



CENTRE STAND

SEPTEMBER 1987



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

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Road registered outfit on the streets of Douglas. (Isle of Mann)

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EDITORIAL

Well, this has been a busy three months: the MRA Radio Programme (named 'Centrestand' also for obvious reasons) on Triple M-FM has finally materialised; our new service sign with contact number now graces pride-of-place at the Information Centre just below Eagle-On The Hill (it really stands out like the proverbials too); the annual share the warmth run was a success as usual; also, we have opened a new Register in the Riverland: we are now agents for Swann Insurance which means we are in the position to offer 10% discount to all financial members which represents a considerable saving - all of this in the 'slow winter months', just imagine what we could have done if the weather had been warmer.

In this edition we have a letter to the Editor from a very concerned member - it might provide some food for thought if taken seriously. This edition will also be Peter Mount's last as President: after quite a number of years sterling service, Peter has decided he has had enough for a while - well done mate, your replacement has some mighty big shoes to fill!!!

This may even be our last magazine in an Editorial capacity - who knows. Anyway, ride safe, take it easy out there on the wet and greasy roads and don't forget to tune into the Radio Show each Tuesday.

Cop Ya Later,
Milo, Tom and Wendy

STOP PRESS: Well sometimes the right people have all of the luck! At the draw for the Motorcycle Tyre for the Membership Drive, whose name should be pulled out - none other than Terry Bell of Naracoorte who signed up the most new members. Well done mate!

PRESIDENT'S REPORT

Many of you will know by now that I am not standing for President again at the AGM on September 2. The many years I have spent with the MRA has been both rewarding and stimulating, and although it has cost a lot, I would not have traded those years for anything.

I have met many people, made many good friends, and learnt that motorcyclists are a particular sort of people, a very special sort of people. They know how to care, they know how to share, they call a spade a spade, are straight down the line, are open and free, believe in themselves, accept you for what you are, and will back you to the hilt when the going gets rough.

They're not blowhards; they are quiet and unassuming within themselves, but they know how to rage, and they know how to live. They don't wear their hearts on their sleeves, and they don't make a big thing of things outwardly, although inside people are very important to them. They would go through fire if they had to.

"Biker" is not a word which says what you do, it says what you are, and at risk of committing the unpardonable sin of being soppy (although I think I can be excused this once), I will say that I am both proud and humbled to have known you, and to have shared in your lives.

The MRA has been a great teacher for me. I have learnt much about living, about people, and about myself, but I am not alone here. Everybody who has worked for the MRA has also learnt these things, for it has the capacity to be to you whatever you want it to be, and whatever you do for it will be repaid many times over.

My part in the operation of its machinery has been very small, for its power has come from the dedication of the many others who believe in it; and with others, I have watched it grow from infancy to adolescence. Those others have given freely of themselves, and have worked hard to get it to this stage. It is now time for you to see it through to adulthood, to make it work, to enable it to realise its vast potential.

The MRA is not a massive behemoth lumbering blindly along under its own inertia. It is not something which will continue to exist regardless of effort or input of the people in it. It exists because you want it to exist, because you believe in its aims, its capabilities, and its future. It cannot function without you, for you are its heart and soul.

Everyone of you plays a vital part, for the MRA's strength lies in the union of those parts. Sitting back complacently and letting the tide carry you where it may will finish the MRA. Thinking that it is so big that there must be many others out there who will keep it going without you will finish it just as surely as if you all got together and formally disbanded it. Is that what you want?

Riding is what you want to do. Bikers are what you are. The MRA is what you believe in, and you have the power to make it work. So make it work! And if I may paraphrase John F. Kennedy, who knew the importance of perspective and combined effort, "Ask not what the MRA can do for you, ask what *you* can do for the MRA!"

See you at the AGM.

and Ride Safe
Peter Mount

ANNUAL GENERAL MEETING

All financial members are requested to attend the Annual General Meeting (Main Branch) to be held in the Function Room of the Black Lion Hotel, Richard Street, Hindmarsh on Wednesday 2nd September 1987, at 8:00p.m. Your attendance is especially requested due to the standing down of several prominent Committee persons, including our President and Vice-President.

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NEW MRA REGISTER IN THE RIVERLAND

On Saturday, July 25, about twenty bikers from Berri, Bower, Monash, Renmark, Waikerie, and Glossop, along with members of the Riverland Tourers and the Murray River Riders, met at Barmera on the shores of Lake Bonney for a barbeque and a discussion on the feasibility of starting up an MRA register in the Riverland.

Keeping priorities on perspective, everyone demolished the tucker and downed a few ales before getting down to the second most important issue of the day, the discussion.

A few were already members, a few knew what the MRA was about, and to some it was completely new, so we talked about the MRA, its aims and ideals, and the role which registers play.

One of the misconceptions which had to be cleared up was that registers are formed merely to bring a bunch of like-minded bikers in the same area altogether. Whilst this is basically true, it is only a small part of the reason.

A better explanation would be that registers are formed to enable bikers in a particular area to socialize together, to work together to promote motorcycling in that area, to allow a more personal and more direct access to the facilities of the MRA, and to ensure that those bikers' views are heard at a local, state, and national level.



The Members who started the Riverland MRA on July 25



Riverland MRA Committee

Left to Right: Bruno Stolze (Treas) Steve Pike (Publicity)
Kevin Mullan (Sec) Peter Lehmann (V.Pres)
Andrew Walladge (Pres)

Registers duplicate the role of the Main Branch, but on a smaller scale. Whilst the Main Branch coordinates and supports the registers, it also has its own local members to support. It is not there to baby-sit the registers, for they are expected to become self-sufficient, just as the Main Branch is by MRA Australia. The registers in turn coordinate and support the activities of the bikers in their own areas.

Anyway, back to Saturday. Everyone thought a Riverland register was a good idea, that it had been needed for a long time, and that it should be started there and then. They decided to call it (surprise, surprise!) Riverland MRA, which has a nice ring to it, and duly elected Andrew Walladge, the bloke who got it all together, as President.

Vice President is Peter Lehmann, whose brother is Prez of the Riverland Tourers; Kevin Mullan, obviously a dedicated chap, volunteered as Secretary; Bruno Stolze, a long-standing MRA member, is Treasurer; and Steve Pike, a burly guy with plenty of ideas, is Publicity Officer.

With those people on the committee, and the enthusiasm of its new member, it looks like the Riverland MRA will be a real goer. I know it will get a whole heap of support from the other registers, and from the Main Branch, because, as I said in my swansong, bikers look after their own, and want to make the MRA work.

Peter Mount

P.S. See page one for Register Details.

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RACING AROUND EUROPE

Due to continuing Editorial pressure, here is Part 2 of the Saga of the Big Trip. Again, rather than bore you with details of the day to day travelling, I've written a resume on several race meetings I went to and hopefully included a few hints as well.

THE ISLE OF MAN.

Over many years, I had heard so much about the T.T. that it seemed an obvious place to start my trip. It was also a good chance to sort out my newly acquired wheels before tackling the Continent.

It was well worth taking a bike across to the Isle, although public transport is quite good. It gave me the freedom to have a good look around on non race days, to get to all the good vantage points (all free, by the way) and most importantly, to do a few laps of one of the most famous tracks in the world, all 38 miles of it.

I stayed there for 8 very hectic days and nights. The races are run every second day, with practice at various times on other days. Because the races are run on public roads, it pays to get an early start to get a good viewing spot before the police close the roads.

On the Sunday at the start of race week, the mountain section of the course is made one way traffic and all the boy (and girl) racers get out on the track and go berserk. In fact it's known as Mad Sunday. With good reason, too.

There are literally hundreds of Hotels and Boarding Houses all over the I-land which throw their doors open for bikers and the atmosphere is amazing. The Promenade in Douglas is about 1½ miles long and is completely lined both sides, and footpaths full with bikes of every conceivable make and nationality, every night of race week. Most Hotels have some form of entertainment for guests nightly. As well, the larger pubs have rock bands, talent quests, Wet T shirt comps, bike movies and general biker type entertainment. It's really great to go somewhere as a biker and feel welcome for a change.

Even the Police are cool. They take a dim view of drugs and dangerous riding in crowded areas, and if you score a fine, they closely watch the ferry wharf and jump on anyone trying to leave without paying. I heard stories of people who'd made real assholes of themselves the year before being met at the wharf on arrival and made to feel very unwelcome. Seems the authorities have very good memories.

All the while I was there I didn't see or smell any dope so maybe all the heavy tactics work. The cops are remarkably tolerant of 'good natured boisterous behaviour' and mix freely with the crowds, with no agro at all.

To get there, it pays to book at least 6 months ahead, both ways on the ferry, as well as a hotel room seemed to be about \$10 (British) a night, including breakfast. There are camping spots all over the island, but the typically British weather can make your stay down right uncomfortable.

THE DUTCH T.T. ASSEN

Generally spoken of as the only European race meeting which comes near the I.O.M. for atmosphere. All very true. Assen is a not so large (by Europe Standards) country town which, like the I.O.M. opens its doors to race fans, 250,000 of them on race day, in fact.

Assen itself, on the night before the Grand Prix is one huge

party, with street bars selling excellent Dutch beer everywhere, rock bands, sidewalk cafes and once again, a very low police presence.

Like the I.O.M., also, race week is put aside for racing. I arrived on the Saturday one week before the G.P.S. and Sunday was the Dutch grass track championships with plenty of great speedway action.

On Monday, the T.T. track is opened up and practice begins. You can buy a ticket for about \$30 Aust. which gives admission to the track up to and including main race day. As well as practice days, one day is a round of the European championships and another for F1 and F2 races. All of which is top class racing and great value. The 1 week ticket gives access to all stands on all but G.P. day, when you have to get there very early (5am) to get a decent vantage point in the general admission areas.

Hotel accomodation is not as extensive as on the I.O.M. and many people camp. The local farmers open up their fields for camping and set up catering, toilets and bars. I stayed at an excellent established camping ground about 3km from the track. It had a swimming pool with water slides, bar, supermarket and excellent grassed areas for tents, it was packed solid by the end of race week, with bikers from all over the world. It was also close enough to the track to walk there on the race day, saving the hassle of finding your bike afterwards amongst the tens of thousand of others in the park.

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Aussie race fans after a play on yet another famous circuit.

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Because Belgian is surrounded by Holland, France and Germany, the track facilities and many of the local businesses take money in those currencies. Makes it very handy if you're just ducking across from another country for the weekend and don't want to change money.

The track is also public roads, so once again, if you stay for an extra day, you can get to play on the circuit. It's a ripper, too.

Incidentally, just over the German border is the Nurburgring race circuit, and for 8Dm you can do a lap of the old 12km mountain circuit, complete with the most amazing banked hairpins, where your speed is limited only by the G forces on your suspension! Just watch out for the locals. They know the circuit well and bloody fast!

THE SAN MARINO G.P., MISANO ITALY.

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Camping is available, as well as plenty of luxury hotels (It's a coastal holiday resort area) all around the area. There's also a large open area alongside the track in which people camp. There's no showers or toilets there, though, and security of your belongings in your tent can be a worry.

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Again, like Bathurst camping is available all around the track, not that it's very easy to sleep with bikes racing all through the night and the crowds partying, really hard.

The organisers have got their act together and put on plenty of entertainment all weekend to amuse the crowd when the race gets a bit tedious. It also stops them throwing cans at the Gendarmes.

There was a huge rock show followed by a fireworks display on Saturday night. It must have been very disconcerting for the racers to see all this going on at trackside while they were racing through the night.

There's also sideshows everywhere including a good old "Wall of Death", for those that can remember them, as well as sleazy strip shows, shooting galleries and even a flea circus.

The two Sarron Brothers, Dominique and Christian, came first and second last year and their home town crowds went absolutely berserk, invading the track as soon as the first bike crossed the line. Then everything that wasn't bolted down was souvenired by the crowd amazing atmosphere.

Sunday night after the race, is another huge rage as well. The crowd I camped with had overstocked on German beer for the weekend, so it seemed the obvious thing to do was to drink it, which made for a very slow start the next day.

Once again, there were no police hassles and they kept a low profile all weekend. Bike security was very strict and to leave the track on a bike you had to produce a photo I.D. and the papers for the bike in your name. Plenty of bikes get ripped off there every year, so it's all well justified.

All in all, bike racing in Europe is huge, with large crowds and intense excitement. Bikers are accepted and catered for,

and there is almost no biker-police agro anywhere. Huge billboards are used to promote meetings and in Belgium there are even overhead computer displays with pictures of bikes to indicate the Autobahn exists to get into the track. As I said before, it's great to go somewhere as a biker and be welcomed.

Maybe one day in Australia.



Wayne Gardner being interviewed by Will Hagon for SBS after the Belgium G.P.

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The two Sarron Brothers, Dominique and Christian, came first and second last year and their home town crowds went absolutely berserk, invading the track as soon as the first bike crossed the line. Then everything that wasn't bolted down was souvenired by the crowd amazing atmosphere.

Sunday night after the race, is another huge rage as well. The crowd I camped with had overstocked on German beer for the weekend, so it seemed the obvious thing to do was to drink it, which made for a very slow start the next day.

Once again, there were no police hassles and they kept a low profile all weekend. Bike security was very strict and to leave the track on a bike you had to produce a photo I.D. and the papers for the bike in your name. Plenty of bikes get ripped off there every year, so it's all well justified.

All in all, bike racing in Europe is huge, with large crowds and intense excitement. Bikers are accepted and catered for,

and there is almost no biker-police agro anywhere. Huge billboards are used to promote meetings and in Belgium there are even overhead computer displays with pictures of bikes to indicate the Autobahn exists to get into the track. As I said before, it's great to go somewhere as a biker and be welcomed.

Maybe one day in Australia.



Wayne Gardner being interviewed by Will Hagon for SBS after the Belgium G.P.

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Motorcycle Riders' Association and Goodwill "Share the Warmth"

A joint promotion to seek winter donations

On Saturday May 30th, The Mission Goodwill and the Motorcycle Riders' Association join forces once again for their second annual "Share the Warmth" Campaign.

Last year was the first time both organisations were involved with "Share the Warmth". Previous campaigns were solely undertaken by Goodwill.

"From Saturday May 16th we will be making television appeals for donations of warm winter clothing, blankets, furniture and non-perishable food, to help people in need," said Mr Graeme Andermahr, Goodwill's General Manager.

President for the Motorcycle Riders' Association, Mr Peter Mount said, "There's a time in winter when it's of great benefit for people in need to have food, clothing and blankets. We see it as an ideal opportunity to help those people."

Help is something the MRA most certainly give.

"Last year seventy MRA members converged on the city streets to participate in the campaign.

"It was tremendous to see these guys put in so much effort with such cheerful dispositions," Graeme said.

Following two weeks of requests for help, promised donations will be collected on Saturday May 30th. The motorcycle riders will meet in Adelaide, their bikes laden with their own donations.

"After meeting in the city we will ride out to Goodwill's Dry Creek warehouse, where, together with Goodwill volunteers, we will ride out on our bikes and in Goodwill vans to collect promised donations from people's homes," says Peter Mount. People who are able to help with donations of clothing, blankets, furniture and non-perishable food are

asked to phone The Mission Goodwill on 260 3100, Monday to Thursday, 7.30 am to 4 pm and 7.30 am to 2 pm on Friday.

"We appreciate the willingness of the MRA to work with us. With their assistance more people are reached. We now urge other people to join with us in sharing the warmth this winter," Graeme said.

"The members of our Motorcycle Riders' Association strongly believe in the work that The Mission is doing through Goodwill," said Peter Mount.

"Please help us help them. Phone in your donation before May 30th."



Warehouse & Sheltered Workshop 44 Cavan Road Dry Creek 5094 Telephone 260 3100

Mr Peter Mount
President
Motorcycle Riders Association
GPO Box 1895
ADELAIDE SA 5001

1st June 1987

Dear Peter

What can I possibly say except a big "thank you" - to you and your members who once again so kindly braved the wind and rain to "Share the Warmth". In spite of the reduced numbers the campaign was a huge success. We finished up with about 180 calls which was an all out record.

I would also like to thank you for your personal involvement with the media. (I do not wish to break any confidences, but I think there is talk about a "Logie" nomination!!)

On behalf of all at The Mission Goodwill and the many thousands of needy people who do not have a voice - thanks for caring M.R.A.

Please accept the attached certificate as a further expression of our appreciation.

Yours very sincerely

Graeme Andermahr
GENERAL MANAGER
Goodwill Industries of SA Inc

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industries of south australia inc.

presents this

CERTIFICATE
OF APPRECIATION

to

MOTORCYCLE RIDERS ASSOCIATION
SHARE THE WARMTH 1987

Michael R Woolley
Co-ordinator for the Handicapped

Graeme Andermahr
General Manager

1st MAY 1987
Date

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SAMRATS REPORT

The SAMRATS are, once again, off and running. We've had an interesting Winter, with a variety of 'different' calendar events organized, to keep us busy, and our minds off the bleak weather. The Tarcowie Trot was the start of our steady decline into the depths of 'social, motorcycle oriented activities'. Member attendance was very good, giving us the 'longest combined club milage' award. The West Coast did an excellent job, the Locals and Publicans very friendly and the site interesting, all these combined, made it a very enjoyable weekend. Saturday night the SAMRATS were trying for the 'largest combined club and milage in the one sidecar' award. How many people, not including the dog, did we fit in that sidecar of your's Tom? Milo also was seen trying very hard for the 'totally ill by 6p.m.' award. 'Yuk! Not near the tent Milo!!' was the catchcry of the weekend.

On the 28th of June we had our annual Brekky Run, to the Taminga Hotel, Clare. After leaving the Hilton Hotel at 5.30 a.m. and many 'medicinal stops' along the way, we finally arrived 3½ hrs later for a great Brekky of Port, sausages, eggs, bacon & toast. We also stayed for 11's and lunch. Thanks must go to Bob, for adding that touch of class to an otherwise classless event, by serving Stone's in crystal glasses from a decanter, at the 'medicinal stops'.

After squeezing a couple of rallies in, half a dozen or so, members helped the BMW Club on their check-point at the 24hr Bike Trial. Though we didn't have an extensive range of camper vans like the BM Club, the SAMRATS, managed to keep warm in the zero temperatures by various nocturnal activities, in and around the CIB's check-point, while not manning secret controls. These activities were once again undertaken in Tom's sidecar (what's the fascination?) and after, some members even managed ½ an hour of sleep. Despite the hard work, it was great fun. The SAMRATS will be there again next year, if not with our own check-point, maybe we can help the BMW Club again.

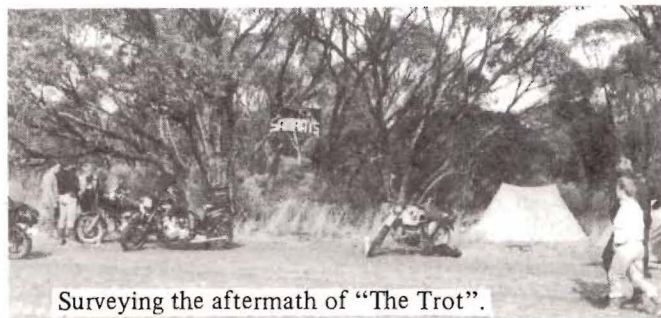
A couple of weeks later was the Fishing Trip. Five of us braved the rain and cold that weekend, all of us intent on catching something. After a freezing ride through the hills, in the downpour and hail, we stopped at the pub in Mount Pleasant. 3 hours, a terrific counter lunch and a good deal of Port later, we finally dragged ourselves outside to the bikes. Sue had to be persuaded to leave the Publican's friendly Blue Healer behind as he couldn't be smuggled away in a Harley pannier. We arrived at Greenways Landing, near Swan Reach, about an hour later. We then proceeded to find a camp site, with the now famous words of Richard Engel ringing in our ears. Those being, 'Follow us ladies, the men will show you the way!'. After some very interesting spins, slides and several pirouettes, on the silt covered track in, all the men fell off, one of us twice, F...! 16 inch front Katana wheels! After much laughter, swearing and sliding we managed to get under way once again, when Sue promptly pinned herself under 280 kilos of Harley. Chris somehow didn't fall off all weekend. Setting up camp was accomplished without further incident, so we threw our fishing lines out, in the hope of a large Murray Cod. The next morning we were still throwing our lines out, some in the water, some in the trees. Well, the fish didn't bite all weekend. Though all we ended caught were colds, we still had a very enjoyable weekend. Saturday night was spent by the fire, talking, checking our lines and consuming an assortment of alcoholic beverages, and we even managed to dodge the rain once at the site, all weekend. Not so lucky at the Radiata Rally, so we were told by the SAMRATS who



attended.

The next major event on the SAMRATS calendar is of course, the Beach Party Rally and this will be followed by an assortment of SAMRATS events and other rallies. The SAMRATS obviously cater for some pretty weird people, our events are aimed at people who enjoy a variety of activities associated with motorcycling. Activities that are different and often just plain strange. We enjoy the unusual and our calendar events show this, like our Brekky Runs and Munchie Runs Drive-in Nights, our unusual Day Runs and the activities undertaken at rallies, so to quote a now famous phrase, 'If bikes, booze and fun are not for you, DON'T JOIN THE SAMRATS!!!'

Mike Engel,
Club Secretary.



Wing Chun Grandmaster to thunder down under

Adelaide will be given little chance to recover from the action of the 1987 Grand Prix as Grandmaster Yip Chun visits Adelaide in November.

His visit is part of an Australian teaching tour organised by Yip Chun's leading Australian student Master Felix Leong.

Yip Chun is the eldest son of the founder of western Wing Chun, Yip Man who is believed by many to be one of the truly great martial artists of our time.

In seminars in England recently Grandmaster Yip Chun demonstrated that skill will always win over physical strength.

Yip Chun stands not much more than five feet in height, weighs less than 120 pounds and is 61, yet he took on many young, strong and large students in chi sao or sticky hands, a special Wing Chun fighting skill which enables an exponent to control the attacking energy of an opponent.

Not only did Yip Chun defeat such students, buy he defeated them in succession leaving, after two hours of training, a room full of exhausted men and women.

This illustrates the effectiveness of Wing Chun Kung Fu, if a smaller man could defeat so many attackers, it could not be by physical strength alone.

MOTOR AWARENESS

Last year, Motorcycle Awareness Month was a fairly low-key affair, due mainly to a lack of man-power, and many members complained about the dropping of the usual 'Awareness Run'. Well, this year sees the return of not only the run, but, also the opening day 'Bike Show'.

For those who donate blood the month's activities will start on Saturday October 3, with a blood run to Red Cross House, leaving from Le Cornu's carpark at approximately 8.45 a.m.

The month's official opening will be the 'Bike Show' at Wigley Reserve, Glenelg, on Sunday the 4th. It is hoped that a large number of clubs, and the local distributors, will attend with displays and contest the awards to be presented for various categories.

The long week-end has been left free of activities, due to the large number of other events held then.

On Saturday the 17th, a fuel economy ride is to be held. This will start from Mobil Dernancourt at 12.30p.m., with bikes leaving at about three minute intervals. Covering approximately 130kms. of city and country roads, this testing ride provided some surprise results last year with two Suzuki 1100's taking the honours for stinginess. Entries for this event will be taken on the day, with awards to be presented at a function later that evening at the Black Lion Hotel.

In recent years, non-competitive events such as the 'Blue Light Rally' have become increasingly popular and, the M.R.A. hopes to get such an event running this year as part of M.A.M.

Open to all classes of machine, including road bikes, this will be available at motorcycle shops.

Traditionally the month's most popular event is, without question, the 'Awareness Run'. The 1987 run will be held on Saturday the 31st and after the absence of last year's run, could well be the biggest yet.

This 'fathering of the clans' will assemble at the Colley Reserve car-park. At Bonython Park there will be a band to entertain the participants and, the month will be officially closed.

Jolyon Porter.

MRA RADIO PROGRAMME

As mentioned in the last edition of 'Centrestand', we now have a namesake - a regular spot as a Motorcycle Access Programme on Triple M (FM 93.7 Mhz). Each Tuesday from 6:00 - 7:00 p.m. our intrepid little band of DJ's interviewers and featured guests venture over to the salubrious studio at Magill for the broadcast. Over the last couple of months we have interviewed John Pitman from the Motorcycle Industry Association of South Australia; John Farrell from AVA Road Racing Association; Linda Bootherstone from the Women's International Motorcycling Association; Roger Kessner and Tony Gameau from 24 Hour Trial Committee as well as featured some of our own members; Bruce Denson on Third Party Issues; Bob Stanton on Road Safety/Rider Education; Chris Twigger on Road Markings; Glen Gibbons from the 4B's and Sue Engel from the SAMRATS.

If you've missed the show, or haven't been aware of it's
8 - CENTRE STAND SEPTEMBER' 87

existence, give it a go. I really think it's worth a listen - who knows, you might even find out something of interest!

By the way, if you think you have something to offer by way of an interview or feature (or if you know of someone who could be of value to us in this way), drop a note to me, and I'll see what can be arranged. Whilst I'm on the subject of correspondence; If you think that the show has some merit, how about writing to us to tell us. In a world full of negativity, some positive comment can go a long way.

On a more serious side, this radio programme is quite financially draining on the MRA, so we are always on the lookout for sponsors. The arrangements are honestly attractive for any potential sponsors with a listening audience of around 120,000 for a relatively small financial outlay. So how about helping us out by scouting around for any potential sponsors.

MILO
Programme Producer

LETTERS TO THE EDITOR

Dear Members,

Having ridden a motorcycle for some fifteen or more years; having been on the F.A.M. (Federation of Australian Motorcyclists S.A.) Committee for three years until the amalgamation with MRA; then holding various Committee positions with the MRA ever since, I am beginning to get very pissed off with the lack of support coming in from the thousand or so members in our organisation. In the past four months, the lack of members (both new and old) attending General Meetings has fallen from a regular 100 to its present low where at times there have been less than 20 (excluding the Committee).

Now, I know it's winter and it gets bloody cold and wet riding a bike, but surely some of you out there could make an effort to attend a meeting once a fortnight to find out what the committee is doing to keep you on a bike as well as keep some money in your pocket. Just to point out one of many things that have happened recently; what always happens when someone mentions 'THIRD PARTY INSURANCE'? You get hot under the collar, call the Government some well chosen Australian adjectives, then threaten to sell your beloved steed and buy a car. If it wasn't for the MRA being represented on the Third Party Premiums Committee, we wouldn't have a freeze on big bike insurance and some of you would probably be paying in the region of \$500-\$600 for 12 months cover (you'd need to take out a loan to pay the insurance).

So, how about it, help the MRA, help yourself to keep on biking. It isn't too much to ask is it? Most of the Committee work bloody hard to help you, so in return come along to some meetings to hear what they have to offer. Perhaps you could even get more involved by being on the Committee yourself.

SCRATCHER
(Name and Address supplied)



GOANNA . . .

YES, GOANNA HAS RETURNED

- * Who owns the Guzzi Outfit which is ridden by Bruce and Fred?
- * Who went on holidays to Darwin by Katana 750, did no maintenance at all on his bike and ended up by throwing a chain at Kulgra (N.T.) on his return trip?
- * While returning from the SAMRATS Breaky Run, which two well known members were cruising at 200kph plus? Who beat who?
- * Who really are the 'Laid Back Rally Organisers'?
- * Who sold a B.M.W. outfit to a 'friend' with the mounts held on with hose clamps?
- * Thanks again for the cash Pete. I like it when people 'donate' money to keep their names out of print!
- * Who threw up in the ladies dunny at the Pub on the Breaky Run? No, it wasn't Bruce!!
- * Who tried to kill his outfit at the Tarcowie Trot? I believe he had up to 16 people (drunks) and a dog in the chair on the last trip to the pub. Now he can't work out why he has broken spokes (Ed. What are spokes?) in the rear wheel. Who kept falling out of the said chair? No, wrong again, it wasn't Milo and Bruce wasn't even there!
- * How many times did Milo disgorge the liquid contents of his intestines at the Trot? How many fingers and toes do you have? (Ed. That's not fair to Milo, I was there and he behaved like a perfect gentleman all evening. He even went as far as to act in the same manner as Jessa of Green Ginger Guzzler fame - he drank himself silly, promptly threw up and retired graciously (?) to bed).
- * Who put up his tent at the 24 Hour Trial (as he has done for the last 15 years) and still didn't get to sleep in it. Rumor has it that he wasn't drunk.
- * Was the interview on Triple M with Sue (SAMRATS) pre-recorded?
I believe so, since there was no bad language to be heard.
- * Who shot their 'phone because it wouldn't work?
- * Who got lost at the 24 hour while going for a wee walk and was found some two hours later still leaning against a tree in exactly the pose one would expect?
- * Who takes his dog to more places than his girlfriend? Is there anyone who doesn't?
- * How many tickets did Russ Hanby and Co. buy in the keg raffle? It might have been cheaper to buy the keg outright!!
- * Who was it who said that the best thing about his/her bike was that "it pulled like a fourteen year old school boy"! That must be the quote of the year. (Ed. What does it mean?)

RALLY...WHATS A RALLY?

So you have read about rallies in various motorcycle publications and thought about going to one but not sure what they are. Well I shall endeavour to enlighten you on the subject of rallies. Basically a rally is when you ride 500Kms to meet other motorcyclists and then next day ride home. But its not that easy....

After weeks of planning your bike breaks down the day before you intend to leave. After its fixed you head off, naturally its raining with promise of hail. It is also about this time you discover your wet weather gear leaks and your luggage system

also leaks. Of course on the way you run out of petrol and get a flat tyre or two. The bike develops strange noises after an hour and you worry the rest of the way if it will break down. (The noise ceases when in sight of home) Once you get to the last town before the site you have to stock up with essentials (and some food) It goes without saying that you tie a carton of echoes on the bike then drop the bike, on the side the beer is tied to of course. Naturally there is no-one around to help you pick up your bike. But you struggle on to the camp-site.

After finding the perfect site you start to erect your tent. You have left the tent poles home and the ground is too hard for the pegs. Naturally you are soaked and so is your change of clothes. The wood is too wet to get a fire going and your bottle of Stones is somewhere on the road in. It managed to break free of the ocky straps holding it. The only edible food left is Beans, so its beans all weekend. You pack on Sunday motning with the biggest hangover ever. Nothing fits back on the bike even though you have less stuff to take home. The road out is a mess and you drop your bike again, just as the hail starts. (Again there is no one around until you have your bike up) You worry if the SSSSHHHHss will keep the tyre up, about the new noise the motor is making (this is the fourth noise now) and if you will need to get back before dark as the headlight has failed.

An hour out of home you discover the front tyre has a slow leak and its going to be touch and go if you make it home. You would of made it except the police pull you over for a chat about doing 150Ks in a 110 road. The tyre goes flat and you find out you left the repair kit at the rally site.

Eventually you make it home with the 'flu of course but without your sleeping bag which must of fallen off.
AND YOU GO TO WORK THE NEXT DAY AND TELL EVERYONE WHAT A GREAT TIME YOU HAD.....Jessa

MEMBERSHIP DRIVE

Our recent Membership Drive could hardly be described in glowing terms - a favourable statement here would be to say it was a moderate success. None-the-less, we have had some positive aspects - one of which is the fact that Terry Bell from Naracoorte really got his act together and signed up eight new members. For all of his effort, the Committee have decided to give Terry a free membership for the next year - a small reward really, but one way in which we can show our appreciation - well done Terry, who knows you may be the lucky winner of the tyre donated by Russ Hanby of Hanby's Motorcycle Tyre Centre, Marion! By the way, a huge vote of thanks must go to Russ for all of his support for the MRA.

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RADIATA RALLY '87

The SE Register held its second Radiata Rally at 'Mosquito Swamp' 25 Km east of Penola. (the Badge said 'Rally'). It was an excellent rally site, next to a large swamp, surrounded by areas of clear flat sheltered land.

I travelled alone, (the Samrats run didnt happen), so I set my own speeds and had stops when I pleased and thoroughly enjoyed it. There was some cold and rain on the way, as you could expect, but it wasnt a problem until my boots leaked (lots). I bought Wellies in Naracoorte and settled that.

The track into the site was a bit muddy, and the sand which was so interesting last year, had been settled by the rain. About 100 people attended, (maybe a lot of wimps were afraid of the rain) and rain it did, but there were sunny periods on Saturday and Sunday was beautiful.

The King of the Swamp had four starters (no trailbikes accepted), the winner was Whip on a 650 Yamaha. One bike limped back to the starting line and the other two needed fetching. Longest Distance Solo was Neil Richardson from Gippsland, and Longest Distance Pillion, his son Frank. Longest Distance Female was Linda Smith from Adelaide, (my first rally award).

The Swamp Spinout (a drinking game played on foot) attracted eight contestants and was won by G.J. Finch of the SE Register. Paul Ryan went on to collect the Hard Luck award when absolutely nothing would go right for him after he spunout in the Swamp Spinout. Steven of the Melbourne Metro Register won the Bite the Sausage. The Donut competition was won by Gary Dihm, with 23 continuous donuts. The Best Register attendance went to the Warnambool Roadrunners, and one of their members, John Moore collected the Longest Distance Under 250 cc award. The Best Rat Bike award went to Andrew Butler's Z100 Kawasaki. Cyril Dohnt and his 13 year old Honda again won the Oldest Combination, while David Grassby (8) won Youngest at the rally.

The heavy rain on Saturday night had been anticipated by the organisers, the control tent and extra tarpaulins provided shelter for the parties. Forty cartons of beer, a few cartons of Green Ginger Wine and a carton of Port were sold. Most people didnt mind the rain, they just wore their bike wet weather gear.

It started very sunny on Sunday, I would have liked to stay, but had to set off before noon. About two hours later it was much colder, and I had to defrost my feet at Keith (I cant recommend Wellies as riding boots, but they're great for the rally site).

Many thanks to Ole Gardsenni for providing rally information for this report. Ole also mentions the SE Register Christmas Cabaret is to be held at the Bellum Hotel on Saturday 19th September. it costs \$15 per person, with all you can eat and a live band. Contact Ole on 087 334606 for information and tickets.

See you at Radiata '88?

Linda

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CALENDAR SEPT - DEC.

AUGUST

29th MRA Australia Rally, Menindee Lakes via Broken Hill. MRA members only. SAMRATS leave Smithfield Hotel 7 a.m. Fully catered.

SEPTEMBER

1st MRA radio show, Triple M FM, 6 p.m.
 2nd Main Branch AGM
 5th West Coast AGM
 5th ACM Conference, Canberra
 5th Puma Rally. SAMRATS leave Eagle on the Hill 7a.m.
 7th SAMRATS meeting, Black Lion Hotel, 8 p.m.
 8th MRA radio show 6p.m.
 8th Motorcycle Awareness Month Meeting 7.30 p.m.
 9th Committee meeting
 9th Yorke Peninsula AGM, Wombat Hotel, Kadina
 9th 4 B's meeting
 12th Riverland MRA meeting (?)
 12th Ian Pettit Memorial Rally. SAMRATS leave Eagle on the Hill 9 a.m.
 15th MRA Radio Show 6 p.m.
 16th General meeting
 22nd MRA Radio Show 6 p.m.
 22nd MAM Meeting
 23rd 4B's meeting
 24th Mid-North AGM
 25th SAMRATS bowling night, Cross Road Bowl
 26th South-East AGM
 29th MRA radio show 6 p.m.
 30th General Meeting

OCTOBER

1st-4th Bulldust Rally, Alice Springs. Fully Catered, \$15
 3rd Blood Run, Meet Le Cornu's, Keswick 8.45 a.m.
 3rd W.C. meeting
 4th BIKETOBER '87 OPENING DAY, Wigley Reserve, Glenelg 10 a.m.
 5th SAMRATS meeting 8 p.m.
 6th MRA radio show 6 p.m.
 6th MAM meeting
 7th Committee meeting
 7th 4B's meeting
 10th Riverland MRA MEETING (?)
 13th MRA Radio Show
 14th General Meeting
 14th Y.P. meeting, Moonta Hotel
 17th Fuel Economy Ride, 150 km. Starts Dernancourt Kawasaki 1 p.m.
 17th Rock 'n' Rage, Black Lion Hotel, Hindmarsh, 7.30p.m.
 18th Castrol 6 Hour. 4B's BBQ & big screen viewing at Black Lion, 12 noon (if televised)
 20th MRA radio show 6p.m.
 20th MAM meeting
 21st 4B's meeting
 22nd M.N. meeting
 24th Safety Promotion Day. Leaflet handout in City 9 - 12a.m.
 27th MRA radio show 6p.m.
 28th General Meeting
 31st AWARENESS RIDE. Meet Glenelg carpark 12.30p.m.
 31st W.C. Meeting (?)
 31st S.E. meeting

NOVEMBER

2nd SAMRATS meeting 8 p.m.
 3rd MRA radio show 6 p.m.
 3rd MAM meeting
 4th 4B's meeting
 7th State Conference, Adelaide. Venue t.b.a.

7th SAMRATS Park, Polish, Maintenance day & BBQ, Bruce's 1 p.m.
 10th MRA radio show 6 p.m.
 11th General meeting
 11th Y.P. meeting, Cornucopia Hotel, Wallaroo
 14th Riverland MRA meeting (?)
 17th MRA radio show 6 p.m.
 17th MAM meeting
 18th Committee meeting
 18th 4B's meeting
 21st SAMRATS Chrissie Dinner, 'Dine with Dolphins', Marineland 7 p.m. Pre booking essential.
 24th MRA radio show 6 p.m.
 25th General Meeting
 26th M.N. meeting
 28th S.E. Meeting

DECEMBER

1st MRA radio show 6 p.m.
 2nd 4B's meeting
 5th W.C. Meeting
 7th SAMRATS meeting & Chrissie Drinks
 8th MRA radio show 6 p.m.
 9th General Meeting
 9th Y.P. meeting, Wombat Hotel, Kadina
 12th Riverland MRA meeting
 15th MRA radio show 6 p.m.
 16th Committee meeting
 16th 4B's meeting
 20th SAMRATS Snob & Slob Brekky, University foot-bridge, War Memorial Drive, 9 a.m.
 22nd MRA radio show 6 p.m.
 23rd MRA Christmas Party, Black Lion Hotel
 24th M.N. meeting (?)
 29th MRA radio show 6 p.m.

COMMERCIAL HOTEL

JAMESTOWN

- * Fully Airconditioned
- * Counter Lunches 12-2, Teas 6-8, Sat Nights 6-9.30pm.
- * En-Suite Units
- * A La Carte Menu in Licensed Dining Room
- * Sunday Trading *Catering for Functions
- * Meeting Place for Apex and Lions.

35 AYR STREET, JAMESTOWN. 5491.

PHONE: (086) 64 1013

ADULT NIGHT CLUB!

TAVERN 63

- * A LA CARTE RESTAURANT
- * WED - SAT FROM 6 PM
- * LATE NIGHT SUPPER CLUB AND VIDEO LOUNGE
- * WED - SAT FROM LATE

63 MELBOURNE STREET,
 NORTH ADELAIDE. 5006.

267 1157

WELCOME TO M.R.A. MEMBERS.

SHOPPERS GUIDE

MRA STOCK PRICE LIST

ITEM	MRA MEMBERS	PUBLIC
Windcheaters (black only)	\$20.00	\$21.00
MRA T-Shirts (Black or white)	\$ 8.00	\$ 9.00
Motorcycling is Magic T-shirts	\$ 5.80	\$ 5.80
MRA Singlets (black only)	\$ 8.00	\$ 9.00
MRA Stubby Holders	\$ 4.50	\$ 5.50
MRA Patches	\$ 3.50	\$ 4.50
MRA Bags	\$ 2.50	\$ 2.50
MRA Badges	\$ 3.50	\$ 4.50
Biketober 84 Badges	\$ 1.00	\$ 1.00
National Motorcycle Month 85 Badges	\$ 1.00	\$ 1.00
All Stickers	\$ 0.50	\$ 0.50

ADD POSTAGE TO ALL:

Windcheaters \$2.00 each
T-Shirt/Singlets \$1.00 each
Badges \$0.50 each

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

MRA DISCOUNT LIST

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

10% discount at:

- Gawler Honda — except for tyres and motorcycles
- Smithfield Yamaha — except for 5% on tyres and tubes
- Motorcycle World — except sale items — no free tyre fitting
- Eurocycle — except fibre glasswork, discounts negotiable
- Harley Action — No exceptions
- Swann Insurance — special discounts
- Southern Vales McLaren Vale 10% on Tyres & Accessories
- Southern Yamaha, Morphett Vale
- Kessner Suzuki, Hampstead Gardens — 10%
- G.P. Motorcycles, Morphett Vale
- Des Madge Motorcycles, Morphett Vale
- Suzuki South, Edwardstown
- Carcycles — except new motorcycles and specials
- I.B. Motorcycle repairs and tyre centre — on labour rates
- K.M. Motorcycles 10%

15% discount at: Bikes and Bits

- C D Motorcycles Woodville. 10% on all parts 15% on accessories
- Reeds Metal finishers edwardstown 5% on any plating.

M.R.A. DISCOUNT — COUNTRY

- Whyalla Motorway — 10% on tyres, accessories & parts.
- Redline Motorcycle Repairs, Whyalla Norrie — 10% on tyres parts & accessories.
- Reynolds Yamaha, Mt Gambier — 10% on parts & accessories
- Don Thornley Motorcycles, Mt Gambier — 10% on parts, accessories & clothing.
- South East Battery Service, Mt Gambier — 20%
- M.S. McLeod's, Clare — 17½% on Bridgestone Tyres.

- Paines Crash Repairs, Clare — 10% on fuel 15% on tyres & spares
- Denton & Sons, Farrell Flat — 10% on limited items Yamaha.
- Eglinton Motorcycle, Kadina — 10% on parts and accessories.
- Waikeries Honda.
- Tatiara Motorcycles
- Tucker Motorcycles, Mt Gambier — 10%
- Mobil S/Station, Millicent 2 cent/litre
- Mobil S/Station, Mt Gambier — 1 cent/litre
- Shell Commercial St East, Mt Gambier — 3 cent/litre
- Kadina Yamaha — 10% on parts & accessories, Membership thrown in with new bike sales.

FOR SALE

1983 KAWASAKI Z 250
6000km, near new tyres. Electric start. Excellent condition. Ideal for learner or commuter. Top value at \$1200 ono.
Ring Georgina 268 3654 A/H.

GEARSACK

Rack and Bag in good condition. Price: 50% of new Gearsack.
Contact Ziv 352 8153.

M R A

MOTORCYCLE RIDERS' ASSOCIATION INC.

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

Membership Form

PLEASE USE BLOCK LETTERS

Tick if renewal Date of Membership

Membership No (if known)

NAME

ADDRESS

P/C

Phone

OCCUPATION:

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

MRA Woven Badges;
MRA Metal Badges at \$3.50
Family Membership \$15.00 Pensioner \$8.00 & \$12.00.

Total enclosed: \$

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

LET THOSE WHO RIDE DECIDE

NOTICE TO ADVERTISERS

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

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

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

PENALTY

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

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

IN CASE OF DOUBT CONSULT YOUR LAWYER

ALDINGA MOTORCYCLE REPAIRS

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Cnr How Road & Aldinga Beach Road

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Specialising in all makes & models
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***LOW RATES *PICK UP DELIVERY AVAILABLE**

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Original pattern or custom made to order to suit
all Japanese models.

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PHONE 277 0311

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Frewville

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CAR SEAT COVERS.

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645a Lower North East Road, Paradise. 5075.

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*Fast Foods *Tasty Hot Chickens *Toilets *Showers
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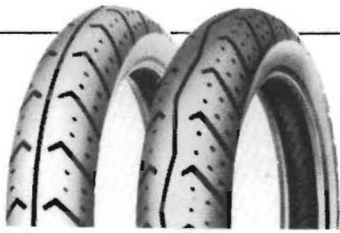
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RUMP STEAK \$3.00
CRUMBED CALAMARI. \$3.90
STEAK DIANNE \$3.90

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Lunch: 12-2pm Mon-Sat. - Dinner Friday Night Only 6-8pm

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PH: 212 7912



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MRA ENQUIRIES WELCOMED

PHONE: 223 4771

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FOR ALL DISCOUNT TYRES

UNIT 3

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PHONE 298 8585

BEST WISHES TO THE M.R.A. FROM ...

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**EXPERT ELECTRICAL REPAIRS
TO ALL MOTORCYCLES**

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PHONE 212 6496



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