

# CENTRESTAND



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DECEMBER 1993

*INSIDE:*

1993 TOY RUN INFO

LETTERS

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MOTORCYCLE RIDERS'  
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## COMMITTEE MEMBERS 1992 - 1993

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Vice-President	Steve 'Camel' Fry	(08) 234 6151
Secretary & Editor	Harald Lindemann	(08) 260 4461
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## EDITORIAL

Generally, the talk at meetings of the MRA is pretty positive - new bikes that members have acquired, old bikes that members still haven't disposed of, runs, plans, personalities, families, homes etc.

On the other hand this year, talk has at times invariably centred on the high incidence of biker fatalities in our state. The death of a fellow biker is a sobering circumstance for all of us, whether or not he or she was personally known to us. It reminds us of our own mortality and of the fragile hold we have on life.

The statistical bubble which has convinced opponents of our lifestyle that motorcycling has become more dangerous than ever before, has so far not been explained. Its effect, if it doesn't get back to normal, will be for more local legislation against bikers as the government attempts to make a difference.

As bikers, more than any other group using the traffic lanes, we are constantly reminded of the consequences of inattention and carelessness, whether our own or someone else's. Don't add yourself to the statistics over the Christmas break. Take care. We really don't want to talk about you.

*Ride Safe, Harald*

## MRA(SA) NOTES

■ **Grand Prix Mystery Run** - For those who missed it, on the weekend of the Adelaide Formula I Grand Prix, the MRA organised a Mystery Run for those who wanted to get away from the 4-wheeled ethanol sniffing mania.

On the Saturday, there was a Mystery Run to Goolwa with about 14 bikes joining in on the day out. The plot really thickened when the run was spotted about midday travelling in two groups along the same highway - in opposite directions. Did it really need six bikes to help Dave find the bits shed by the Virago? After sorting out north from south, the run finally came together. A good time was had by all.

Thanks to Dave Vaselli for the organisation and for the riders who came along.

### ■ 1994 GP Suggestion

One suggestion for next year's GP Saturday has been a run to the Johnnies Pageant for all those riders out there with rug rats. We could hire a pub balcony or a suitable piece of road. If you like the idea, we'll work on it but you have to let us know what you think.

### ■ MRA Radio Show

The MRA now has a regular radio show on 5PBA-FM 89.7 on the dial. This is a 15 minute show and currently features MRA SPOkesman Peter Mount talking about motorcycling issues. It is part of a program featuring issues of community interest. So far two shows have been held and if you missed out on hearing it, tune in every 2nd Saturday of the month at 9.10am, the next one being on December 11.

### ■ September Centre Stand Cover Photo

In the rush to get the last issue of Centre Stand out to you, we forgot to acknowledge the fine photo that we used. It was taken by member Ken Binns whose photos also grace a new column in this issue called GALLERY where we will hang your snaps for the critical edification of your peers. Sorry and thanks Ken.

### ■ End of Year Christmas Drinks Get Together

Monday, December 20, from 7.30pm, will be the night of nights for an MRA end-of-year gathering. The North Adelaide Hotel, Tynte St, the scene of all our meetings throughout the year is the place to be found. All members new and old welcome.

## SOUTH-EAST REGISTER REPORT from Steve Tyler, Register Liaison Officer

After a couple of attempts at organising time off work, I finally headed off to attend a meeting with the South East Register. Packed the Gearsack, fired up the old Z and I was away. Beaut riding weather. The Highway to Meningie is now mostly new, and wider, save for the last few miles this side, where it reverts to Road of a Million Patches. On through the Coorong is also better now, but still corrugated and bumpy in places. Turn left at Kingston, and the road to Millicent is almost perfect, good surface, long straights, if you can see through all the bugs on your visor!

As usual, I stayed with Heather and Crazi, but had to travel a few miles further this time; they've re-located to Tantanoola on what seems over an acre, their back yard could almost double as a rally sight! Only joking Heather! So lush, green and oh so peaceful.

Being September, it was AGM time and it was held in the back bar of Millicent's Somerset Hotel. Attendance was good, including at least 4 new members. After various reports from the outgoing committee, I acted as Returning Officer, a most interesting time indeed! As usual, most of the names remained, but shuffled 'round a bit. Heather Butler and Alan 'Pasty' Masters have come back after having a break from office in recent times. Straight after the AGM, the General Meeting began.

The SE changes their meeting location each month and meet on a weekend - social occasion, ride there, nosh-up together, a drink or two, good time had by all. The meeting went well and some left to watch the footy Grand Final at Vicki and Bill's. Later that evening, we celebrated Pasty's 40th and got to chat to some more MRA members there.

The sun was out on Sunday morning as I re-packed, but by the time I left, it was dark and wet. 20k's past Millicent, the heavens opened up, rain, hail, wind - gloves soaked before Kingston. By Meningie the Kwaka'd not only lost its exhaust mounting bolt, only held up by the centrestand. The gearsack had sheared a mounting bolt. The nice man at the Ampol at the Bend didn't have any bits or spares, but gave me some wire for the pipe. Managed to make it home, despite trying to go straight on the freeway while holding a decent left lean when the wind gusts even harder and blow you even further to the right! Good meetings, a good time and certainly worth the effort to visit. ■

## PRESIDENT'S REPORT - September - December 1993

Greetings one and all. Yes, you've got a new President, new Vice-President and huge Committee - an action-packed MRA has arrived! A new, spirited Committee elected at the September AGM has taken over the bridge. Solid experience remains, new blood's been taken on board, and the MRA IS BACK IN FORCE. Two country registers are still alive and kicking strongly - the South-East and the Mid-North!

I know you've been eagerly awaiting the new-look 'Centrestand', ripping it from the letter-box for a good read. But, there's more! The September 13 AGM saw a goodly gathering of members, both long-time and new, turn up in support of the MRA and its activities for the coming year, and we hope that between us all, the new Committee achieves something for all members. Enthusiasm is high.

Thanks to the past Committee and to Paul Morgan especially for keeping the MRA heart monitor going long enough to make a kick-start possible for '94! The MRA's wandered around the desert long enough. We're primarily political - we're here to protect and strengthen motorcyclists' rights and place on the road, and agitate a little when needed. But we're partial in a big way to something social, some fun activities.

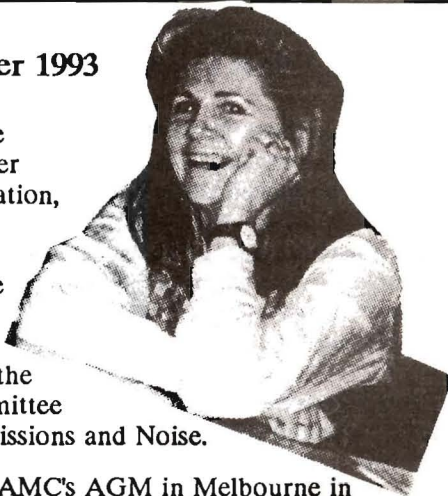
The MRA can't please everyone, but if we all invest solidly in our membership, then some things will go right for us. Apart from our regular monthly gatherings and first-class organisation on the forthcoming 15th Toy Run on the 12th, we're working towards an active 1994 that will hopefully include a program of events almost eclipsing the Olympics - Poker Runs, Mystery Runs, Film Nights, Social Gatherings, Economy Runs, a Bike Expo, and the Anzac Weekend Rally! Perhaps even a Ball.

Some are already organised - you can keep in touch with Club Notes in Thursday's 'Advertiser' Motoring Section and keep the MRA 3-Monthly calendar close-by - there's sure to be something on for everyone.

The response from members to our rider questionnaire was excellent. We've had well over 50% returned - compilation of data is progressing (if only we had a bigger computer!). A report will reveal habits, problem areas and suggestions when complete.

The MRA is a member of the Australian Motorcycle Council (AMC) and is pleased to support it. The AMC has representation on no less than nine national consultative groups, including: Standards Australia, the Technical Liaison Group, the Committee to Advise on Recall and Safety, the Licensing and Traffic Codes Committee, the Road User Advisory

Committee, the Australian Rider Trainer Association, the Ministerial Consultative Committee, the National Road Safety Strategy Taskforce and the Advisory Committee on Vehicle Emissions and Noise.



I attended the AMC's AGM in Melbourne in September which was well supported by its member groups. Key issues of concern to motorcyclists included: a national standards push for skid resistant road marking paint and skid-resistant steel road works plates; the removal of opaque rear taxi window advertising (so you can see traffic on the road ahead and what the driver's doing!); development of national rider trainer standards to be followed by uniform national curriculum for trainees; future national road safety campaigns; push for revised helmet standards; the re-positioning of low brake lights on 4WD's (so they can be seen directly from behind and not wrap around car body); ADR's which bikers will now be happy with which enable trikes to be registered in all states; Federal Government campaign to improve general driver perception of motorcyclists; continuation of 'Lights-On' lobbying; the unanimous rejection of a NSW MCC/MRAA proposal to form a national political umbrella group and replace the AMC as the national representative group.

I believe MRA SA members receive excellent representation for their support of the AMC: there's a lot happening on the road, more than we care to realise, and the AMC keeps members apprised of developments, issues and problems.

If you are thinking of joining the MRA, do come to meetings and check us out. It's a good opportunity to meet others who ride, swap stories, or even learn new habits, and have a social sip. Members have good ideas worth hearing. Let's hear yours. See you at the Toy Run or at Christmas Drinks on December 20th.

*Travel well this Christmas,  
Denise Keane*

## B.J. ROBERTSON

Bike riders come in many styles, some are large, some small, some working, some not. I recall a comment in some mag once to the effect that accountants don't ride bikes, which was promptly refuted by a bike riding accountant. I believe that almost any occupation will have some bike riders in its ranks, or to look at it from a different angle: Bike Riders Can Do Anything!

I recently came across a dedicated group of bikers in an unexpected place, in my computer. I use a computer at work and have recently been connected into the University net. This is a system that allows any member to talk to any other member and pass files, data, comments back and forth. The Uni Net is connected to all other Australian Universities, and this Australia-wide net consists of Universities, commercial bulletin boards and privately owned groups. These groups have various facilities available to all users & among these is a system of News Groups. News groups are a public access system of subject headings under which you can put notes for all interested parties to read. Here's a few gems from 'Motorcycling'.

■ "Here's a story, it's sad but true 'bout a VT I once knew. Well, I had a serious crash (mostly my own fault) and I thought telling you guys about it might help someone else avoid making the same mistake, or at least give someone else a good chuckle! The gory bits: I broke my left tibia (shin bone) so conclusively that the doctor felt a need to slash open my knee, cut a hole in the top of my tibia (just below my knee cap) and hammer a ruddy great pin all the way down inside the bone. He then drilled a hole just above my ankle, and put a bolt through the bone and the pin. A matching bolt went in a little below my knee. The expensive bits: I wrote off my '84 VT250-FII which was insured to \$2,500. I did about \$2000 in damage to the car I hit. The embarrassing bits: I hit the back of a stationary car, that was innocently waiting for a break in the traffic so it could turn right. About 500m before the crash, I was riding along contentedly in the right hand lane. There was a car in the left hand lane, just a touch in front of me. He slowed down a little, and I realised that I was in his blind spot. Oh no! I started paying a lot of attention to him, lest he swerve over at me as cars are wont to do. And then, guess what? That's right! I touched the brakes and slid back, skilfully avoiding his deft attack. As soon as he was fully in the right hand lane in front of me, he must have seen me in his mirror, causing him to dive back into the left hand lane in terror. I watched him for a second, thinking that he would hopefully be a bit more careful next time. Then I

checked my blind spot. You know, the great big one right in front of you? And there was a car stopped there about 10m in front of me. I slid my bike sideways under the back of it, whilst somehow heroically jumping off and flying past the side of the car. Must have hit my leg on something on the way through. So basically, I got so absorbed with this guy's antics, I forgot to keep scanning the road ahead. Anybody want to buy a VT250 Workshop Manual?"

### From the Americans:

■ Nice cop or scam artist, you decide. While rocketing down the highway the other day I noticed lights and the faint sound of a siren. I pulled over and removed my helmet and waited with my hands in plain sight (cops like that here). When he approached I quickly told him I was going to be late for work. I just sped up, I was coming from a place 200 miles away and was going to a place 60 miles down the road, I forgot some papers and had to double back. I didn't see the lights because the mirrors on my bike won't let me, I didn't hear the siren because of the wind noise, please don't give me a ticket, I'll drive 55 the rest of my life. The officer looking understandably stunned said "Son, you don't have to drive 55. Just don't pass people so fast or I'll have to run you in. My turn to look stunned, "duhhhh, huh, yeah Ok". The cop went back to his car and drove off. That story worked so good I can't wait to try it again. Better yet, I'd like to never have the occasion to use it again.

■ "What do you say to people who keep telling you that you shouldn't continue to ride? I've only had one bad accident, knock on wood, and what I wound up telling everyone was 'what accident?'. I wound up with a good concussion, and to this day don't remember a thing!"

■ "I got this friend who's interested in bettering himself by becoming a motorcyclist. Problem is...his wife. I've sent him some postings on bikes for sale and he's responded with the following question: 'how do I convince my wife that buying this machine will not result in certain, like virtually immediate, death and dismemberment?' Why the hell did he marry her? How could someone you love want to keep you from what you really want? I told him to tell her she's selfish, not to live your life, not enjoy what this life has to offer because she is worried about you". ■

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# 1993 TOY RUN

The 1993 Toy Run, as in other years, will be a great day for all. The day's timetable will be as follows:

- 9.00AM** Gather at the Glenelg Car Park. Hob Nob with guests Premier Lyn Arnold, Glenelg Mayor Brian Nadilo and GP Flag Supremo Glen Dix.
- 11.00AM** Run moves off by the direction of starter Glen Dix and under police escort led by Santa in his sleigh. The route is along Anzac Highway, Cross Road, the South Eastern Freeway, turn off at Hahndorf and the final leg to Woodside Oval.
- 11.30AM** Music - GPO, Rock 'n Roll.
- 12NOON** Run arrives at Woodside
- 1.00PM** MRA Announcements
- 1.30PM** Music - Honky Stomp, Blues & Bluegrass
- 3.30PM** Music - Kick Start, Heavy Metal

As well as the music, for your entertainment there will be 11 specialty trade stalls:

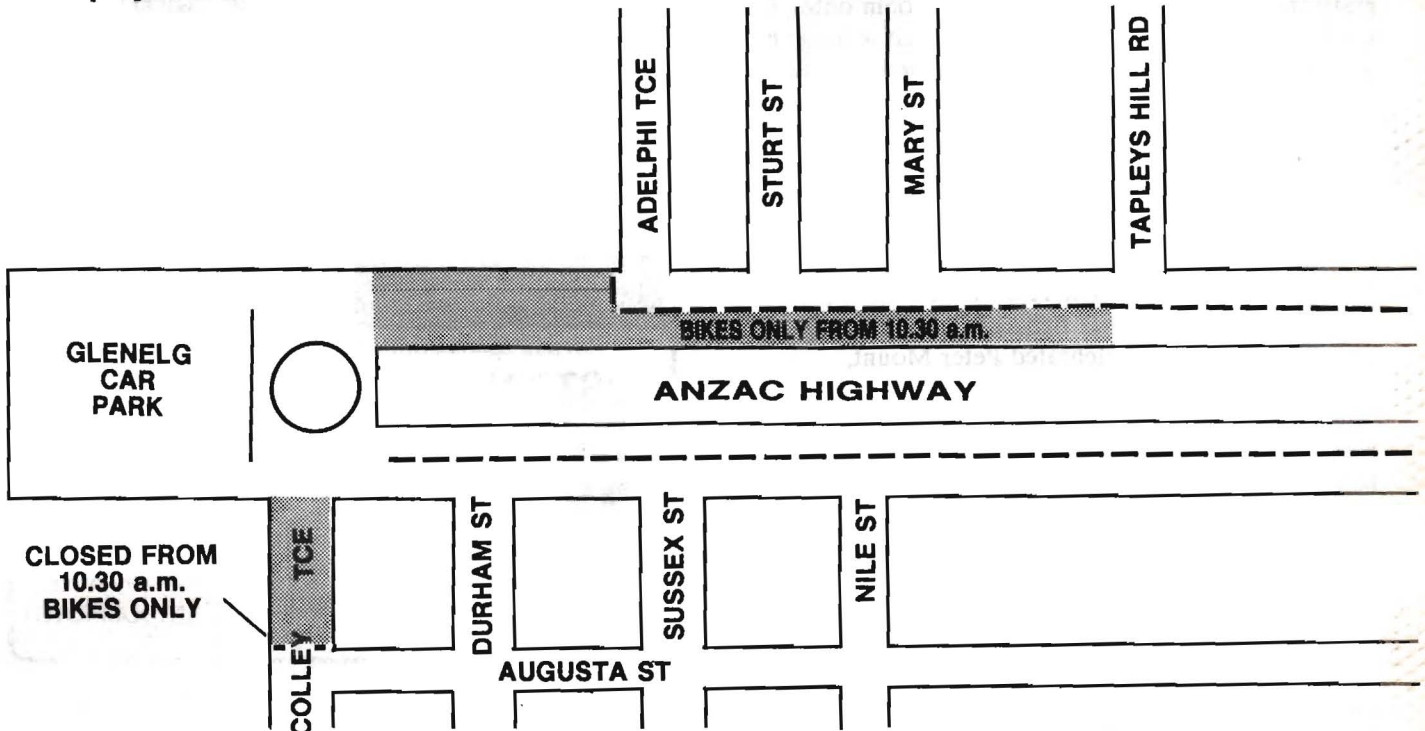
*Pham T-Shirts, Kessner Suzuki, Dave's Leather Goods, The Honda Shop, Rolling Thunder, Bolton's Kawasaki, Bolton's Kawasaki, JAP Motorcycle Wreckers, Pitman's Yamaha, Free-Wheelin' Enterprises, Walden Miller Leather, Honda World* The Red Cross and The MRA Stock Tent will also be there, and for kids, free face painting and trackless train rides.

For your refreshment, you will find beer tents and a soft drink tent, the MRA BBQ tent for steak and sausage sandwiches, an ice-cream van and a hot potato stall. Pancakes, sandwiches and coffee will be supplied by the Woodside Primary School fund raisers.

Thanks to the bands for providing the music, Wreckair for providing the toilets, Optus for the mobile telephones, the Port Adelaide Football Club for the posters, all our sponsors and guests on the day.

## TOY RUN ASSEMBLY POINT

Bikes will move out of the Glenelg car park at 10.30 a.m. and form a queue on Anzac Highway up to Tapleys Hill Road. Please follow the directions of the marshals. The run will start at 11.00 a.m.



## C.C. BUNYIPSON

**Local Yokels.** Summer's here. Lazy hammock time for the Bunyip. But, it's already been spoilt by 'The Election', which has already shaped up as THE most boring battle between a man the name of a dull colour and an ample one who clearly enjoys his tucker. Two lifeless chaps to pick from. Think I'll take the box, Bob.

Can the average, intelligent biker survive 2 elections in just 8 months?

Daily after returning from around the traps, I realise the environmentally-conscious, parking space aware, all-weather-loving, but motor-car loathing biker (that's you), does not feature too well in pollicie-speak ads.

My bunyip nest is crammed full of litter from the Liberal Party telling me crime has been caused by the Labor Party! I get similar from the ALP inviting me to afternoon teas at community halls with retired folk to share my concerns! The Democrats haven't discovered where I live yet, so I'm safe for a while, I suspect. Cripes, just what do these half-baked, ego-maniacs take us for?

Unemployment, bankruptcy, crime, poor but expensive services. My policy's better than your policy. Let me do a deal for you. Nya nyaa! It goes on and on. The gravy train's chockers - it's hangers-on room only. But the biking fraternity waits not to see what will come of it all. The gravy train just gets longer.

Road safety initiatives, acceptance of the sound road-ecology of motorcycles, more driver training. Do not hold your breath. The political circus continues. Bring on the clowns. ■

**Two-Wheeled Politics:** The Australian Motorcycle Council, of which the MRA(SA) is a member, has a new Chairman. The celebrated Peter Mount, Chairman for the past 3 years, stood down to pursue other things which make up life's rich pattern! He has discovered other bikes have been built since his beloved Gold Wing, now well on its way to the Hall of Fame, having clocked up over 208,000k.

New, equally impressive Chairman, (certainly with his 6'4" frame), is Albert Bowden - nemesis of Those Who Engage In Paper Warfare. A member of the Vehicle Standards Advisory Committee for 8 years, Big Albert spearheaded improvements to trike building and keeps bureaucrats indefinitely on their toes. ■

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CENTRESTAND, DECEMBER 1993

**How Many Elections Can A President Win?** Well, no stranger to politics, the erstwhile 1993 Popular(!) People's Choice Award in the Most Often Voted National President Category, must go to Melbourne's MRAA enthusiast, Mr C.

Seems the MRAA has had more elections in recent times than the Bunyip's had hot dinners. At its AGM, Mr C was elected Numero Uno by a majority of 1. Many unhappy campers! Then at a special meeting weeks later, following much number crunching, Mr C out-proxied his rival by 2 - (that's got to be one hell of a confidence boost!) A chaotic camp resulted and much unhappiness oozed from the woodwork. Could it be that times are a changing for the MRAA Vic? Hope everyone over there at least cheers up before Christmas! ■

*But here in SA, don't forget your Toy Run! Celebrate in style, ride carefully and make your Christmas count for someone else!*

*See you out and about.*

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## 1993 S.A. - W.A. BORDER RUN from Chris Fenech, Adelaide

On a clear, bright August Friday morning, I was out early and in the garage making final adjustments to my GPZ900R and loading my gear for The Trip.

A couple of hours later, after receiving final lectures from my parents in relation to safety, I was on the road, making my way to the Shell Service Station at Cavan to meet my fellow tourers Tom and Mark.

Our first planned stop was at Port Augusta for fuel, however, we were forced to pull over at Port Wakefield because my sleeping bag had worked loose from the ocky straps holding it and had almost fallen from the pillion seat.

I was hoping to arrive at Port Augusta without the need to refuel from Adelaide but was practically running on fumes when I pulled into Mambray Creek for juice. Both Tom and Mark (both on BMW Paris-Dakars) had much larger tanks than I so they continued on to Port Augusta. Tom was towing a fully laden trailer so he was in for a nasty shock when he arrived at the bowser.

After re-fuelling and having lunch, we continued on towards our overnight stop at Ceduna. After approx. 840 kms riding and through some very heavy rain, we arrived at the Ceduna Caravan Park where there were already 6 riders from NSW enjoying themselves.

We sat in the Caravan Park restaurant on Friday night, had a good meal, a few drinks, spun a few yarns and had a good time until late at night.

We were up reasonably early Saturday morning, loaded our gear, had breakfast at the BP roadhouse at Ceduna and continued on towards the SA-WA Border Village. After approx. 5 hours riding, once again through some lousy weather, we all arrived in one piece at the Border, after some members of the group sustaining some very silly speeds along certain stretches of road (I won't mention names!!).

We arrived at the Border about 2.30pm, checked into our cabin and immediately headed towards the bar. There were some 60 people at the Border, bikes from Qld, NSW, WA and SA. Later in the afternoon, Geoff Hall from 'Two Wheels/Revs' fame arrived with 2 companions road testing different machines. Geoff was on BMW's latest, the R1100RS, his companions on a Triumph Trophy 1200, and a Ducati 900. It's a

hard life for some!!

After a huge Saturday night, it was an early start for most who were on the way home. Our travelling companion Mark, after getting to bed around 3.00am, having 5 hours sleep, intended to ride 1300 kms back home in a day! He did it, getting back to Adelaide at 9.00pm.

Both Tom and I had the week off and were going to ride towards the Parilla Rally via the coast. We stayed at Streaky Bay, Port Lincoln, Whyalla and Waikerie. On the way to Waikerie, I must mention that I had my first experience of some serious dirt riding. Between Burra and Morgan, a stretch of some 64kms, I completed that without incident (The more I think about it, I actually enjoyed it!).

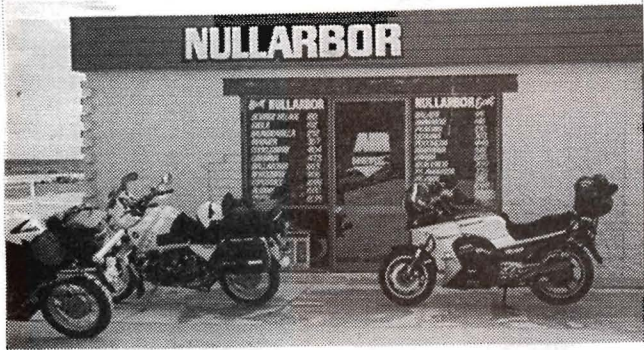
We stayed at the local motel in Waikerie, and were booked in for dinner at the local pub (definitely recommended). We could see our bikes and Tom's trailer were getting a little attention from the locals, so the hotel staff invited us to lock our bikes in the local bottle shop drive through which was an offer we gladly accepted.

Friday started off quite dry when we left Waikerie but that didn't last for long. We were heading towards Pinnaroo and did it rain! Next stop Parilla. We met up with another 2 rallyists at the Parilla Hotel, stocked up and headed towards the site. The track in was not too bad on Friday afternoon, but I'm glad I didn't ride on it Saturday morning. It had turned to mud. We decided to have an early night; there was nothing much else to do.

Saturday began the same, wet, but I'm glad the site dried out for the gymkhana. It was good to see some familiar faces. The night was a beauty, with the usual petrol bombs etc. Organisers estimated about 150 people at the rally, which was amazing given the weather conditions and the mice plague produced very different entertainment, e.g. mouse football!!

Sunday's weather was turning sour again. After the awards, (with 3,238 km) yes, I won the award for the longest distance rallyist, it was time to pack up and ride home. It was a killer with strong side winds and just out of Murray Bridge some hairy rain.

I arrived home on Sunday afternoon, tired, dirty, but it was a great week. I look forward to next year's Border Run. Hope to see you there! ■




### SOUTH EAST REGISTER TOY RUN

This will be held on December 4. The run will be leaving Penola at 9.30am sharp and Slate and Fireside at 11.00am sharp. It will be stopping at Boadnik Lodge on the way to Lakes to donate toys. After the formalities, there will be a BBQ at the lakes. BYO Drinks.

Toy collection points: K&S Ampol, the FM Millicent, Shell Service Station Penola, Channel 8, Radio 5SE, Radio 5MG, the Commercial Hotel Mt Gambier. Ring 087 385 287 for collection point information.

### MRA POKER RUN

This will be held on Sunday, February 20, 1994, so you have plenty of time to book your time up for it. Watch 'Club Notes' in the Advertiser closer to the time for more information or ring 264 9810 from the beginning of February.



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**The MRA thanks OPTUS for  
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MRA T-Shirt (black only)	\$15.00
*MRA T-Shirts (plain, tie-dyed),	\$15.00
*MRA T-Shirts (stonewash, multi-colour)	\$20.00
*MRA Polo shirts	\$20.00
MRA Stubby holders (wet-suit type)	\$6.00
*MRA '93 Toy Run Stubby holders	\$6.00
MRA Patches (Members only)	\$4.00
MRA Badges (Members only)	\$6.00
'Lights-On' T-Shirts (black only)	
(limited sizes)	\$10.00
*MRA Caps (see-thru mesh, closed-in)	\$8.00
National Motorcycle Month '85 badge	.50
Biketober '87 Badge	\$3.00
Biketober '88 Badge	\$3.00
Biketober '89 Badge	\$3.00
Toy Run '89 Badge	\$3.00
Toy Run '90 Badge	\$3.00
Toy Run '92 Badge	\$5.00
*Toy Run '93 Badge	
	<b>\$7 Members</b>
	<b>\$8 Non-Members</b>
Reflective MRA Stickers	\$1.00
All other stickers	.50
Take Care Be Aware Campaign Stickers	FREE

**ADD POSTAGE TO ALL:** Windcheaters - \$3.50ea;  
T-shirts - \$2.50ea; Caps - \$1.50ea; Badges - .80c ea;  
Stickers only - S.A.E.

Cheques made payable to: MRA(SA) Inc.  
Tear off & post to: GPO Box 1895 Adelaide 5001

**LIST ITEMS/SIZE BELOW, ADDING POSTAGE:**

EG: See-thru cap = \$8.00 + \$1.50 post = \$9.50

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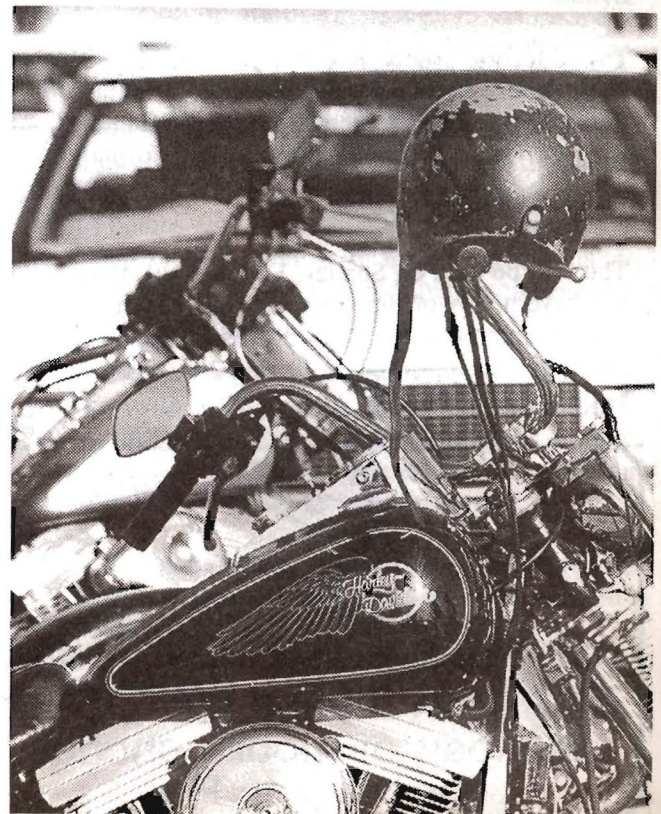
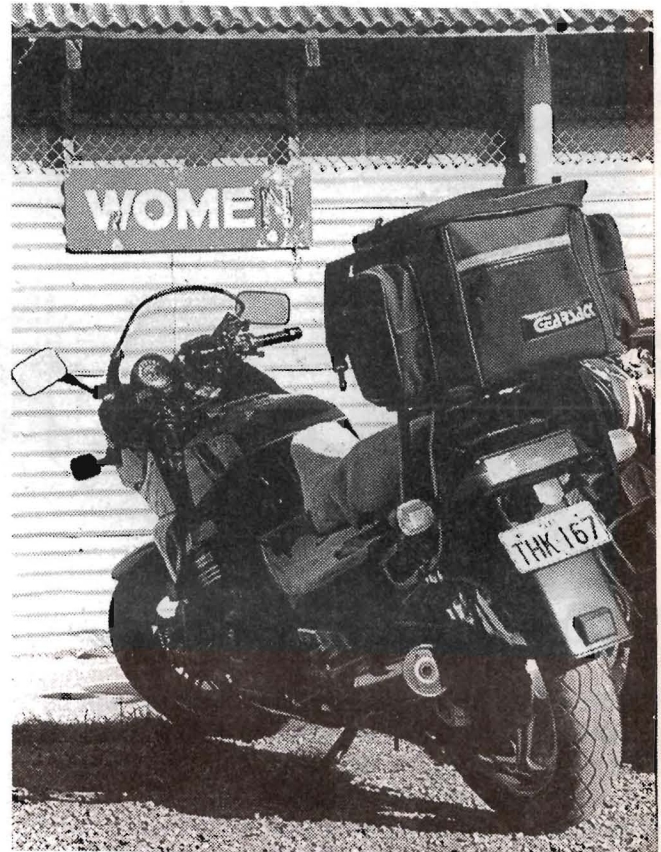


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**TOTAL=**

## GALLERY

Photos by Kenneth Binns Photographics, Blackwood



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## TAKE A LOOK FROM OUR SIDE from Les Dicker

### HAVE YOU SEEN THIS DRIVER?

It's a beautiful day to be out on the bike. Even just riding around the city and suburbs is quite a pleasure. Just to have your favourite machine murmuring beneath you is a pleasure exceeded by nothing else. No, not even that!

There's only one thing spoiling this idyllic situation and it's **THAT** driver.

You've seen that driver before, but not in the same car. Sometimes in a Volvo, but often in other makes as well. Many years ago it was always the Humber Super Snipe that was to be avoided, but now it seems that the habits of that particular driver have been passed on to a more virulent and numerous offspring. The temptation is to think of it in biological terms, and I'll leave it to your imagination to speculate just which road-user is the endangered species!

That driver is right on your rear numberplate as you approach a major intersection just as the traffic lights are turning red. Do you stop and risk being shunted, or give it the berries and hope that no would-be-drag-strip- star or the local constabulary takes you out!

That driver is just in front of you, and slightly to the left of the centre of the roadway, and is moving at about 30kph. Is that driver looking for a parking space, or is it the great street number hunt? Perhaps it's something much more subtle like "Wow, that was the best stuff I've ever smoked?" Just as you decide that it's safe to overtake, that driver does an unsignalled U turn into you!

That driver wants to turn right at the next intersection and does not particularly want to wait for one of those socially unacceptable two wheeled things! That driver is on hard lock and moving into you hard as you approach! If only there was some way of turning the Kwacka into a Kenworth at that moment, even if just to see the look of extreme terror on the face of that driver!

That driver is hopeless in car parks, so forget it when it comes to actually controlling the vehicle out on the road!

That driver who has been newly licensed in the last

five years is unable to use a manual gearbox and can only "point and press" what is basically a large mobile video game machine!

That driver cannot handle any small changes in the road conditions such as rain, fog, roadworks, broken down vehicles, road closures for fun runs of other such activities, and especially cannot cope with groups of motorcycles.

That driver is out there waiting for you, so you had better stay sharp and leap on top of the road situation by using defensive riding, otherwise the last thing that you will see will be **THAT DRIVER!** ●

---

## 1993-1994 MRA EXECUTIVE AND COMMITTEE MEMBERS

President:	Denise Keane
Vice-President:	Steven 'Camel' Fry
Secretary:	Harald Lindemann
Treasurer:	Ian 'Milo' Marlow
'Centrestand' Editor:	Harald Lindemann
Memberships Officer:	Ian 'Milo' Marlow
Spokesman:	Peter Mount
Road Safety Officer:	John Gazard
Publicity:	David Povey
Run Co-ordinator:	David Vaselli
Stock Controller:	Paul Bevan
Minutes Secretary:	Laura Adele
Register Liaison:	Steve Tyler
<b>General Committee Members:</b>	
Paul Morgan	Les Dicker
Alex Hood	Chris Fenech
Russ Johnson	Matt Gerke
Andrew Adams	Linda Scrivener

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## TOY RUN BADGES

Yes, we have badges to commemorate the Run. They have arrived and are already on sale at MRA meetings. The colour this year is black and white, the same design as always and the price will be \$7 for MRA Members and \$8 for non-members. **If you want the Members-Only price, then don't forget your membership card.** If you're not a member, then you can join on the day. For members, we will also have a Members Only queue to speed things along.

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## LETTERS TO THE EDITOR

Dear Harald,

*I would like to say hello to the whole Committee and thank them for making me feel welcome. After attending my first committee meeting, I received the distinct impression (please no offense, Madam President) that we had a Mother Hen and a bunch of teenage rowdy and unruly chicks, that Mother Hen was trying to organise. It actually happened! Yes, decisions were made and tasks allocated! I envy you not - Madam President! (Yay, the Centrefold)! But all jokes and puns aside, it is good to see the inside of an organisation that I have supported for several years in almost as many states. With luck and effort this will be a productive year.*

Russ Johnson  
Committee Member

---

Dear Harald,

*I'd like to say how much I like the new format for 'Centrestand' (more content rather than glossy paper). I especially enjoy reading about runs etc, so keep up the good work.*

*To the members, I'd like to say 'G'day!', and mention that I live in Penrith (just 15 minutes from Eastern Creek) and have a spare room or two.....so give me a ring on (047) 321 232 and drop by if you're in Sydney.*

Linda Smith,

---

**In April this year, following the March Federal election, the MRA wrote to the newly**

**appointed Transport & Communications Minister, Bob Collins, to advise him we were 'out here' eagerly awaiting his performance as Minister of all things Transport. A response from his Parliamentary Secretary, Neil O'Keefe, was received in September, and is printed below. (Yes Minister, we're glad we weren't holding our combined breaths for a quick response!!)**

Dear Minister,

*The South Australian Motorcycle Riders' Association (MRA SA) notes with interest your recent appointment to the Transport & Communications portfolio. We have been advised that you are approachable, fair-minded and will at least listen to views which may not be your own. We certainly hope this is true.*

*I would like to take this opportunity to reinforce the MRA(SA)'s disapproval of what we believe is the ill-considered compulsory 'lights-on' legislation introduced into the House of Representatives by your predecessor, Bob Brown. The MRA(SA) has always rejected the compulsory requirement of this legislation and the recent repeal of similar Italian laws in recent months strengthens our resolve to have this ADR repealed.*

*Unfortunately, the Federal Office of Road Safety which provides research advice on such issues, chose not to alert motorcyclists nor Minister Brown it would seem, of this development, perhaps because it impacts on current legislation. The Federal Office of Road Safety certainly has not seemed eager to alert*

*riders to information which does not support compulsory lights-on. A call for a full investigation into this whole issue by you would be welcome and motorcyclists around the country would at least feel all avenues of negotiation have not been closed to them on this crucial matter.*

*While we applaud methods to reduce the road toll for all road users, the fact remains that there is still doubt in the minds of motorcyclists regarding the legitimacy of this compulsory lighting requirement. What harm could a thorough investigation into the entire question do? At the very least, it would certainly allay legitimate fears which thousands of motorcyclists throughout the country have about the soundness of this design rule.*

Paul Morgan  
Vice-President MRA (SA)

---

Dear Mr Morgan,

*Thank you for your letter dated 6 April 1993 to my Minister, concerning motorcycle daytime lights.*

*As Parliamentary Secretary with responsibility including road safety, and as a motorcycle rider myself, I have carefully examined the arguments in support of, and the concerns expressed about, the introduction of Australian Design Rule (ADR) 19/01. This is the rule which requires all new motorcycles sold in Australia after 1 March 1992 to be wired so that the headlight or separate running lights operate whenever the engine is running.*

About 200 motorcyclists are killed and 3,000 seriously injured each year. This represents one death or serious injury per year for every 100 registered motorcycles. We all must take whatever action is within our power to improve the safety of motorcyclists.

The Federal Government is responsible for motor vehicle safety standards in Australia. ADR 19/01 was introduced in order to improve the safety of motorcyclists by making them more visible.

From my examination of all the arguments, I remain convinced that the decision taken by the Government to introduce this Design Rule is correct. At the 'train the trainers' conference in Queensland late last year, I expressed the view that we need to continue with the rule until evidence clearly tells us more.

The Federal Office of Road Safety will continue to monitor serious motorcycle crashes to determine whether or not the design rule has made any difference, one way or the other.

In your letter you refer to reports of an Italian ban on daytime light use. These reports were investigated by the Federal Office of Road Safety in March 1993 and the following information may help to clarify the situation.

An Italian traffic code issued this year prohibited the use of daytime lights by any vehicle, except in adverse weather or emergencies. Advice from the Australian Embassy in Rome and road safety authorities in Italy indicated that there was no clear reason for this ban: it had been a part of an old traffic code (though not previously enforced),

and had slipped through a review of the code. Riders in Italy bitterly opposed the prohibition on daytime lights, which had been commonly used by riders as a voluntary safety measure. A senior official of the Italian Ministry of Transport, Mr Claudio Lomonaco, confirmed in June 1993 that the ban was now seen as a mistake, and the code will be changed to permit daytime light use by motorcyclists.

Many other countries have regulations requiring motorcycle daytime lights. In the USA, California has a law similar to the Australian Design rule, and twenty-one other States have daytime light compulsory-use laws for all riders. In practice, almost all motorcycles sold throughout the USA are 'hard-wired' for daytime lights. Canada and the Scandinavian countries have compulsory light use laws for all vehicles, and several European countries, including France, Germany and Spain, have compulsory use laws for motorcyclists only. Japan and Malaysia have also recently decided to introduce daytime light requirements for motorcycles.

It is worth noting there is a wider range of matters which can assist the safety of motor cycle riders. Therefore I have decided to maintain the Motorcycle Safety Consultative Committee which assists with direct input from those closest to the issues. This Committee includes representation from the AMC. I intend that it will provide a continuing basis for constructive consultation between the Government and motorcyclists with the aim of reducing dramatically the number of motorcycle riders involved in

serious accidents.

Neil O'Keefe  
Parliamentary Secretary to  
Minister Bob Collins

## MEETING WITH A.C.C. ON PARKING

On November 19, Denise Keane, Steven Fry and Peter Mount met City Engineer John Haddaway.

The odd win was had. As with any dealings with Council, the art of talking governs, but we're optimistic: we're going to wait and see what action emerges from Council's investigations, since at least this time, they agreed to investigate our points. John Haddaway even admitted some were quite feasible.

11 issues were presented:

1. Additional dedicated on-road parking areas;
2. Replacement of removed Kintore Ave spaces;
3. Allocation of an existing, large, unused area in the Market Carpark for bikes at a cheaper rate;
4. Move to multiple-bike parking;
5. Ticket-display difficulties;
6. Allocating an on-street, large, bike parking area;
7. Safety improvements to existing bike parking;
8. Access to cheap, multi-bike bay parking in parking stations;
9. Skid-resistant road marking paint;
10. Skid-resistant road works cover plates.
11. Poor public relations.

The ACC is moving toward a user-pays lifestyle. Car parking areas in the city precincts are being cracked down on. Everyone is fair game. Even King William St and the Oval Gates will soon be held captive by the mighty dollar. Plastic voucher holders are on their way.

But conceding appropriate space in parking stations to bikes is seriously being looked at. Kintore Ave parking will be re-assessed; public relations will be improved. Slowly the wheel turns. As usual, progress depends on who's turning the wheel and who's trying to stop it. We'll see what comes from the Town Hall before taking further action. ●

# EVENTS, HAPPENINGS, CLASSIFIEDS, 1994 RALLIES

## 20TH STONE MEMORIAL RUN

Saturday, December 11, 1993

Leaving Lane Cove Road Epping NSW at 10.00am along the Newcastle Expressway to 'Cameron Park' West Wallsend. Tickets are \$20. Bands, refreshments, camping, toilets, showers on site from Dec. 9. No glass/dogs/BYO. Pre-paid guaranteed Stone Memorial patch: Stone Memorial Run, PO Box 413 Glenroy Vic 3046. Contact 02 997 4818 or 018 961 229 7-9pm Mon-Fri.

## TASMANIAN TIGER HUNT RALLY

February 19 - 20, 1994

Tassie Tiger Motorcycle Touring Club 8th Annual Tiger Hunt Rally. 15k west of Mole Creek, one and a half hours from ferry terminal at Devonport. \$10 pre-paid; \$12 gate. Swimming, gymkhana, live band, tiger hunting! Write to: TTMTTC 19 Rondora Crt, Newnham Tas 7248 or Shane (003) 943 036 or Ann/Paul (003) 265 273 before 9.30pm

## RED GUM RALLY

March 5 - 6, 1994

A few k's from Renmark in the Riverland, signposted turn-off between Renmark and Paringa. \$12 pre-paid, \$15 on day. Back to basics, Coffee/tea free, but BYO everything else, including cup, swimming, no dogs/cars/glass/yobbos. It's on private property - so bring your good behaviour and manners! Rally Awards, including the Stiff Shit Award. Saturday afternoon gymkhana. Write to: Red Gum Rally PO Box 741 Renmark 5341.

## THE RETURN OF THE MRA RALLY:

### THE GREAT ESCAPE

April 23-24-25, 1994

The MRA has resurrected its now infamous rally, next year to be held on the Anzac Day long weekend in April. Keep in touch for more details and reserve your badge early, because it's sure to be a memorable event!!

## SOUTH AUSTRALIAN ROAD RACING FIXTURES

### December

5: AVA Club, Road Race Round 3 SA Championship, Mallala

### January

2/3: Mt Gambier Club, Open & Classic SA Championship, Mt Gambier

### selling . . selling:

Tamiya 1/6th Big Scale Motorcycle kit: Yamaha XS1100LG 'Midnight Special'. As new, mint condition \$100 ono, normally \$150 retail. Call Renfrey 346 7329

Dri-Rider jacket (Size XS, 75cm, blue). In good nick. Purchased new, but didn't like it - worn twice only. Asking \$95, retails for \$150. Call 266 3136 AH

### wanted . . wanted:

1951-1956 Royal Enfield 500 single. Any condition, mainly in need of engine and gearbox. Contact Peter Mount 339 5400

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# HAPPY BIRTHDAY HARLEY -

extract from 'The Jam', Vol. 1, Issue 6:

1993 marks the 90th anniversary of a legendary icon of American culture - the Harley Davidson motorcycle.

Today, the Harley Davidson is a magnificent piece of aesthetically appealing craftsmanship that had humble beginnings in the Milwaukee backyard factory of William Harley and Walter Davidson in 1903.

The Harley quickly found its niche in the comparatively long journeys riders in North America regularly made and there's no doubt that the poor roads prevalent in the States at that time necessitated that Harley Davidson motorcycles develop in a unique way.

The reliability of the early models in harsh conditions led to the Harley becoming for the urban dweller what the horse was for the cowboy in the wild west.

Moreover, the image of this motorcycle and its rider have over time absorbed some of those traits usually attributed to the cowboy in wild west myths.


The Harley is as sleek as a mountain cat, as bold as a horse and as sturdy and powerful as the American Buffalo. Its rider is a free spirit, fearlessly independent, ruggedly individualistic, rebellious daring and resourceful.

The contribution of Hollywood in building the Harley legend cannot be underestimated. The popularity of Marlon Brando in 'The Wild One' as well as Peter Fonda and Jack Nicolson in 'Easyrider' had elevated what was simply a hard working reliable, machine, attracting some nationalistic fervour in opposition to European imports, to icon status.

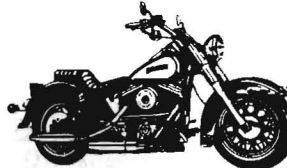
Today, the Harley Davidson company is flourishing and its appeal has broadened so that it is no longer the domain of the enthusiast, but the property of every man. In fact, in the 90's, it is positively chic to own one.

Anyone who has ridden a Harley cannot forget this awe-inspiring experience.

The pulsations of the OHV V2 engine instil confidence that the power is there to get you out of the tightest on-road predicament. Although it is primarily not a racing bike in that regime, for the sheer comfort and pleasure in all conditions, the




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With Harley Davidson you have a relationship with the elements - particularly with the wind as it tugs at your hair, rips at your collar and takes your breath away - which is unchanged and unmatched from the very first day Harley and Davidson rode their first motorcycle back in 1903. ●

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## UNLEADED PETROL by Steve Allen

reprinted from MRA (ACT)'s magazine 'Inside Line'

I recently overheard a couple of riders discussing unleaded petrol and its various uses and effects. I thought it might be a good idea to put down a few of the facts.

I'm no technician or engineer but I have done a lot of work with the people who are responsible for the introduction of ULP to Australia.

ULP was introduced for two reasons. Firstly, so that vehicle emission (such as carbon monoxide and hydrocarbons) could be reduced - secondly, to reduce the amount of lead in the air.

An efficient way to make significant reductions to those gas emissions is to put a catalytic converter in the vehicle exhaust system. (It looks just like an extra muffler). Catalytic converters boost the chemical reactivity of the exhaust gasses which, as they pass through the converter, react with each other to form carbon dioxide and water.

There are other chemicals there in small amounts and they react too. More of that later perhaps.

The catalytic converter itself has no moving parts and virtually can't wear out (though they are fairly brittle inside and can be smashed). But they are very quickly poisoned and rendered useless by small amounts of lead, hence the need for ULP.

The other reason - removing lead from the atmosphere - was simply to stop us from having to breathe the stuff. It is absorbed and stored by the body and is said to cause bone damage, brain damage and other unpleasanties.

An average car using leaded petrol pushes out of its exhaust every year, enough lead to make one of those big sinkers beach fishermen use. That's the whitish deposit on a well-tuned older car's exhaust outlet - lead compounds.

So, anyway, that's why the powers-that-be decided to introduce ULP in Australia, but what has this got to do with bikes?

Well, not much really, except that all new petrol driven vehicles in Australia now have to be able to run on unleaded petrol or they don't get registered. Bikes are allowed to squirt out more gas emissions than cars (there aren't that many of use, so it doesn't matter much to the environment). Therefore bikes don't have to have a catalytic converter in the exhaust pipe. (Thank goodness).

Cars have to be fitted with a special narrow filler pipe so that you can't put leaded petrol into the tank. Bikes, not having a catalytic converter don't have to have a narrow filler nozzle. That means, if you want to put leaded petrol in your you bike, you can - but read on.

In some Australian states it is illegal to put leaded petrol into a vehicle designed to run on unleaded. So if your bike has ADR 37 on its compliance plate (i.e. it was bought new within the last couple of years) you are liable to a hefty fine if you happen to be unlucky enough to get caught filling up with super grade leaded petrol.

Now, why would anyone want to do that?

Octanes - that's why. Unleaded petrol was originally supposed to be restricted in Australia to the low octane stuff. There were important reasons for that, plus it made the changeover easy - they just left leaded super on the market for all the existing vehicles that needed to lead because of their design and replaced leaded standard grade (low octane) with unleaded petrol, (also low octane).

In order to get a vehicle registered in Australia nowadays, the builder had to certify that it can run on low octane petrol. That meant a couple of design changes, mainly to harden the valve seats (which with leaded petrol are lubricated by the lead) and to decrease the compression ratios to handle the lower octane petrol.

Now, assuming your bike manufacturer had done the right thing (and to the best of our knowledge, they all have) your new pride and joy will have a compression ratio suitable for low octane juice and nice hard valve seats. That means there will be absolutely no difference whatsoever in the performance of the bike if you use super petrol.

There will be some long-term effects if you use leaded petrol: you will pollute the air unnecessarily, you will corrode your exhaust system more quickly and your plugs won't last as long - and of course - eventually some smart bastard will fine you. If you use unleaded super, you won't get all those nasty side effects, but you will get badly hurt in the hip pocket). I have seen unleaded super in Sydney selling for 18c per litre more than regular ULP) again for

## UNLEADED PETROL (continued)

absolutely no difference in performance.

How is it so, you ask? Didn't you read an advertisement recently where some petrol company said that super unleaded was go-fast juice? And if it makes no difference, why do they sell it?

The oil companies sell super unleaded because it can make a difference to some cars, mainly in the prestige range. They also sell it because they can charge huge amounts of money for it and make big dollars if they can convince us suckers to buy it!

New bikes and most new cars get no more out of super than they do out of standard, low octane petrol. If your vehicle is a modern one with a 'knock sensor' in its electronic engine management system, you might notice a difference if you use super.

If you have a car, such as some models of Mercedes, which has an octane selector switch for the driver, you will get a performance advantage with super. Other than a few exceptions like that, no difference.

It's like filling up a schooner with beer then leaving it under the tap, so that a couple more mouthfuls spill into the drip tray, then expecting to quench your thirst more quickly.

If you have a modern vehicle, use standard grade unleaded. You won't part with more cash than you need to, and you'll help the environment a little. ■

## SA CLUB LIST

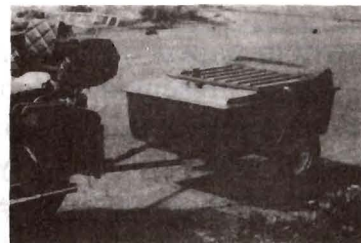
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## A.M.C. REPORT

from Peter Mount, NRSS delegate

### THE NATIONAL ROAD SAFETY STRATEGY

The Australian Motorcycle Council is one of the groups involved in the development of the National Road Safety Strategy, its aim to improve all areas of road safety to the year 2001.

It encompasses extensive areas and issues pertaining to road usage, including strategic planning, road trauma, enforcement and vehicles, and the traffic environment.

Action on the Strategy commenced in March this year and culminated in a two day Conference in Canberra in October organised by the National Road Trauma Advisory Council.

This Conference was attended by some two hundred delegates representing Federal, State and Local governments, the motor vehicle industry, transport, health, education, enforcement, emergency services, motoring organisations, media, private enterprise and community interests. Motorcyclists' interests were also represented by the AMC.

Thirty-four papers on a diverse range of topics were presented, including some from overseas representatives. Some topics of particular interest to motorcyclists included licensing, blood alcohol levels including personal breathalysers, methods of improving enforcement using more effective penalties, national uniform standards for novice rider training and instructors, road safety education for school children, public education programs regarding road trauma, special problems of road users in rural and remote areas, promotion of road safety initiatives through community groups, road design and

traffic management and improved methods of data collection and integration.

Key ideas stemming from these discussion areas which will benefit motorcyclists included improvements in road design and the placement of street furniture. Aspects covered line of sight improvement, re-alignment of dangerous objects like stobie poles, improved signage etc.

Introduction of road safety classes into schools was a key element in the further education of children and young adults into the benefits of good road practice.

Trauma prevention aids were also a discussion favourite. The overseas experience of side leg protectors and air bags was reviewed, along with improved systems for assessment and rehabilitation of trauma victims.

The question of road speeds was addressed, including the setting of appropriate speeds for particular road conditions. This may even mean speeds could be increased.

The NRSS is probably the most innovative and far-reaching plan to be devised for transport and road users this century and its initial recommendations are nearing completion. The AMC will regularly keep you informed of developments. ■

### NEW AMC CHAIRMAN ELECTED

At its successful AGM held in Melbourne in late September, Albert Bowden from Melbourne, was elected the new Chairman. After 3 years in that position, someone told me there was life after motorcycling, so I am checking it out!! Albert will be a formidable Chairman and motorcyclists can have full confidence in him. MRA(SA) AMC delegate is Vice President, Steven Fry, so contact should be made with him for more info. ■

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## 4 B'S REPORT

from Greg Janzow, Co-ordinator

Since the September edition, the 4B's have had their AGM. Daryl stepped down as Co-ordinator and I took over the job. Not sure what it involves yet; except there's now a filing cabinet of bits and pieces in my garage, and a spare wardrobe has a pile of magazines in it! Plus, I've got a few jobs extra to do before the next meeting.

At this stage, I'd like to publicly thank Daryl for all the work he's done as Co-ordinator over the last few years. Few can appreciate the commitment and effort he has put in - particularly those bike pick-ups! And, of course, I'd also like to thank Vanessa for the terrific work she's shown in supporting the 4B's as secretary, handling the paperwork, and keeping Daryl in line!

Rosemary has now accepted secretarial responsibility for minutes and book-keeping and Gary has offered to continue doing the bike pick-ups. He's pretty busy these days, and will do them when he can.

The 4B's was set up as a moral support group, visiting downed bikers in hospital, and assisting wherever it could. Then came the bike pick-ups, which provided a useful service to the biking community, and gave the 4B's an income. It still is the major source of money which has been used to support the St John's Motor Cycle Division and for buying items for the hospitals.

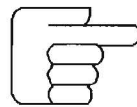
There have also been raffles, and bed pushes as fundraisers, and these have kept the members active and involved together. Over the years many people have come and gone, and most have contributed usefully in some way or another.

At present we are a small 'core' group doing the basics. The Royal Adelaide Hospital is still visited once a week and, as stated, the bike pick-ups are still going on, in a limited fashion. (Actually, there's some commercial competition out there these days). So the infrastructure is still there, and if anyone would like to join us, we'd welcome the commitment. To get in touch, call me on **346 8068**, or attend one of our meetings, held every 2nd Thursday of the month at the Flagstaff Hotel, Franklin St West, City, at 8pm.

Cheers, Greg.

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## MRA BLOOD RUNS

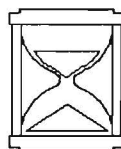


### The Red Cross Is After Your Blood

It is now an established custom that every 3 months on a Saturday morning, MRA members meet and ride to the city Bloodbank, and make a group deposit to blood stocks.

The occasion is as much a social event as a good deed for the community, and there's plenty of time to sit and chat and have beer and bikkies after the blood-dripping. The advantage of doing this in a group is that you get into a regular routine of donation, and you do get reminders through Centrestand, and the mail. It's a worthy cause. If you have ever had a blood transfusion, or know someone who had, you know how vital this service is.

So how about joining us on the next Bloodrun if you already are a donor. **And new donors are especially welcome!**



Your time is running out. Ever think about giving blood? Yes? Well, you are in luck. The **NEXT BLOOD RUN** will be on election day, the day before the **TOY RUN - Saturday, December 11th**.

You can meet us at the car park of Kurralta Park K-Mart (Anzac Highway) between **8.15am and 8.45am**, then travel in convoy to the Bloodbank at 301 Pirie Street, or meet us there from 9.00am onwards if you prefer. **COME AND JOIN IN.**

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## RED CROSS AT THE TOY RUN

The Red Cross Society will be at the Toy Run looking for bleeders. They will be there to talk to people about giving blood. If you don't, consider it and talk to them about it, fill out a form. After all, it's only once every three months.

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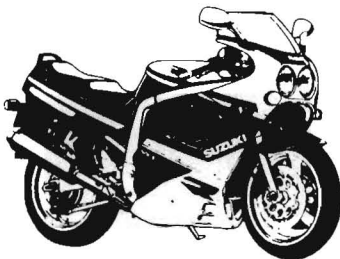
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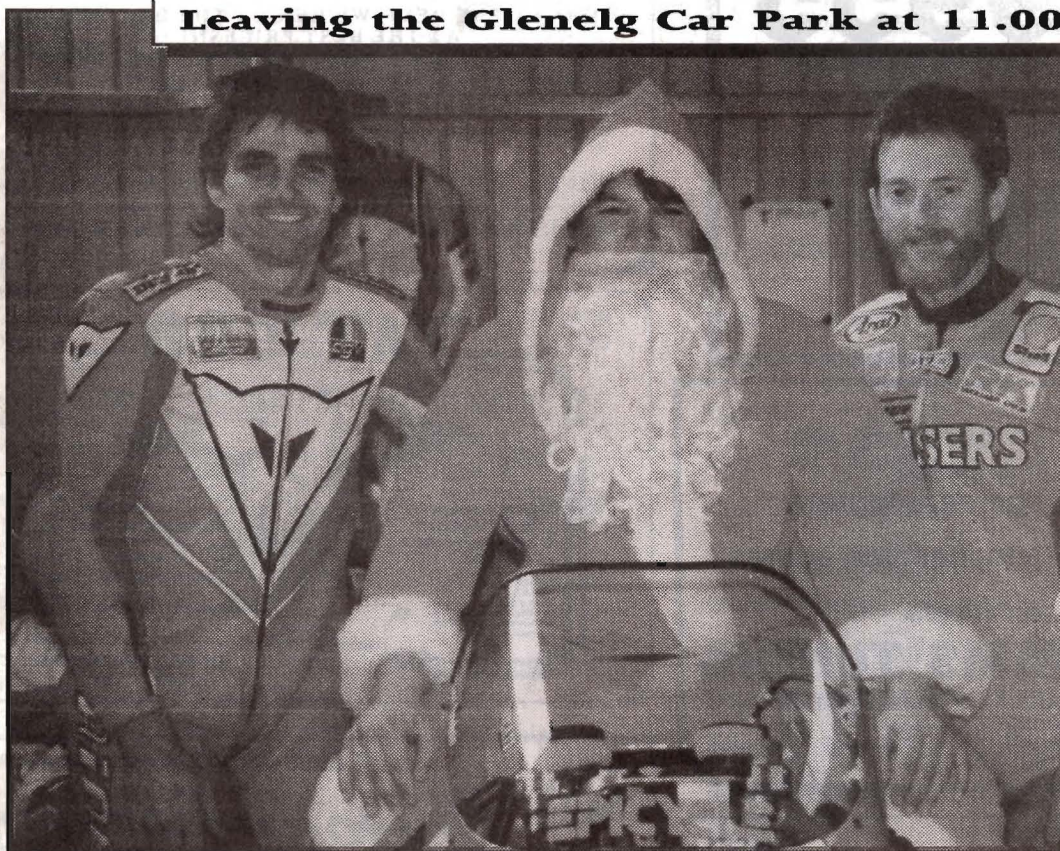
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