepaid, \$15 late includes Saturday night BBQ
Z Owners Tony 8298 7762

Pinnaroo Motorcycle Tourers (PMTs) Rally
5th September
PO Box 41 Pinnaroo SA 5304 for info
Chris (08) 8577 8568

Bush Pig Rally 19-20 September
Crystal Brook
MRA Mid North Register: Greg 8865 2120

MRA GREAT ESCAPE RALLY **April 25-26 1998**

To be held at the usual site, 5k south of Marrabel, 18k north of Kapunda SA. Fully catered, reasonable food and booze prices, gymkhana, water, wood, raffle, trophies, clean chemical toilets (no long drops), movie Saturday night.

Cost \$10 prepaid, \$12 on the day. Cars by arrangement and to be parked in car park off site.

Send entries to: The Great Escape Rally
GPO Box 1895 Adelaide, SA 5001
Ph: 8262 2150

continued from page 16

Ass-Troll recommend that the engine be held at redline for approximately two to three minutes to allow for thorough reconstitution of the Dehydrated Oil. Not satisfied to rest on their laurels Ass-Troll have since begun work on a whole range of designer oils for the ever growing phallic wood market, soon to be launched the Total Bastard Lubrication Collection that is expected to include their new Rapid Run In Oil that contain a generous quantity of valve grinding paste guaranteed to loosen up any engine within the first fifteen to twenty kilometres. Last but by no means least, it is planned to include Ass-Trolls revolutionary No Oil designed specifically to eliminate that nasty problem of black smoke that so often makes selling a second hand bike so difficult when the engine is obviously on its last legs. The No Oil kit contains a black transfer to cover the oil window to give the illusion of oil, a liberal supply of banana skins to muffle any tell tale bottom end and gearbox noise and of course the kit contains a generous quantity of No Oil.

OUR NEW APPEAL

Since our last issue sales of the latest from Brain Dead Racing Apparels summer range have been incredible with more and more motorcycling victims of fashion on the roads than ever before. This has lead to a state based shortage of donor skin for grafts. The Crapper has been quick to take up the cause and intends to undertake a State wide advertising blitz to encourage more people to donate any unwanted skin to this worthy cause. Dig deep, our fashion conscious brethren need all the help we can give them.

Trixie.

DEAD CENTRE RALLY REPORT

Once again the rally season is with us and the year commenced with the Dead Centre Rally which is held in Donald in Western Victoria every Febuary. This rally is organised by the Donald Tourers, and is fully catered with plenty of camping sites on a property just outside of the town, and even the ZZR can make it into this site!

So it was that Jeff on the Trixie and myself set off on Saturday morning. Johnny had promised to meet us on the way, which he did at Bordertown. But this time there was no Whale and Barry on their BMW K100s, or Kiwi on the Albatross!

The weather for riding was not too hot and we took the usual route to Donald which is to turn off the Western Highway at Dimboola and go across through Minyip, which looks amazingly like the town that's in the Flying Doctors TV series and with good reason, it is the town that was used in it!

When we reached the main street of Donald we pulled up in front of some shops because Johnny had a desperate urge for a Dolphin - the lantern that is! It was there that we met up with the Koennekes from the South East, they had not been to this rally before and after a quick set of directions they were on their way again. We followed after Johnny had satisfied his cetaceous cravings!

Once we had got our usual spot down near the end of the creek, where else, it's nice down there and the band sounds just like a loud radio, so that we can still have a conversation when it's playing, it was then that Johnny realised that he had not remembered to bring any trousers! So he had to spend the whole weekend in his leathers! But it wasn't too hot and he had remembered to bring his video games, so there was plenty to keep him happy!

The gymkhana at Donald has always been the highlight of this rally, but the current prices of modern bikes coupled with their fragility has reduced the number of entrants in the burnout and doughnut competitions! Also, this rally is suffering from the decline in attendances that is affecting most rallies these days.

The catering at this rally is done by the local service clubs, and very well at that, with reasonable prices for food and drinks, so that there's no need to bring your own, which is a good thing, because campfires are forbidden as it's a total fire ban season.

We spent a pleasant time meeting up with lots of the regular rallyists that we've got to know over the years and listening to the band whilst enjoying the pleasant weather, finally crashing in the dome tent sometime near 1 am!

The next morning we were set off in a panic by the locals who informed us that all electricity in the area would be off in 20 minutes and would not be on again until late in the afternoon so we had to get mobile in a hurry to get petrol in town or risk being stuck there for most of the day! The guys nearly wrapped me up with my tent they were so anxious to help me pack up my gear! We got into town before the big switch was pulled and managed to fuel up and head off home, next time we'll fill up before going to the site! As it turned out I would have made it back to Dimboola, but the Trixie and Johnny would probably have dropped short!

Les Dicker (Uncle Pervie to you!)

ROAD SAFETY REPORT

I am currently in the process of trying to organise another **Rider Training Day**. Hopefully, this day will be able to be staged in either September or October of this year. Last year's training day was highly successful in gaining an enthusiastic response from all those who took part. many of last year's participants expressed a desire to do the course again as they felt that there is a further benefit to be gained from it. If you are interested in trying the **Rider Training Level 3** course then please contact the MRA with your details ie name, address and phone number. this will greatly assist us in working out organisational details eg. how may instructors will be needed etc.

COMMENT

As many of you will already know, the Department of Transport is currently considering a proposal to increase the size of motorcycle number plates. the stated reason for this proposal is to increase the number of options available to riders for custom or personalised plates. However, as the proposed size increase is only by an additional 37mm in length and 3mm in height, it all seems rather pointless, not to mention odd. The Association has received a letter from the Department of transport inviting us to submit our comments and views upon the proposal. Accordingly, after some lively discussion by the committee I have sent a reply.

The person in charge of this proposal has apparently received a large number of negative responses from various sources and hopefully will decide to give it all up as a bad idea.

THE LETTER

Dear Sir/Madam

I am writing to seek your views on a proposal to increase the size of motorcycle number plates.

At the present time, motorcycle plates must measure 215 mm in length and 95 mm in height. To a large extent, the current specifications limit the option of owners selecting the letters and figures appearing on custom and personalised plates.

I am therefore considering an increase in the size of motorcycle number plates to 252 in length and 98 mm in height. It is also proposed to include 2 slots in the upper section, similar to Bike Rack

number plates, to allow easy attachment to motorcycles.

I would appreciate your comments on the proposed motorcycle number plate at your earliest convenience.

R J Frisby

Manager, Registration and Licensing,
Department of Transport

THE REPLY

Dear Sir,

Thank you for your letter dated 27 January. The letter was tabled at our February Committee meeting and discussed at or February and March meetings. After careful consideration the MRA have decided that it cannot support the proposal to increase the size of motorcycle number plates.

The committee is of the opinion that any increase in size of number plates on motorcycles is likely to produce an increase in danger of injury that far outweighs any advantages gained in other areas. Motorcycle number plates have a tendency to have sharp edges protruding either side of the motorcycle in their current size format. These sharp protruding edges cause many cuts and abrasions to motorcyclists and passers by who accidentally brush against or pass close to the rear of the motorcycle. There is also the potential for serious injury in the event of an accident. ... given the dangers already present an increase in the size of the number plates will only increase the danger of injury unnecessarily.

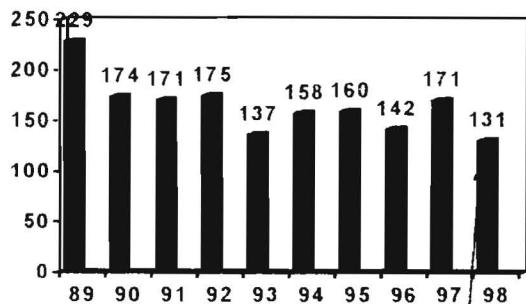
The appeal of personalised number plates to the average motorcyclist was also brought into question, the general feeling being that we as motorcyclists have a tendency to express our individualities with our helmets and clothing rather than with our number plates. The committee has also received considerable correspondence from members opposing the proposal for a variety of reasons and this has also been taken into consideration. We do however feel that the slots for fastening the plates instead of holes is an idea of great merit.

On behalf of the MRA I wish to thank you for this opportunity to comment and hope that this letter will be of some assistance to you.

Yours faithfully

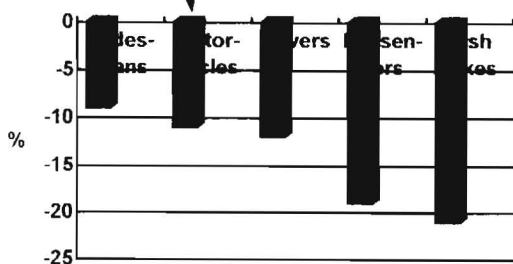
Rob Wells

ROAD SAFETY OFFICER



Australian Road Fatalities for January - Last 10 Years

- The national road toll for January 1998 was 131. This is a **23.4%** decrease from the January 1997 figure.
- The 12 months to date road toll to the end of January 1998 is 1,730 fatalities. This is a 13.5% decrease over the same period last year.
- For the twelve months ended January 1997 168 motorcyclists and pillions were involved in fatal accidents on Australian roads. This represents 0.1% of all national road fatalities.
- The 12 months ended January 1997 figure is 21 fatalities less than the previous 12 months and represents an **11.1%** drop in fatalities (compared to all road fatalities and averaged out over the past 5 years).



Percentage Change in Fatalities in Each Road User Group

(Percentage change between the 12 month periods of February 1996 - January 1997 and February 1997 - January 1998)

Fatal Crashes by Speed Limit

	Up to 60	65-95	100+
Feb97-Jan98	35.2%	16.3%	48.5%
Feb92-Jan93	39.1%	14.5%	46.4%

Fatal Crashes by Crash Type

	Pedestrian Crash	Other Single Vehicle Crash	Other Mult. Veh. Crash
Feb97-Jan98	19.9%	40.3%	39.9%
Feb92-Jan93	20.3%	38.4%	41.3%

Fatal Crashes by Time of the Week

	Weekday	Weekend (6pm Fri -5:59am Mon)
Feb97-Jan98	58.8%	41.2%
Feb92-Jan93	58.0%	42.0%

(Source: FORS Monthly Bulletin January 1998)

MORE LETTERS - WELL, ONE

Dear Editor,

Yet again I have found myself having to suffer the presence of bicycle riders. I am a fair and reasonable road user, in my book anyway. I pay ludicrous amounts of tax for road upkeep in the way of vehicle registration and fuel tax. What bugs me though, are these self righteous, parasitic, pushbike riders who not only do not pay fuel tax (supposedly spent on road maintenance "big joke") or any registration fees, but some of them are incapable of making the distinction between road and foot path.

Many of them are not content with riding in packs, obstructing whole lanes of traffic, a large amount of them are not able to grasp the mandatory helmet laws, especially the younger riders (who's parents should be found and beaten to death with a head injured child). After receiving their high and mighty abuse for trying to get them to let the paying traffic flow at a rate greater than the speed o custard, I find that they have suddenly turned into a pseudo pedestrian and stopped the traffic to ride across the pedestrian crossings.

I propose the following plan of action to make all bicycle riders that wish to use the road answerable to the following:

1. undertake and pass a road safety program that will grant them a licence;
2. link the licence to a demerit points system similar to the rest of us;
3. enforce the fines laid down in regard to non wearing of helmets;
4. children in metropolitan and suburban regions must be over the age of 12 to get a bicycle licence;
5. on the spot fines for dangerous riding, riding on footpaths, riding on pedestrian crossings, obstructing the flow of traffic, not having appropriate lights;
- 6 make all bicycles pass a road worthiness test or have ADR approval;
- 7 make all bicycles pay a registration fee.

It is my belief that I should not have to put up with the appalling road skills and styles of a proportion of the bicycling community when in point of fact they are non paying users of a facility paid for by the people they are hindering. I particularly feel that the parents of children who place themselves in real and frequent danger on our roads should be charged with child abuse and as a minimum, fined heavily for their obvious dereliction of their duty of care.

Action is required fast to curb the injustice on our roads.

Jeff F.R.T.P., H.W., N.O.T.
(Frequent Road Tax Payer)
(Helmet Wearer)
(Non Obstructor of Traffic)

(A reply to this diatribe would be welcome - Ed)

“PICK YOUR DATE”
Motorcycle Riders Association of S. A.
Calender of Forthcoming Events: March-June '98

MARCH

~~Sunday 25 th~~

~~South East Register General Meeting
 Carpenter's Rocks Tavern.~~

~~Wednesday 26th~~

~~Mid North Register General Meeting
 at Georges, Southend~~

~~Monday 30 th~~

~~General Meeting 8:00 pm "The GOV"
 Port Rd Hindmarsh.~~

APRIL

Thursday 2 nd

4B's Meeting 7:30 pm
 Flagstaff Hotel Franklin St City.

Monday 6 th

Great Escape Rally Meeting 7.30 pm
 "The GOV" Port Rd Hindmarsh

Monday 13 th

Committee Meeting 7:30 pm
 "The GOV" Port Rd Hindmarsh

Monday 20 th

Great Escape Rally Meeting 7.00 pm
 Toy Run Meeting 7:30 pm
 "The GOV" Port Rd Hindmarsh.

Saturday 25 th - Sunday 26 th

Great Escape Rally Marabel SA
 Ph 8396 3742.

Wednesday 26 th

Mid North Register General Meeting
 Gulnare.

Monday 27 th

Social Sips 8:00 pm
 "The GOV" Port Rd Hindmarsh.

MAY

Thursday 7 th

4B's Meeting 7:30 pm
 Flagstaff Hotel Franklin St City.

Sunday 10th

Poker Run Down South
 David (08) 8265 5388

Monday 11 th

Committee Meeting 7:30 pm
 "The GOV" Port Rd Hindmarsh.

Monday 18 th

Toy Run Meeting 7:30 pm
 "The GOV" Port Rd Hindmarsh.

Wednesday 25 th

Mid North Register General Meeting
 Brinkworth.

Monday 25 th

General Meeting 8:00 pm
 "The GOV" Port Rd Hindmarsh.

JUNE

Thursday 4 th

4B's Meeting 7:30 pm
 Flagstaff Hotel Franklin St City.

Monday 8 th

Committee Meeting 7:30 pm
 "The GOV" Port Rd Hindmarsh.

Monday 15 th

Toy Run Meeting 7:30 pm
 "The GOV" Port Rd Hindmarsh.

Monday 29 th

Social Sips 8:00 pm
 "The GOV" Port Rd Hindmarsh.

1998 WORLD ROAD RACING ROUND UP.

WORLD 500CC CHAMPIONSHIP.

~~March 29 th
 Shah Alam Malaysia.~~

April 5 th
 Suzuka Japan.

April 19 th
 Sentul Indonesia.

May 3 rd
 Jerez de la Frontera
 Spain.

May 17 th
 Mugello Italy.

May 31 st
 Paul Ricard France.

June 14 th
 Estoril Portugal.

June 27 th
 Assen Netherlands.

July 5 th
 Donington Park
 Great Britain.

July 19 th
 TBA Germany.

August 23 rd
 Brno Czech Republic.

September 6 th
 Imola Italy.

September 20 th
 Catalunya Spain.

**October 4 th
 Phillip Island
 Australia.
 See You There!!**

October 18 th
 Jacarepagua
 Brazil.

October 25 th
 Buenos Aires
 Argentina

SUPERBIKE WORLD CHAMPIONSHIP

~~March 15 th
 Sentul Indonesia.~~

**March 22 nd
 Phillip Island
 Australia.**

April 13 th
 Donington Park
 Great Britain.

May 10 th
 Monza Italy.

May 24 th
 Albacete Spain.

June 7 th
 Nurburgring Germany.

June 21 st
 Misano Italy.

July 5 th
 Interlagos Brazil.

July 12 th
 Laguna Seca
 U.S of A.

August 2 nd
 Brands Hatch
 Great Britain.

August 30 th
 A-1 Ring Austria.

September 6 th
 Assen Netherlands.

October 4 th
 Sugo Japan.

October 11 th
 Shah Alam
 Malaysia.

DON'T FORGET TO GET THE KIDS TO SET THE VIDEO FOR YOU!

MRA DISCOUNTS

Please support these shops, as they support our members. Don't forget to show your membership card when requesting discounts.

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GP Motorcycles	10% Parts/Accessories
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Honda World	10% Parts/Accessories
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Victor Motorcycles	10% Genuine pts & Acc
Walden Miller Leather	10% (bring the ad)
Western Underwriters	Discount on Request

Note: Discounts are not given on specials or with other discounts at most businesses so check before paying.
Other conditions may also apply.

SUPPORT OUR ADVERTISERS

<i>In This issue:</i>	<i>Phone</i>	
Bolton's Kawasaki	8234 2050	p. 5
Docteur Desmo	8262 4555	p. 13
Eurocycle	8346 5621	p. 13
GC Motorcycles	8344 7888	p. 12
Good Wool Store	(02) 4464 2081	p. 23
Holbrooks Swags		p. 23
Honda Shop	8349 8477	p. 13
Honda World	8297 0622	p. 13
Ian Williams Tuning	8293 6677	p. 2
Kessner Suzuki	8261 9955	p. 23
Magnum Motorcycles	8349 5566	p. 13
Peter Stevens	8212 1494	p. 2
Pitmans Motorcycles	8349 7599	p. 23
Redline Exhausts	8277 0311	p. 2
Replico	8232 8865	p. 2
Sykes Bidstrup	8223 4172	p. 23
Shannons Insurance	8294 9000	p. 12
Victor Motorcycles	8552 3601	p. 12
Walden Miller	8272 7655	p. 2
Western Underwriters	8213 9299	p. 2

MEMBERSHIP FORM

(Cut out or photocopy and hand it on)

OFFICE USE ONLY

<u>Meeting</u>	<u>Run</u>	<u>Magazine</u>	<u>Function</u>	<u>Other</u>
<u>Card</u>	<u>Issued</u>	<u>Stock</u>	<u>Issued</u>	<u>Entered</u>

MEMBERSHIP FEES : CIRCLE ONE

	Standard		Concession	
	Single	Family	Single	Family
1 Year -	\$20	\$30	\$16	\$24
2 Years -	\$38	\$57		
3 Years -	\$56	\$85		

DATE: / / Register: _____

PLEASE TICK APPROPRIATE BOXES:

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Male Female

Name:

Address:

..... Postcode

Telephone: ()

Occupation: D.O.B. / /

I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc.. (Constitutions are available from the Secretary)

Signature:

Comments:

I AM , AM NOT A BLOOD DONOR.

I would like further advice regarding blood donating.
Cheques/Money Orders to be made payable to MRA SA Inc
Orders for stock can be made by filling out the back of the mailing label of the Centrestand. Ask the person who gave you this Membership Application.

WE NEED NEW MEMBERS – this means YOU!

Figures don't lie. If every member of the MRA gets one other motorcyclist to join the MRA then we would double our membership. Members mean more people involved in runs etc and helps keep the MRA financial. I got three people to join last year and I'm currently working on another three by inviting them on our runs and the Roadcraft Day coming up etc.

We lose members every year. People lose interest, leave town, lose their bikes, so we have to replace them (not the bikes) and new blood is good for the Association. This is where you, our members, come in as evangelists for the cause. Fingers out folks, spread the word, hallelujah, bring the flock in.

A Hard Working Committee Member

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This section has recently been updated as much as is possible at this stage. Anyone aware of any entries which may need updating please contact the MRA on (08) 8262 2150 with any corrections. Club secretaries, please check your entries.

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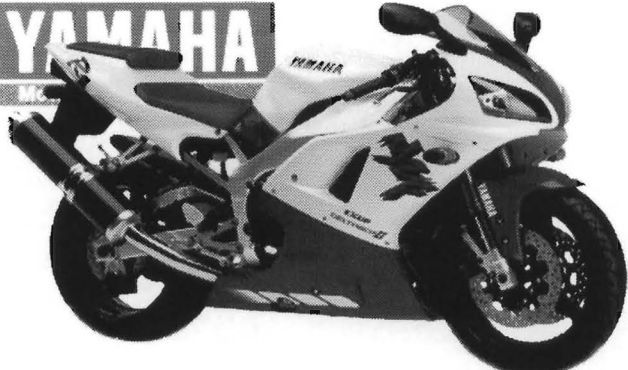


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NAME:..... PILLION:

ADDRESS:

..... POSTCODE: PHONE:

AMOUNT ENCLOSED: \$.....

I have read the indemnification and agree to abide by it, and any supplementary instructions that may be issued on the day by the Organisers or its officials.

RIDER'S/PILLION'S SIGNATURE

SIGNATURE OF PARENT/GUARDIAN IF UNDER 18.....