



CENTRE STAND



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

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JUNE 1986

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COVER PHOTO:

Delegates at the 2nd registers conference in Jan '86



RELAXING AFTER GIVING BLOOD

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EDITORIAL

Back again. This magazine is becoming habit forming. Number three already, it can't really be three months since the last edition.

As you read through this issue, the more observant will no doubt notice that we have two more pages to fill up. Unfortunately, this has cost us money, as the publisher has had a good deal of difficulty in finding advertisers to make the magazine pay its way. The good part of this is that we have more room to ramble on about whatever come to mind.

By the time this edition is published, our ex Vice President Bob Stanton will be overseas (lucky bugger) and we wish him bon voyage.

Thanks must go to those who gave articles for this issue — without them there would be no magazine. Keep them coming in.

'Till next time,

Ride safe,

Tom, Milo & Sharon

P.S. When the '87 telephone book comes out later on in the year we should be in there under 'MOTORCYCLE RIDERS ASSOCIATION' with the number 08 46 2169. If there is anything you would like to know, just give us a call. If there is no answer our new answering machine will take a message and someone will get back to you as soon as possible.

PRESIDENT'S REPORT

MRA SA's political activities in recent months have been well — documented, with updates on further developments contained in this magazine, therefore I'll utilize this space to summarize the main points which arose from the National Conference in Perth on the Anzac Weekend.

The conference was originally planned for January, but was postponed due to committee changes in three states, and the increased workload since the August '85 conference preventing many of the commitments of that conference from being fulfilled. It seemed wasteful to have a conference partly to reaffirm old decisions, considering the cost of holding it in Perth.

The other side of the argument was that it was precisely because people were having difficulty coping with the work resulting from conferences that the January one should not be deferred, or the situation would only get worse.

The three month delay proved for the best, however, as much of the previous workload was cleared up during that time, and new committees settled down, resulting in (I think) a highly successful meeting. Just as well, considering the amount of preparation the Perth people had done. They should be highly commended, as they are only a small group, and not without their own problems. Jude Simondson deserves a special mention for his efforts (he was subsequently voted in as National Secretary).

It is healthy to have delegates who can keep the kettle on the boil, who will not be satisfied easily, who are not afraid of direct action at any level; without such people we would become lethargic, unimaginative, uninspired.

Used wisely, this ability can be conducive to vast and rapid growth of an organization; used irresponsibly it can be totally destructive, causing first argument, then infighting, factionalism, deterioration, disintegration.

Perhaps due to its wide range of appeal, or perhaps due to what the MRA stands for, it has always had such people. Perhaps, too, the MRA has reached that stage in its development where these abilities can be directed outward rather than inward. I believe national strength, and I see a little more light, a little more strength for the MRA after each conference. Perhaps I'm being optimistic, but better to reach for the stars and chance failure than to sit on your bum and guarantee it.

What I mean is, the conference went pretty smoothly and I think we're getting somewhere.

The National President, Hal Caston, addressed the delegates with an impassioned plea for the State Executives to pull their fingers out and support him more strongly than they have in the past. We felt suitably abashed.

Now on to the main points. A good liaison has been developed between the Australian Motorcycle Industry Association and MRAA, and it is hoped that the Australian Motorcycle Council will also participate in joint meetings. This will enable a combined rider/industry response to poor legislation, TV shows and the like which are detrimental to motorcycling. The increased clout might prevent our being stabbed in the back quite so often.

Rough guidelines for a national magazine were drawn up, with the National Executive being directed to prepare a draft terms of reference before the next conference, using suggestions submitted by the states. Some ideas for consideration include it being for sale at newsagents, self-supporting after two years, free to members and other designated people, typeset, four-colour front and back, glossy pages, a percentage of profit to MRAA, political content 30% ads 30%, other 40%, National Executive to have strict editorial control.

The theme for Motorcycle Awareness Month this year will be "I didn't see you . . ." is an admission of guilt. Each state will form (if not done already) a MAM committee, whose first task will be to choose a coordinator. The state coordinators will then elect a National Coordinator, whose basic duties will be to regularly chase up states for info and distribute it, and arrange national media coverage. It is hoped to promote MAM through national non-motorcycling magazines. Every effort will be made to get the Federal Minister of Transport to convince state MOT's to endorse MAM.

SA intends inviting Bob Hawke to open MAM at Glenelg on October 5. The idea is not so much to get him to open the Month as to present him with a mock-up cheque representing the monetary value of goods and services which Australia's clubs and associations have provided for the general community during the twelve months from 1.7.85 to 31.6.86, and basing the value of organisers' time at \$10/hr. This should come to quite a pretty penny, and the media coverage which Bob Hawke attracts should get MAM rolling extremely well in all states.

Other states agreed that the idea had merit, but that it would be difficult to get that info back from the clubs within four months, and that 1987 would be more realistic target. SA thinks it's possible this year, but the bottom line is whether Bob Hawke is able or wants to do it.

MRAA's relationship with AMC was discussed, as usual, and it was decided that in case of conflict (of aims or opinion) between the two bodies, MRAA should defer to AMC; MRAA should also liaise with AMC on pertinent matters, and should be particularly committed to administering the branches of the MRA.

An organisation will remain small if it only operates on a month to month basis. We want to expand, so we must make policies and set ourselves long-term goals. A four year term was settled on as being practicable, and various goals to 1990 were discussed.

Here are some of the goals in the pot at the moment: to promote, and fight for, the legitimate interests of motorcyclists; promote the viability of motorcycling as a mode of transport, a means of enjoyment, and a lifestyle; promote the benefits of membership in the MRA; establish itself as the major representative of motorcyclists; seek to unify motorcyclists and make them more aware of what motorcycling is about, and their part and need for pride in the community; develop a higher profile amongst motorcyclists; develop a higher public profile; get rider training into all states.

Some of these may not be used, others are yet to be suggested. Any opinions on goals and policies should be communicated to the state executives within three months.

Regarding noise legislation, we are not satisfied with the introduction of MCN/OO, but as bikes are now being made to international noise standards, it is better that Australia go along with these standards rather than have its own and be odd man out, with all the inherent complications. We believe MCN/OO is, in part, directed towards the cause of the problem, but we will

nevertheless lodge a formal objection. You never know what might happen between now and its expected introduction in March 1988.

The Australian Medical Association was disappointed and quite taken aback at motorcyclists' reactions to the "lights on" campaign. Three Government departments withdrew their support and the AMA now has sour grapes and would not assist in other promotions. Pity. If they had their hearts where their heads are the AMA could do a lot for motorcyclists.

We must beware of "lights on" (or off) being used as legal argument in accident claims. It has no sound legal base, and any argument is purely subjective. Please report all cases that you know of to the State Executive. Western Australia reports 80% of motorcyclists in hospital had their lights on, however they also report that about 80% of bikers ride with their lights on anyway. That relationship ties in with the South Australian 4B's figures, which indicate that lights have no perceptible influence on the chances of having a prang.

MRA Service signs (similar to Rotary, Lions, etc) will be 12" diameter white steel discs with black lettering, subject, of course, to the need for variation to satisfy local conditions and council by-laws. These will be of particular benefit to tourers, and will remind locals of the existence of the MRA.

There is quite a bit of rigmarole involved in getting motorcycle hazard signs officially accepted as a legitimate road sign (as Victoria knows from hard experience). They come under Australian Standard 1742, and must be approved by the Road Traffic Board. Conditions which they must comply with include being easily recognizable by non-motorcyclists, being quite dissimilar to any other road sign, being non-distractive, and (probably) comply with internationally recognized symbols. If a motorist has a prang as a result of trying to figure out what a sign means he can sue the local council, so the signs have to be right the first time around.

They are also supposed to be placed over the entire length of a road, so that a biker won't sue the council for coming adrift on an un-signposted hazard. (We feel that if only one hazard is signposted, it is one less chance of a prang, as witness the sign for motorcyclists over the railway line near Renmark). Nevertheless, sign placement is finally up to the individual councils. The National Executive has been directed to pursue the establishment of motorcycle warning signs nationally as a matter of priority.

At the moment, helmets come under AS1698. This is currently being overhauled to get better quality lids, and will probably follow the European standard, which is also under review.

It seems that we are not far off the ridiculous situation of having comprehensive insurance costing more than the bike! Already in some cases it is 23% of the bike's value. After four years you've paid for the machine again. If it's on hire purchase you've lost another 50%, and allowing for depreciation and inflation the loss is quadrupled. On a \$6500 machine four years down the line puts you about \$25000 down the hole.

Why? Mainly the cost of spare parts. Bikes are being written off just for front end damage. Remember when it cost more to keep your girlfriend in cosmetics than your bike? I might write more on this later, but for now, AMC has a representative on ARPAC (Australian Replacement Parts Advisory Committee) which is currently investigating the problem. (Not too quickly I might add. They last met in November 1985.)

Another factor is that insurance costs here are related more or less directly to USA costs. I'll leave that one in your laps.

ACT suggested a food, blanket and clothing run for the needy inbetween Toy Runs. Good idea. South Australia is already organising a Winter Run (Share the Warmth) on June 28th, in collaboration with the Goodwill organisation.

The tentative date for the national rally is August 22nd and 23rd, 1987 in the far west of NSW. So far it is intended that it be far from any town, food uncatered, alcohol supplied, firewood and water on site, MRA handle all promotion, and open to anybody.

Accommodation is being arranged for any MRA motorcyclists who are coming over for the Adelaide Grand Prix. Those interested in accommodating or being accommodated should contact Dave Rault (08) 297 2542).

South Australia is preparing an Australia-wide accommodation guide for touring motorcyclists, i.e. a list of MRA's motorcyclists who are prepared to assist tourers with accommodation, or bike pick-up, or repair service, or whatever. Registers/sub-branches will be contacted directly. Those willing to assist should contact Chris Tilbrook (088 42 3208). Nearly everybody goes touring sometime, so it's just another way of helping each other for the hell of it and sticking together.

It has now been cleared for state branches to apply pensioner discounts at their own discretion. There are a number of motorcyclists in the MRA who are pensioners, and we would like to help them remain members, ride, and socialize. In South Australia a 20% discount will apply to all pensioners' membership fees.

Research into why memberships are not renewed is currently underway, and discussion showed that there are three main areas in need of improvement: keeping track of members, which includes members notifying changes of address; keeping members well-informed, particularly of services and activities; and promoting MRA successes in the political arena, i.e. we don't sell ourselves well enough.

A suggestion was made to increase membership fees but the majority of delegates felt that fees should only cover the cost of providing service to the members, and should not be used to offset past losses. Detailed cost analyses should be done prior to committing funds (be they real or non-existent) to particular projects, no matter how worthwhile or morally justifiable those projects might be. There are many alternatives available for raising the necessary finances.

The only concession made was that there be a combined limit of \$10 placed on a joining and/or service fee, and that it only apply once. It is up to the individual states as to whether or not they impose such a fee.

SA, Vic, NSW and ACT have had/are currently running/developing motorcycle education programs for schoolchildren. These are not aimed at training the kids, but at introducing them to, and educating them about motorcycles at pre-licence age. Generally, the response has been excellent, and the committees will be circulating information on methods, systems, and results so that we will collectively end up with the best possible program. It is intended to maintain these throughout the year as a regular service.

SA, NSW and Vic are each producing Toy Run badges. Designs or samples will be circulated to registers/sub-branches and they may order whichever they prefer.

Moves are afoot by the Federal Government to standardize rider training, and a good thing too. Research into instructor licensing will be circulated.

The National Party is formulating a transport policy and has asked the MRA to contribute to it. We would like to have included such items as the Road Safety Package and the Motorcycle Safety Foundation. The Executive is handling this and proposals will have been submitted by the time you read this.

An interview between the Federal Minister of Transport (Peter Morris) and Hal Caston has been arranged by AMCN due to Bathurst and the recent "60 Minutes" show. Peter Morris was disgusted with the show and said so in Parliament. At least someone apart from motorcyclists is getting heartily sick and tired of the biased drivel that the media enjoys pushing.

It was suggested that a member of the National Executive be invited to attend and/or chair state conferences, as it would give the registers the opportunity to periodically liaise directly with the Executive. Who might pay for whom was not discussed, but the idea has merit and will be considered at a state level.


The National Treasurer, Stuart Rolfe, has asked that fees due to MRA Australia be paid twice a year, on June 30th and December 31st. Some states have not made regular payments, consequently national funds are seriously depleted. It doesn't take much financial wizardry, just a bit of conscientious planning, to ensure that these funds are available when payments are due.

SA had its first Bunny Run on Good Friday, the aim being to provide kids in the Children's Hospital with Easter eggs. A secondary aim was to offset any adverse publicity arising from Bathurst. The kids, parents, staff, and media loved it. Other states are keen on the idea, although Victoria is already covering Easter with the Good Friday Appeal.

SA has 21 tasks to complete by November 30th for the next conference in January 1987, and I imagine the other states have a similar number, which is about par for the course. However, the deadlines for these jobs are more realistic than those set at other conferences, so with a bit of diligence they should all be completed.

If anybody is ever in doubt about the viability of the MRA, its conferences, committees, meetings, discussions, remember that we are achieving, and we shall continue to achieve.

Peter Mount




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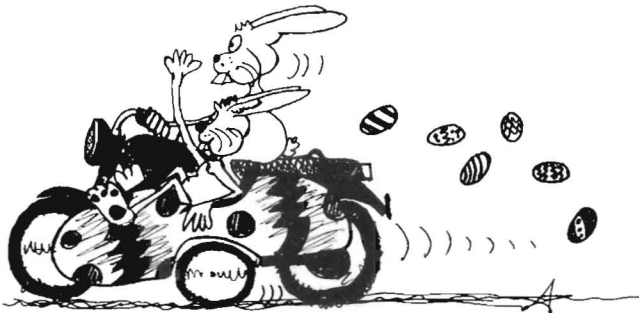
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BUNNY RUN '86



It was suggested sometime back that the MRA do something for kids at Easter similar to the Toy Run for kids at Xmas.

After much thought and deliberation, we decided to hold a "BUNNY RUN". The idea was to get a fool or two dressed in rabbit's costume, mounted on or in sidecars, then push (yes push) them to the Adelaide Children's Hospital where, the Easter eggs (having been collected en route) would be distributed to the sick kids.

Every Easter Sunday The Good Bunny does his (or her) thing, so we decided to get into the act a little early and deliver the goodies on Good Friday (the pubs were shut anyway).

About 1:00 pm saw 60 or so bikers gather at the Victor Richardson gates of the Adelaide Oval ready for the inaugural Bunny Run. With the Short straws drawn to see who would be the bunnies for the day, the suits were given to the losers (better luck next time Bob and Gail). The only minor hitch being that Ms Bunny had her suit on backwards – the fluffy bits looked better on the front anyway. The Bunny Family then took off for a quick fang around the car park for the Media – many thanks to Channels 2,7,9 and to the Advertiser for their attendance.

With the sidecars loaded with eggs and bunnies, we were soon moving slowly towards the Hospital. The motors were not started just to keep the pushers honest. It's not very far to the Hospital, but it's all uphill, so you could easily pick the fit ones (not too many of those). Some were extremely short of breathe when they finally arrived at the entrance. Mind you,



GOOD ONE BOB!

it was the wrong entrance, by some unfortunate mishap we ended up outside the Nurses' Quarters.

The sun kept on beating down making things very sticky (mainly the chokky eggs) and since we could not entice any Nurses away from the relative safety of their fifth floor window, we moved into the building. We went about our allotted tasks, making heaps of bewildered kids very happy. Even the Staff and the odd passing visitors were presented with somewhat melted chokky eggs. Some of the kids were a little apprehensive of these denim and leather clad helpers of the Good Bunnies and very unsure of the bright lights and television cameras, but a couple of chocolate eggs soon changed all that.

All in all, a great day, with lots of good P.R. coming out of it. Nothing makes sweating up a hill pushing a sidecar full of eggs more worth while than a smile of absolute delight on a sick kid's face.

Thanks to all those who made the day a success – the bunnies, the Press and especially the bikers who attended or gave eggs.

Tom.



Getting ready for the 'Bunny Run' – but where are the Bunnies?

Best Wishes to the M.R.A. from.

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A PERSONAL CONCERN

Taken as a group, the M R A is nothing short of a mirror image of modern Australian society. As such, we have almost all of the ethnic make up of the nation along with the best and worst facets of Oz culture. One of the worst features of Australian culture is the "let's knock ourselves" syndrome.

Over the past few years of real personal involvement with the M R A , I have noticed that we have successfully campaigned on a number of issues of concern to bikers. Perhaps then it is about time we took a step back and really took stock of the situation? Must we always be so negative and hostile towards others in the M R A who are working for US albeit while still holding down a regular job and having other commitments as well? This is nothing short of self-destructive to the group as a whole. Surely it is about time we actually gave those around us some praise before they too suffer from the inevitable burn-out that accompanies continual harrassment and criticism?

We all know just how few of us there is in reality and how thinly we are spread, so let's give each member the credit due to them. Treating them as valued individuals rather than as an item for ridicule, scorn and derision.

The Polish Trade Unions found out exactly what a powerful force can come from a little solidarity. Could we learn the same lesson before it's too late?

MILO

'SHARE THE WARMTH'

INAUGURAL 'SHARE THE WARMTH ' RUN
SATURDAY 28TH JUNE

According to legend, Camel was bumming around one day in his usual manner when all of a sudden he had a brilliant inspiration, "I know, I'll buy a Suzuki".

Actually that wasn't the inspiration, it was more like "Let's have a blanket run", but the first one sounds better.

The idea seemed a good one, so after further chasing up and tossing around a few ideas at committee meetings, the plan for a "Share the Warmth" Run developed. Proposed as a mid-winter event in between Toy Runs, the idea was received enthusiastically by Kathy Drogemuller, Goodwill Public Relations Officer, who suggested a joint M.R.A./Goodwill Industries project. Goodwill is a division of the Adelaide Central Mission and concerns itself with helping disadvantaged and disabled people via their own stores, sheltered workshops, employment and skills training. It also helps to support many counselling services run by the Adelaide Central Mission such as Lifeline. There are now forty Goodwill stores spread throughout South Australia where emphasis is placed on voucher or nominal payment systems, allowing disadvantaged people to maintain their dignity when selecting needed items.

Goodwill staff are familiar with the organization involved with blanket drives and have offered to handle all publicity. In effect a joint campaign will be advertised with requests for blankets, clothing or food donations. The public will be asked to contact Goodwill leaving their name, address and phone number with details of the donation. Prior to 28th

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June, after approximately three weeks of advertising and taking details, Goodwill will collate and sequence (suburb by suburb) the addresses and give them to M R A .We have the responsibility of organizing trucks to collect the donated goods which will then be delivered to the Goodwill Warehouse at Dry Creek for sorting and distribution. A run will be organized, timed to arrive at Dry Creek simultaneously with the trucks, details of which are still being sorted out. All in all it should be a good day, a lot of fun and something different; a real down to earth way of giving warmth and comfort when it's needed most.

Who knows, perhaps "60 Minutes" might like to come along!

Chicken Knees

DEMISE OF MOTORCYCLE POLICE

How many times have you opened up the throttle and had your bike on song with maximum revs only to look in your mirror to see a white police bike on your tail? Or have you ever just zapped down the Freeway for a quick fang to find a police bike pull up alongside of you at the first set of traffic lights for a quiet chat on the law?

Although you may have personally had just such an unpleasant experience at the hands of one of our two wheeled boys in blue; the M R A as a group has had a good deal of positive assistance from the motorcycle division in the past. Whenever we have had Toy Runs, Protest Runs or Ride to Vote Runs, they have always been most supportive - sometimes giving us a friendly wave of encouragement, usually smiling and on the odd occasion even snapping photographs of the oncoming procession.

Sadly now since January the Motorcycle Division has been reduced to two teams only. One team to act as escort for wide loads and the other as an emergency response unit to quickly get to the scene of traffic light failure etc. Gone is the flexibility of the Motorcycle Patrol, able to manoeuvre through traffic with relative ease. Their replacement? Comparitively slower (in traffic) and infinitely more cumbersome Commodore patrol cars.

From various conversations I have had with now ex-Motorcycle Police, can be gleaned the information that not too many of them are satisfied with the situation. I wonder just who had the right to decide if they should ride or not?

Whether you had cause to regret the existence of the Motorcycle Police or not is irrelevant. Once again, it appears that the fate of the motorcyclist (in this case a professional law enforcement body) has fallen into the hands of an unfeeling bureaucracy who would never consider such factors as personal involvement or commitment to a two wheeled way of life.

I for one, will mourn the passing of the Motorcycle Division. If you feel strongly about it, contact your local Member of Parliament, who knows, perhaps democracy can work after all?

MILO



LETTERS TO THE EDITOR

If you have taken the time to read my article 'A Personal Concern', you will no doubt understand just what I am on about when you read the following letters of thanks to the MRA.

Dear Sir,

On behalf of my committee please accept our thanks for your help during the Mutual Community 14th National Wheelchair Games.

Your contribution although it may have seemed little at the time was undoubtedly a major factor in the success of the transport requirements. Each team attending these games ask that I pass on to you their thanks and appreciation for the time you gave.

Please accept my personal thank you for your support. Because without your assistance I am sure I would not have found the task such a rewarding experience and would not have been able to provide the service that these dedicated athletes so rightly deserved.

Thanking you in providing a Community Service.

Yours sincerely,
Kevin Ruddock

Transport Chairman for the organizing Committee.

P.S. Regards from Connie to the Members taking part.

Dear Sir,

On behalf of the patients of the Adelaide Children's Hospital may we thank you and all your Members for your recent donation of those wonderful Easter Eggs.

The generosity and kindness shown by the Motor Cycle Riders Association was very much appreciated and certainly helped to cheer up a lot of sick little children.

Once again, thank you.

Yours sincerely,
Christine Ostermann,
Manager Community Liaison Services

A good many members would have seen the "60 Minutes" programme of Sunday 6th April. If you did not happen to view the segment concerned, then undoubtedly you would have heard the biker outrage at such unscrupulously biased reporting. Here is a selection of the reports, letters and comments we have received pertaining to the subject.

If it hadn't been in such deadly earnest, you could have been forgiven for thinking that "60 Minutes" had been taken over by some laughter producing counter-culturalists a la Tim and Debbie or the Young Ones.

On Sunday 6th April, motorcyclists as a whole were attacked with some vigour by the supposedly unbiased "60 Minutes" team. For ten minutes, we were subjected to figure upon figure which purported to 'prove' just how dangerous biking is. To believe their story on how a complete hospital in N.S.W. would be unnecessary if bikes were banned is too ludicrous for thought. Can one logically expand this line of reasoning to say how many lives would be saved if we banned all motor vehicles? How about all the pain, suffering and financial cost

which could be saved if we banned cigarette smoking and eating of foods with high cholesterol levels?

Freedom of the individual has always been of paramount importance in any democratic system. The biggest problem with this freedom is that it applies to everyone. Any person can expound a sensational theory and almost before you can blink, he/she will be deluged by mass-media vultures eager to report the 'facts' to the populace. Just such a situation occurred in the "60 Minutes" programme.

One man's belief was portrayed in such a way that the general public could actually take heed of their story. Human nature is such that people generally believe whatever they are told if it is reported on a "reputable" programme. Unfortunately, the other side of the story whereby untold thousands of bikers have enjoyed a way of life with unparalleled freedom and excitement – without being hospitalised due to road trauma will never be told. After all, it would make a mockery of such hard 'facts' presented in the programme.

Obviously there will be no right of reply – no one from the MRA will be able to put forward our views regarding rider education. The programme did not ever bother to interview any MRA person to obtain their opinions. To do so would have destroyed the so called credibility of the segment. For a national motorcycle group to actually advocate that learner riders undergo compulsory rider education with a practical basis PRIOR being let loose on the roads would really have them hard pressed for ammunition for their programme.

The only positive aspect from the whole programme (apart from Steppenwolf's "Born to be Wild" soundtrack) revolves around the method in which the supposed data was pushed down our throats. Any person possessing more than a mere smattering of intelligence would be able to see through the propaganda of the "60 Minutes" programme; to go beyond the emotive bleatings of a so called respected medico; to read between the lines and look at the situation in a rational manner.

As bikers, we are well aware of the dangers which we face on the roads. Every day we all live life a little closer to the limits than the average Australian. We tend to be somewhat freer – simply by virtue of not being restricted by all of that sheet metal pressing so closely around. Perhaps the public feels a little resentment because of our freedom? Whatever the reason, despite such a biased programme content and in spite of whatever the quasiexperts say – we should be able to determine how we wish to transport ourselves. We have hassles enough without conspiracies from Channel 9 to have bikes banned.

Our Association motto says it all "Let those who ride – decide".

MILO

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Letters to the **EDITOR**



“SIXTY MINUTES”
C/- TCN Channel 9 Pty Ltd
Artarman Road,
WILLOUGHBY NSW 2068

Dear Sir,

After watching your segment on motor-cycles, Sunday 6th April, 1986, I could not believe how biased it was and felt compelled to put pen to paper. No doubt you will receive many letters from other irate motorcyclists.

I am 30 years old and have ridden road bikes since obtaining a licence at 16, my current bike of six years is a B.M.W. 1000cc. I graduated to this bike over the years and whilst learning to ride defensively I took the advise of a comment made in an article from, the series ‘On two Wheels’ magazine, that is, to ride with the thought that “Every-one else on the road is trying to kill you.”

Your programme last night made no comment about how many people are killed or left handicapped, as a result of car accidents through-out Australia. The motor-cycle instructor in the programme made the comment, that he disagreed that most accidents were caused by the car driver, but that they may make elementary errors! – this attitude can and will kill more bike riders. The car driver who is snug and protected in his vehicle and who does not **THINK** to look out for motor cycles, is surely apathetic and he will also not be looking out for pedestrian, children, push-bikes, animals or any other unforeseen object which may be around the next corner.

Doctor RYAN’s suggestion of banning motorcycles, which can possibly be understood from his view of hospital victims, but is he also going to ban pedestrians, push-bikes, planes, cars etc. Going with his extreme, may-be everyone should be made to ride a motorcycle, before getting a car licence. This would surely make them more aware of road conditions and other road users.

At this stage in South Australia, S.G.I.C. is making an effort to try and educate motorists to be more aware of motor cyclists with its latest T.V. campaign. It is about time that there was more driver education in awareness and consideration for other road users.

Directly after this Sixty Minutes programme was a message from our Prime Minister, on how many Millions was going to be spent, of Tax-payers money, to make people aware of and to fight drug abuse. Drug abuse is self inflicted. Are motor cyclists to be penalized for being a minority group, whose votes supposedly don’t count. Politicians forget that every motor cycle rider has a family eg husband/wife; brothers/sister; parents; cousins etc: who may be sympathetic to our rights.

In S.A. for example 10,000 motor cyclists gathered to protest the Third Party Insurance premiums. (Ban motor cycles unlikely with such a large government revenue). You take

8 – CENTRE STAND JUNE ’86

10,000 and multiply by X amount of supporters, this makes up a reasonable percentage of the voting population.

As a tax payer, I would rather my taxes being spent on the unfortunate victims of motor cycle accidents, than on Drug Abusers, Unemployment Benefits, Medicare and any other hand-me-out schemes that people can and do abuse. (Don’t mind the genuine cases, but how do you determine these?)

It was stated in the programme that it was wrong that a person only learnt to ride on a smaller bike for 12 months, then they could progress to a larger capacity one. Have they ever considered the learner driver, he can put ‘L’ plates on any motor vehicle he wishes; V8 and the likes. The car can then seat 6 people, or more, if this vehicle is involved with another vehicle the lives lost can be far more devastating but who complains! At least the learner rider has had some experience.

Could go on for hours on things that come to mind, but suggestions that are constantly made like, lowering speed limits; compulsory learners programmes etc: are all fine, but prove nothing if the mind is not engaged. For example, Compulsory Lights On – NO WAY, even though I put mine on, if we start educating drivers to only look for bikes with lights on, their minds will stay in neutral when it comes to push-bikes, children, pedestrians etc:

In signing off, it is about time that people realized that it is not the machine (be it motor-cycle, gun, car or what-ever) that KILLS, it is the MAN himself. Thank you for your time and all motor cyclists remember, “RIDE TO LIVE, LIVE TO RIDE”

Yours faithfully, Ann. C. Ryan.

S.A. BIKE

SALES

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(OR SOMEWHERE OVER THE RAINBOW)

ROAD MAKINGS

As bikers, we are all aware (either consciously or innately) of the relationship that exists between Bitumen, Weather and Motorcycle. The amount of cohesion between tyres and the road is reduced by 25 to 60 percent (depending upon a huge variety of factors) when the surface is wet. However, the relationship between wet line markings and your bike is disastrous – it can be likened to ice skating! ! The Highways Dept obviously is well aware of this situation, so currently their Research Section is conducting tests using hard minerals such as crushed quartz blended in with the paint to increase our life expectancies. As soon as I have the results, I will pass them on to you.

THIRD PARTY PROPERTY DAMAGE

We all pay for insurance against claims that might arise out of an accident, but how many of us consider insurance for property damage caused by our bikes? Take this example: your bike is parked on the road, someone hits your bike, but you are still responsible for a certain percentage of the damage caused to their vehicle. Third Party Property cover is relatively cheap for bikes considering what you might have to pay in damage settlement.

MAN HOLE COVERS

They exist to make things beneath the surface of the road accessible and to turn a motorcyclist's life into a nightmare. Supposedly, they are set below the road surface then bitumen is laid over it to bring it level with the road surface. So why do they always sink leaving great holes or rise up making the road into an instant rally site slalom?

POTHoles AND DEEP TRENCHES (UNFILLED)

When approaching an unavoidable hole:

1. slow down to reduce the impact (do not brake whilst going over the hole).
2. hold tightly on to the bars so they are not torn out of your hands.
3. rise slightly on the footpegs so you can absorb the shock with your knees and elbows.

Responsibility for potholes on major arterial roads rests with the Highways Dept., but minor roads are the respective Council's concern.

STEEL COVERS

Whilst large areas of road excavation are taking place, steel covers are temporarily placed over the area. Road repairing agencies are well aware of the problems caused by these plates, but until a more practical, easily transported alternative is found, they will continue to be used.

METAL DOMES

Along the South Eastern Freeway, they are located on top of line markings (or will be in the future) to provide motorists with an audible warning that they are straddling lanes. However they are simply another traffic hazard for the motorcyclist -especially in the wet. They are here to stay, so you will just have to brush up on your slalom skills every time you wish to change lanes.

Mark Scicluna

RED LIGHT CAMERAS – THE SPY IN THE SKY

Following a three month trial in '84/'85, where 771 red light runners were caught and fined, it is expected that State Cabinet will soon release details of proposed legislation for public discussion.

The proposals are likely to call for 10 camera systems to be installed and used on a rotational basis at 30 intersections throughout the metropolitan area. The cameras used in these systems will photograph vehicles which run red traffic lights. The details of the offence are then passed on through the system and eventually the motorist receives a fine for his/her breach of the Road Traffic Act. It is anticipated that the lights will be installed and fully operational by September next year.

The three-man working party which submitted proposals to Cabinet claims that right angle collisions at intersections could be reduced by 30 to 40 percent. However, it also recommends that a major publicity campaign be mounted to educate motorists to understand that the camera is not activated for half a second after the traffic light turns red. This recommendation must be viewed seriously in the light of Victoria's drastic increase in rear-end collisions at controlled intersections following the introduction of the camera systems.

THIRD PARTY

Quite apart from the claims of S.G.I.C. for increased premiums, there are a few suggestions from that hallowed institution aimed at reducing their predicted July deficit of \$90 million. Some of the suggestions have merit; others will require a good deal of work before they are even worthy of consideration.

In brief, some suggestions are;

- * limit pain and suffering payments to a maximum of \$60 000. (this alone is predicted to save \$45 million a year)
- * a 15 percent reduction in damages for injured persons not wearing a seat belt.
- * recovery of money from any motorist responsible for an accident if the blood/alcohol reading was more than .15 percent.
- * damages paid to passengers reduced if a driver had a blood/alcohol content in excess of .15 percent.
- * an insurance excess of \$200 for motorists found to be at least 25 percent at fault in an accident causing injury.
- * an insurance demerit points system for bad driving – this would include a surcharge of \$200 for more than 5 demerit points in any one year.
- * payments in excess of \$100 000 to be paid in yearly amounts rather than in lump sums.

Time will tell just which, if any, of these suggestions will be implemented.



CALENDAR JUNE-SEPT

JUNE

- 4th General Meeting
 7th West Coast Register meeting
 11th Committee meeting
 11th Yorke Peninsula Register meeting, Moonta Hotel, 8 pm
 15th Tourers Mystery Brekky Run. Leave Hilton Hotel, Vic Square, 5.30 am
 18th General Meeting
 26th Mid-North Register meeting
 28th Winter Run (Share the Warmth Run). Leave Ride to Goodwill at Dry Creek to collect and donate food, clothing, and blankets.

JULY

- 2nd General Meeting
 5th W.C. meeting
 5th S.E. meeting
 5-6th Green Ginger Rally
 9th Committee meeting
 9th Y.P. meeting, Cornucopia Hotel, Wallaroo, 8 pm
 10th Motorcycle education program, Reynella East High School
 12-13th News 24-hour Trial
 16th General Meeting
 19-20th Radiata Rally (MRA members only), near Penola. Tourers leave Eagle on the Hill 8 am.
 24th Mid-North meeting
 30th General Meeting

AUGUST

- 2nd W.C. meeting
 2nd S.E. meeting
 9-10th Tourers Smelly Bait Run. Leave Eagle on the Hill 10 am (Policeman's Pt)
 13th General Meeting
 13th Y.P. meeting, Wombat Hotel, Kadina, 8 pm
 20th Committee meeting
 23-24th SA Registrars Conference
 27th General Meeting
 28th Mid-North meeting
 30-31st AVA Road Racing, AIR

SEPTEMBER

- 6th W.C. AGM?
 6th S.E. meeting
 10th Main Branch AGM
 10th Y.P. AGM? Moonta Hotel, 8 pm
 13-14th Ian Pettit Memorial Rally, near Bordertown
 17th Committee meeting
 24th General Meeting
 25th Mid-North AGM
 28th Juventus Road Racing, Mallala

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TOURERS REPORT

4 B's REPORT

Well the Tourers sure are making a name for themselves at rallies these days we have won another two rally awards at the Redgum Rally. The first was for the highest club attendance, well done members. The second was for the hard luck award which went to Allen Tyerman and his wife, they really did deserve it.

We had our AGM on the 14th of February and our new committee was voted in. We had one more committee position opened that being Run Co-ordinator which was filled by Dave Rollitt. The new committee members are Michael Engel as Club Captain, Susan Engel as Secretary, Andrea Dell was returned as Membership Officer as was Tom Griffin as Treasurer.

Our Poker Runs are proving very popular, we had 40 people turn up on a very rainy day to enjoy the mystery route which was also in the Poker Run. The winners were also very happy with 78 Dollars they won not bad for a days ride. I am starting to wonder if Bruce Denson really does get a flat tyre every time he goes out on a run.

So with another Tourers calendar drawn up we hope that some more people will find out what the Tourers are all about because you all are more than welcome to come along and have a good time on such things as we head off to Croweater Rally on the 24 of May. On June 15 we are having a Mystery Breakfast Run were leaving 5.30 am from the Hilton Hotel Victoria Square. 19-20 July we're heading to Mount Gambier for the Radiata Rally and 9-10 August we are having another Smelly Bait Run this time were heading off to Policemen's Point on Lake Alexandria.

Just remember if you need some company while heading to a rally or you want come along to any of our runs just roll up your always welcome. Just think you might like the Tourers and join up.

Stay upright, Michael Engel.

Contact numbers for Tourer's
MICHAEL AND SUE ENGEL 267 2984 A/H
DAVID ROLLITT 381 7049 A/H



It would seem everytime a new coordinator is appointed to 4'Bs I hear the same plea for help. Allan and myself have now been asked to take on the position as coordinators, and we intend to start by asking once again.

Neil Spencer and Denys have moved to Port Augusta to work, we wish them well, and thank them for the great job they have done for motorcyclists. Due to work commitments Lyn Rigby has had to slow down a little, and Ray Drew is also taking a temporary, well earned rest.

Allan has been with the 4'Bs for about 2 years, and I for 3, we both visit The Lyell McEwin Hospital. Our fellow 4Bs members are:—

- Adelaide Stretch Huffa, Gary Noom
- Flinders Wayne & Melanie Merchant, Mark Scicluna.
- Modbury Lyn Rigby.
- Queen Elizabeth Glenn Gibson, Laurie Camilleri.

You can see by the list that the Royal Adelaide, which is always busy, and the Modbury Hospital could certainly use more support.

The support we offer to the downed biker is extremely important to him or her when they are restricted to a hospital room, so why don't you do your bit to help your fellow bikers by giving half - one hour per week of your time.

Allan or I can be reached by calling 250 6886 or by speaking to any other of the members.

Karen

The 4B's annual bottle drive was held on Saturday 5 April, that being the weekend immediately after Easter. It was hoped that through the numerous fliers that were distributed and the reminders that were given at MRA meetings, a large response from the biking public could be achieved. This unfortunately was not the case. Of those who did respond, we would like to offer our thanks for them downing so much beer.

The 4B's trailer was put to good use carrying around the empties, and after a bit of courageous, (and useless) navigation from your's truly, we managed to find the homes of all those who contacted the 4B's co-ordinators and members.

It has been found that with the amount of time and effort needed to organise and carry out a bottle drive compared to the amount of money collected, the disadvantages outweigh the advantages (ie work: money). It has been decided that a punch board will be operated on a trial basis at MRA meetings and functions.

It is hoped that greater participation will be seen from the biking community for future fund raising events because after all, you may one day need the services we offer.

Richard E.

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WEST COAST NEWS

TARCOWIE RIDE

Never heard of Tarcowie? Well it's a little town in the upper mid-North of the State. It consists of a hotel, town hall and a Post Office. It also has a huge Great Dane dog.

Anyway, it was a mystery Pub Run. Our first stop was a quaint little pub in Melrose, which turned out to be an excellent place for a beer or two – as well as a couple of games of pool. Phil still hasn't learnt how to play yet – he tries bloody hard all the same.

After an hour or so, we decided to head off to Tarcowie (there's that town again). Anyway, we had a rather perilous half hour of country dirt roads. The sort of roads the MRA Tourers don't like. (*Ed's note; See, I told you the Tourers were a bunch of wimps.) Dodging pot holes, sheep, foxes etc. we arrived at our destination.

To our surprise, the pub was only a small one, but it did have a few very lonely ladies in it. Phil noticed them first, and after that we had to tie him down to stop him – well, he could have done anything!!!

After spending all the rest of the day drinking, playing pool, eating and drinking again, Phil and Chris chasing young ladies around the pub and such like, we thought we had better check out the cabaret that they were having in the Town Hall.

Twinkle Toes Bill was the first to drag one of the local young things onto the dance floor. Much to the stares from their husbands, boyfriends or whatever, Bill danced with just about every female in the hall.

After some hours of drinking, dancing and trying to stop Chris from dragging some lady around the back of the Hall, we set off to find a place to camp for the night. The locals offered us a shed with a concrete floor, a roof and doors, so we gratefully said yes and settled in for a well earned sleep.

The next morning we headed off home. It was an excellent day for riding, apart from the headaches and hunger pangs. We had some food at Melrose then it was off home once again.

BLANKET DRIVE

During April, we held our first ever Blanket Drive. Run on the same lines as the Toy Run, we all gathered at Westlands Car Park. We then rode around the town for a short distance, ending up at the Salvation Army Citadel.

Once there, we donated our blankets, sheets, clothing etc. to the Salvos. They were really pleased to receive them because of the winter months coming up.

I would like to thank the 15 or so riders who participated and hopefully we can at least double the roll up next year.

BLOOD RUN

On the night of Wednesday 9th April at precisely 6:30 we gathered outside the local Red Cross building. We numbered only 9 brave souls – willing to let them pump precious blood out of our poor bodies.

Of the 9 who turned up, only 6 actually gave a pint of blood. Eyvonne (for lack of suitable veins) couldn't donate much to her disgust. Jayne had donated only 3 weeks prior

and so decided to wait until next time. Mick, after sweating it out for about an hour and being a little afraid of needles also decided to wait for the next Run. John.

MID-NORTH REPORT

During the last four and a half months the Mid North register has been doing its best to keep motorcycling alive.

In January we held our monthly meeting at the Commercial Hotel in Gladstone on Thursday the 23rd. Although we have 35 members only 12 attended but considering that from top to bottom of our area is 150Km that's not bad.

On February 1st we had a ride/b.b.q./fishing day at Point Rhyllie near Wallaroo. Twenty members and friends turned up for this gathering. Some of us decided that we would go crabbing and get a small meal and that's exactly what we got; a small meal. Then there where the members on their trail bikes who negotiated the nearby cliffs with their riding skills. Near the end of the day one of our members decided that if a x L1500 could make it up the cliff face then so could his utility, it nearly did.

Our February meeting was held at the Crystal Brook Hotel, Crystal Brook on the 27th of February. 15 members attended and all agreed that we had a good time at the B.B.Q. at Point Rhyllie.

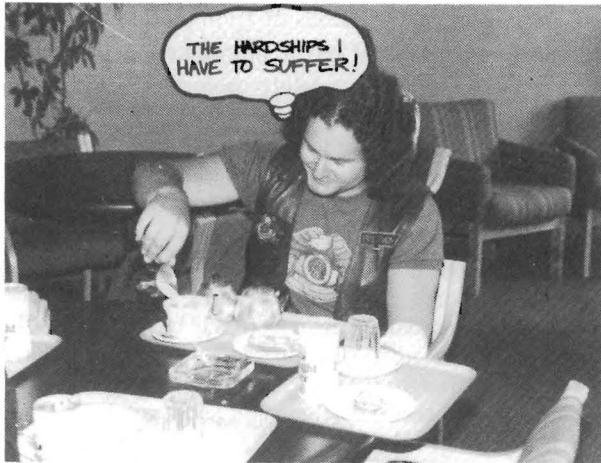
On Sunday the 23rd of March our register went on a Wine Testing run through the Clare Valley. The day started off well although numbers where down (7 only) we where all looking forward to the day's entertainment. By the end of the day we where all a bit merry in our own little way, although some of us had slurred speech or blurred vision we all felt pretty good and Miss Pretty Good likes being felt.

On March 27th our register held its monthly meeting at the Bute Hotel, Bute. Nine members attended but I do not know what went on at the meeting as I was heading for the great racing mecca in the east (Bathurst).

Did bugger all in April except held our meeting at the Caltowie Hotel, Caltowie. The thing that was mostly discussed at the meeting was the report by the 60 Minutes team about motorcycling and related injuries. Also discussed was the good posters that the Queensland M R A produced with the assistance of the industry. Discussion was held in relation to M R A contact numbers. As the meeting progressed a suggestion was put forward that we approach hotel publicans about putting up a sign on their balconies or veranda posts as we believed that most of us would end up at the pub anyway.

A Poker run was held on May 10th. Starting at Crystal Brook we went to Pt Pirie through Pt Germain Gorge to Murray Town on through Wilmington Gorge to Stirling North then to Quorn through Pitchi-Ritchi Pass. Lunched at one of the hotels in Quorn. Out of the thirteen of us that went not one of us would go back to the pub again. From Quorn we headed directly to Wilmington from there to Laura then to Crystal Brook Hotel where we had our b.b.q. tea, \$3.00 for as much as you could eat. The round trip from Crystal Brook was just 320 Km and then some of us did an extra 100 km to get there, but a great day was had by all. Especially by the bloke who won \$20 with a pair of aces. We are talking about having our next poker run up the Murray or through the Barossa.

Tell next time Ride Safe
Greg Stevens (Secretary)
Mid North Register



EDITOR'S NOTE: Goanna has become very concerned over the lack of incriminating activities of late. Have you all been behaving or are you too scared to step out of line in case Goanna spots ya?

- * Has Peter Mount ever gone "12 minutes" in his entire life?
- * Why does Peter go off his M.I.A.S.A.?
- * Who is the wimp in the Laverda T-shirt (not Bob Stanton ya dummy) who doesn't like the Collins St. chicanes?
- * Where does Ray Drew hide his glasses? Actually they were still on his head.
- * Does Chris Twigger ride over or around the "chicken knees" in Collins St?
- * Is it true that Roger Clothier is going on the wagon after winning the award for the best hangover at the Red Gum Rally?
- * Who were the bunnies at the Bunny Run? Don't know? That's because they paid more money to me to keep their names out of the magazine.
- * Whose Leadwing was repeatedly dragged off by a Scooter late at night in Hindley St.?
- * Does Jugs want to sell her Kwaka to buy a tractor?
- * At a recent Rock & Rage who refused to dance because he was not drunk enough?
- * Who went to the B.M.W. Vic Rally and nominated for longest distance chair, but was not accepted because he rode a Yamaha? Guess who is not going to a B.M.W. Vic. Rally again?
- * Who is the committee member who has two bikes and still walks to meetings?
- * Which well known member is a parking inspector?
- * Who was one?
- * Who mistook a lead-wing for a B.M.W. and has one or two of them?
- * Who's making it a family affair on M R A sub-committees since their recent marriage? Congratulations Sue (Jugs) and Michael (Eagle on the hill).

For the answers to all of these any many more, be sure to come along to the General Meetings held every second Wednesday at the Black Lion Hotel, Richards St., Hindmarsh.

ODE TO GOANNA

OH DEAREST GOANNA
 (WHOEVER YOU ARE)
 YOU BRIGHTEN OUR LIVES
 WITH YOUR TALES FROM AFAR
 YOUR UNFORTUNATE VICTIMS THEIR FATES BEMOAN
 AS THEY HEAD FOR THE BANK, TO PLEAD FOR A LOAN
 BUT PAYING YOU OFF, WE CAN'T ALL AFFORD
 SO ITS BEEN DECIDED, WE'RE ALL IN ACCORD
 ONE NIGHT AT A RALLY, WHEN YOU'RE WELL
 PLASTERED,
 LOOK OUT, MY FRIEND, 'COS WE'LL GET EVEN, YOU
 BASTARD!!!

C K (a recent victim)

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- (c) Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have;
- (d) Represent that he or it has a sponsorship, approval or affiliation he or it does not have;
- (e) Make false or misleading statements concerning the existence of, or amounts of, price reductions;
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IN CASE OF DOUBT CONSULT YOUR LAWYER

SCHOOLS VISITATION PROJECT

The MRA Schools Visitation Project, has been designed to introduce leaving age students to various aspects of motorcycling safety. While the central theme of this exercise centres around safe riding, it cannot be classed as a safety lecture, as the students are also given a first hand idea of the social side of biking, on a person to person level of speaking, by bikers actually involved in the scene.

Each speaker has a different topic to speak on including:

- * the function of the MRA
- * the function of the 4B's
- * different types of protective riding gear available on the market (kindly donated by Yamaha Pitman's)

At the end of each session a video on loan from the Road Safety Centre (thanks Les) is screened and discussed.

Using four to five machines of varying combination, different classes of riding will be pointed out and explained in moderate detail with safety and accessory features of each different bike highlighted.

Before pamphlets and stickers are handed out, a "portable white line" — concocted by an honourable committee member is watered down in order to show kids why bikers always seem to dodge them at traffic lights.

Project S.V. promises to be a great success in reaching out to a young generation of potential learner riders with practical guidelines, advice and direction toward a safer riding future.

SIMON
Schools Committee

A FIRST

I arrived at the Shell Eagle on the Hill at 9.00 am and so I had plenty of time to check my XV 750 over before the others got there. This was a first for me, as I had never been away by myself for a whole weekend before.

When Fred arrived, he was keen to know where I was going. I told him I was going to visit my sister, Liz in Naracoorte, but I thought I would ride with Bob and him and whoever else was going to Bordertown that weekend. But I intended turning off at Keith and head towards Naracoorte. Andrew and Caroline arrived, and then Bob. We decided the next stop would be Coonalpyn and not Tintinara, as my XV's fuel tank only holds 12 litres and so wouldn't make the distance.

Not very far down the Freeway, Fred wanted me to stop, and I soon found out why. I had nearly lost my sleeping mat, so I tied it down again and we headed off.

We stopped at Coonalpyn for petrol and a cup of coffee. I told everyone that I had decided to go to Bordertown with them, to see the Ian Petit Rally site and then I'd go to Naracoorte.

In Bordertown we met Roger and some of the Tatiara M/C Club (who are MRA members too) at the Pub and had a few beers. Bob went to his mother's place. Just before we went out to the Rally site, I got some oil for my XV (it's getting old) from Roger's motorcycle shop and he asked me if he could have a ride on the way back from the Rally site as a pillion.

On the way out to the Rally site, after stopping off to get Bob, I thought to myself, I hope it isn't too far as I didn't get petrol. I made it (34 kays). We rode in the gate and across the paddock to the next gate, when my bike died. I turned on the reserve, but after a few seconds of trying to start it, I realised that I had flooded it. So I left it and walked up the track. It's a nice spot for a Rally.

About an hour or so later, Roger and I left for Bordertown. The others stayed and jokingly said that they had a rope in the car to tow me. As it turned out, we made it back to the servo. I filled it up, and was surprised as it was the first time I had ever put more than 12 litres in the tank.

It was just after 5.00 pm when I arrived at my sister's place, but she wasn't home. So I went to Terry's place (my brother-in-law who's separated from my sister), but he wasn't home either. What to do now? But just as I was thinking that, my sister walked through the gate. We went to her boyfriend's place and I stayed the night there and had a good time, talking and such, like sister s do.

Sunday, 2.00 pm., I said goodbye to Liz and David, and rode into the sunny afternoon. The weather was perfect for my first weekend away on my bike. All the way home, I was riding high, on the "Magic of Motorcycling."

Wendy Polljonker

WANTED

Stock Controller's position will become vacant in September. If you would like to know more about the job, just ask me at any general meeting.

Wendy.

COMING RALLIES....

BUTTLERS BEACH RALLY — 26-28 Sept '86 A.C.M.C
P.O. BOX 412 COWANDILLA 5033.

GREEN GINER RALLY — 5-6 July '86 Riverland M/C
Tourers, BOX 1358 RENMARK 5341.

RADIATA RALLY — 19-20 July '86 MRA S.E. Register,
P.O BOX 909 MILLICENT 5080.

If there is any club or individuals holding a rally please drop the M R A a line or two so that it can be included in the next 'Centre Stand' due out in September '86. The cost for this service is free, because we like to enjoy ourselves too when we are not working for the M R A

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NO MINISTER

There was a political meeting,
But it was nothing sinister –
The members of the MRA
Met with the Transport Minister.

That night, when the Minister got to his house,
He was greeted by his spouse
She took one look at her dear hubby
And said: "You look beat-sit down-have a stubby!"
He replied: "If it's all the same to you –
I'll have Chateau Latour, Nineteen Sixty-Two.
Or hand me the Napoleon Brandy –
For my nerves – that will be handy."

"Today I met with the MRA
Oh Heavens, did they have their say!!"
"My darling, did someone act like a lout?
Come, tell your wife what it's all about!"

"They wanted to talk about prices and things,
And dear, my poor old head still rings!
Their President, Oh my, Oh my
Is better at double talk than I.
I tried to explain myself quite clearly,
Reducing tax costs the Government dearly.
But I said their case I'd be reviewing
I can't have known what I was doing!!"

And taking another sip from his Brandy,
His facial colour had now turned to sandy.
"They asked, 'Not to give with one hand' Oh bother –
'And take away with the other.'
But dear, the Bible says what to do,
Come here and I will read it to you.
See that page that I am viewing?
Do not let thy left know what thy right is doing!
In Government that has always been so –
Our mills – like God's – grind very slow!
There was another thing I didn't like,
Someone made me take a ride on his bike."

"But dear, you once had a bicycle too!"
"I mean a motor bike, you silly moo."
"Don't you talk to me like that!"
"Oh, shut up, you silly cat.
I cannot be seen on a bike you twit,
Just think if the P.M. got to hear of it!"

"Because those riders put you in a bad mood,
You do not have to be so rude.
And anyhow, what will you do
If they keep on pest'ring you?"

"I've promised to take care of their trouble –
Another Brandy – make it a double!!"
"You shouldn't be drinking like you do,
It really isn't good for you!"

"Look, I'm feeling bad enough,
So do not give me all that stuff.
I'll talk to the P.M. tomorrow.
Perhaps he'll know from whence to borrow.
They want a solid answer soon
We may have to cancel Project Moon.
I wish I'd never seen a bike,

It isn't even what I like.
But help I must,
It's do – or bust!!"

He sadly staggered off to bed
To rest his poor and weary head.

His wife locked up, after putting out the cat
And setting the milk bottles on the mat.
Upstairs she found her husband snoring,
Oh Hell, her life was just too boring.
There wasn't much she could say,
She swore, and cursed the MRA.
But, meanwhile, at their meeting place
The MRA planned their very next phase.
They mean to keep on. Still having a go –
They don't intend losing! NO MINISTER NO!!

Anne – from the Black Lion.

The MRA wishes Sargent Tom Jennings best wishes for a more peaceful existence in his retirement than he was prone to have in the police force. He was of great help to the M.R.A

VALE

The MRA offers sincere sympathy to the family of Roger Lloyd, a popular member who died on Sunday May 18. He will be missed by many.

PHOTO COMPETITION

This is still running as we have had a very poor response up to now. So, get your favourite photograph in soon. We accept prints in colour or B/W. Unfortunately we don't have the facilities for slides.

Maybe you could be in the running for the major prize of a year's membership or stock to the value of \$20.00.

ANNUAL GENERAL MEETING

Notice is given that the MRA S.A. Inc. Annual General Meeting is to be held at the Black Lion Hotel on Wednesday 10th September 1986. All financial members are requested to attend. Nominations for all positions will be accepted at any meeting prior to this date.

Death of a VIP

WE WERE saddened to learn of the death of one of the committee's most valuable members, Someone Else. His passing creates a vacancy that will be hard to fill. Someone Else had been with the committee from the beginning, and did far more than the normal person's share of work.

Whenever there was a job to do, a helping hand needed, or just an ear required, one word was on everybody's lips: let Someone Else do it. Whenever there was a need for volunteers, everyone assumed that Someone Else would step forward.

Someone Else was a wonderful person, sometimes appearing superhuman. But a person can do only so much. Were the truth known, everyone expected too much of Someone Else.

SHOPPERS GUIDE

MRA STOCK PRICE LIST

	M.R.A. Members	Public
Windcheaters (black only)	\$20.00	\$21.00
M R A T. Shirts (black and white)	\$8.00	\$9.00
Motorcycling is magic T. shirts (black and white)	\$8.00	\$9.00
M R A Singlets (black only)	\$8.00	\$9.00
M R A Stubby Holder	\$4.50	\$5.50
M R A Patches	\$3.50	\$4.50
M R A Bags	\$4.00	\$5.00
M R A Badges	\$3.50	\$4.50
National Motorcycle Month Badges	\$3.50	\$4.50
M.R A Toy Run 85 Badges	\$3.50	\$4.50
Toy Run 84 and Biketober 84 Badges	\$2.00	\$2.00
All Stickers	\$0.50	\$0.50
Add Postage to; Windcheaters \$2.00 T.Shirts/Singlets \$1.00 Badges \$0.50		

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

MRA DISCOUNT LIST

The following places have agreed to an MRA members discount upon production of a current membership card. Any new ones will be added to the list in future newsletters.

10% discount at:

Gawler Honda — except for tyres and motorcycles
Smithfield Yamaha — except for 5% on tyres and tubes
Motorcycle World — except sale items — no free tyre fitting
Eurocycle — except fibre glasswork, discounts negotiable

Harley Action — No exceptions

Swann Insurance — special discounts

S.A. Bike Sales, Woodville

Southern Yamaha, Morphett Vale

Kessner Suzuki, Hampstead Gardens — 10%

G.P. Motorcycles, Morphett Vale

Des Madge Motorcycles, Morphett Vale

Suzuki South, Edwardstown

Carcycles — except new motorcycles and specials

I.B. Motorcycle repairs and tyre centre — on labour rates

K.M. Motorcycles 10%

15% discount at: Bikes and Bits

C D Motorcycles Woodville. 10% on all parts 15% on accessories

Reeds Metal finishers edwardstown 5% on any plating.

M.R.A. DISCOUNT — COUNTRY

Whyalla Motorway — 10% on tyres, accessories & parts.

Redline Motorcycle Repairs, Whyalla Norrie — 10% on tyres parts & accessories.

Reynolds Yamaha, Mt Gambier — 10% on parts & accessories

Don Thornley Motorcycles, Mt Gambier — 10% on parts,

accessories & clothing.

South East Battery Service, Mt Gambier — 20%

M.S. McLeod's, Clare — 17½% on Bridgestone Tyres.

Paines Crash Repairs, Clare — 10% on fuel 15% on tyres & spares

Denton & Sons, Farrell Flat — 10% on limited items Yamaha.

Eglinton Motorcycle, Kadina — 10% on parts and accessories.

Waikeries Honda.

Tatiara Motorcycles

Tucker Motorcycles, Mt Gambier — 10%

Mobil S/Station, Millicent 2 cent/litre

Mobil S/Station, Mt Gambier — 1 cent/litre

Shell Commercial St East, Mt Gambier — 3 cent/litre

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Membership Form

PLEASE USE BLOCK LETTERS.

Tick if renewal Date of Membership:

Membership No. (if known)

NAME:

ADDRESS:

P/C

Phone

OCCUPATION:

Enclosed please find the sum of \$10, being for one years membership in the MRA. Please supply

..... MRA Woven Badges;
..... MRA Metal Badges at \$3.50

Family Membership \$15.00

Total enclosed: \$

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

LET THOSE WHO RIDE DECIDE

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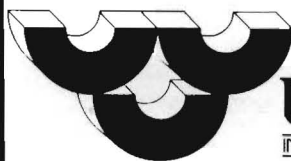


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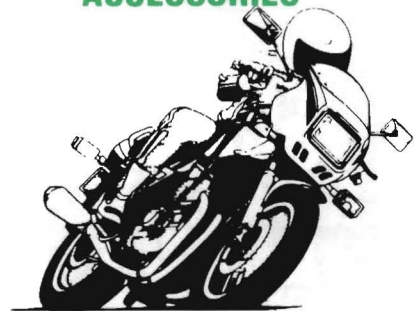


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