

CENTRE STAND

MARCH 1990



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS ASSOCIATION OF S.A. INCORPORATED.
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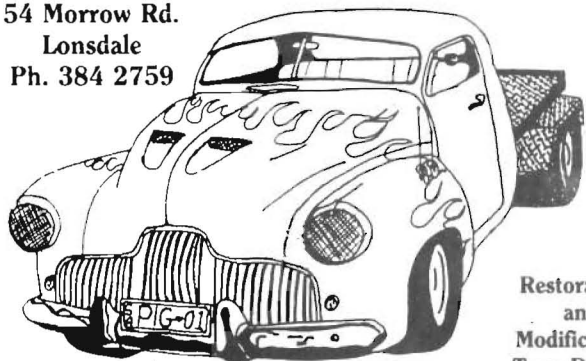
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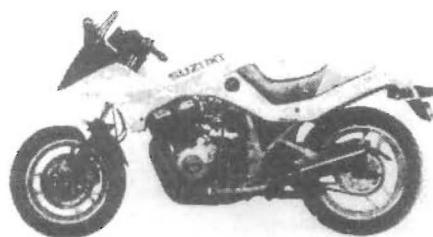
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MRA

**MOTORCYCLE RIDERS'
ASSOCIATION INC.**

**MARCH 1990
VOL 6. NO.2**

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TOY RUN:

Courtesy Peter Mount

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- EDITORIAL -

"Let Those Who Ride Decide" is not an anarchic slogan designed to bring down our society or a statement of childish irresponsibility by the powerless. It is an attitude of faith which accepts the principle that the governed shall have a say on issues which affect them and laws which may be made on their behalf and that they will be listened to. It is also an affirmation that those who govern do not always make the right decisions and that the right of protest will be maintained by those who refuse to accept inappropriate regulation.

So it is with "Lights On". The articles in this issue outline the arguments against "Lights On" fairly succinctly but the wider issue to consider is the fight the MRA constantly wages against unnecessary regulation. Not blindly, for the MRA will support sensible, well planned regulations, but with foresight and an eye to the long term consequences. I urge you to support this latest campaign by writing to your local polities as suggested.

On another note, as this is a members' magazine, I expect to fill it with members' contributions — stories, poetry, photos, etc. Tell us what you think about "Lights On", for example. This issue is a bit thin, so how about supporting your magazine by helping fill it.

Ride Safe,
Harald.

Lights On: The facts

WHAT IS PROPOSED:

The Federal Government is planning to bring in a new road safety package which must be adopted by State Governments or they will not get Federal funding. Part of the package is a proposal that ALL bikes HAVE to have their lights on at all times from the first of March 1991.

The MRA is not again lights on. If the rider wants to ride with lights on, they should be free to make the choice — not forced to do something that may be dangerous under some circumstances.

WHAT IT MEANS TO YOU:

YOU could be held responsible for an accident if you can't prove your light was on, even if the crash was not your fault! YOU could be blamed for someone else's mistake. Why should the onus of proof be on the rider — the potential victim?

If the law requires you to have your lights on, then it is up to you to make sure they are on — no excuses accepted. A bike will be forced off the road if its electrical system can't take the strain — or the owner will have to completely rebuild the electrics at their own expense. Owners of classic machinery won't be able to ride unless they fit modern lighting.

You could be fined if the globe blows and you didn't know, or if you forget to turn the light on, and if your bulb does blow you park the bike and walk or risk being charged!

Even if you are not pulled over, how many motorists will see you when they have been conditioned to think that all bikes have lights on? You will be even more invisible, and if they hit you, you are at fault.

Although lights may be helpful at times, at other times they can be dangerous. What happens if you are riding with your back to the setting sun? Your lit headlamp will destroy your outline and make you blend in with the sun — an oncoming driver can't see you at all!

THE STUDIES AND THE STATISTICS:

The Government are trying to tell us that their compulsory lights-on proposal is backed by scientific studies. What they don't tell you is that the studies were mostly done in other countries, with different road and light conditions.

Many of them were poorly done. Many others are inconclusive, and can be interpreted as much against compulsory lights-on as for them! None of the data is sufficiently conclusive to warrant legislation, in fact, a study by the Transport Road Research Laboratory in the UK in 1980 was so poor that the English Minister of Transport rejected it completely as not being worth the taxpayer's money. Results from this report are being used in part as the basis for this proposed legislation.

Many studies point out that lights are only a part of the road safety equation, and that road design, driver training and so forth play a part. Most of the studies done are old and they don't take account of modern faired bikes, which have a bigger frontal area, and are more easily seen.

The studies that look at headlight effectiveness are done overseas, where the light levels are different. What relevance does a study done in Sweden in winter have to Australia in summer?

As an example of the data the Government is basing its case on, a study done in NSW offered statistics on headlamp use in different conditions from 1975 to 1986. In one year they studied a whole 7 bikes, and couldn't tell if one of them had its light on or not! In another, they looked at 3 bikes. The MRA 4Bs collect statistics about riders who end up in hospital. They show that nearly 80% of riders hit by cars had their lights on, while the Government's own figures show that only 60% — 70% of riders ride with lights on.

WHAT YOU CAN DO ABOUT IT:

Tell the politicians what you think of being forced to ride with lights on. You should have the right to make the choice.

Copy and send the Form Letter previously sent to you, to your Federal and State Government members. Put your name and address at the top right of the letter, the members names and address at the top left, sign and date it at the bottom and send it today. Their addresses can be found in the White pages, pages 48 and 57 respectively or write your own letter to your Federal and State members objecting to the Federal Minister for Transport's proposal. If you have already done this, then pass this information and letter onto someone you know who hasn't. Don't allow the Government to legislate about motorcycles and do nothing about driver training road conditions etc. We need your ACTIVE support to show the Government that we will not be held responsible for driver's mistakes. Don't allow the government the chance to do what they did to us with ADR 39A — Noise Regulations. An article in Australian Motor Cycle News Vol 39 No.17 Feb 2 — 15 describes how the government brought in another legislation and ADR for the good of everyone!

The Federal Minister for Transport, Mr Bob Brown has stated that consultation with recognised motorcycle groups would be part of the process in bringing in the 'Lights On' legislation. Mr Brown now refuses to recognise the Australian Motorcycle Council as a representative lobby group for motorcyclists and is applying the same reasoning to the MRA, FAM, Bikers Ltd and other groups so he won't have to consult with any motorcycle group on this matter. Please write another letter to the Federal Minister for Transport, Mr Bob Brown, conveying your displeasure that he is reneging on this agreement, and asking him to recognise the AMC as the representative body for motorcyclists in this matter.

We know that asking you to put pen to paper is a lot but we feel very strongly about this issue and wouldn't ask if we didn't need your support. Don't assume that the MRA can do it on its own.



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"LIGHTS ON": COMMENT AND UPDATE

"LIGHTS ON": COMMENT AND UPDATE

Although the protest rally to Parliament House regarding the proposed compulsory lights-on legislation will be long gone by the time you receive your magazine, the issue will not be done with by any means, for the South Australian protest, which coincided with similar protests in other states and territories, was a lead-up to a national ride to Parliament House in Canberra prior to the federal elections.

For those able to make it, this ride will take place on Sunday, March 11, leaving from the junction of the Federal and Barton Highways at 11am I hope the magazine gets to you before then. As the elections are on March 24, this will give all concerned bikers the opportunity to lobby their MPs, especially the Labour ones in marginal seats.

Many of you already ride with your lights on (about 60% if we are to believe statistics), and the MRA is not trying to convince you that you shouldn't; however, one of the reasons that you joined the MRA was that you believed that motorcyclists should have the right to decide what is best for their own safety, and that is exactly the argument the MRA is pushing.

The MRA is also objecting to we motorcyclists being expected to bear the entire burden of your own safety on the road, even though we are obliged to share the road with others, even though in over 70% of collisions we are the innocent victims, and to the consequence that the words "I didn't see him (or her)" will constitute, more than ever before, a legally acceptable excuse for irresponsible driving habits. Compare this situation with that in Japan, where such words are considered an admission of incompetence and guilt.

One might argue that riding with lights on will enable us to be seen more easily and will therefore reduce our accident rate considerably. Our contention is that this is not so, and that research to date has failed to successfully argue the case for the introduction of such a Draconian measure.

By now you will all have read the information sheet which was posted specially to you, and which explains why the MRA is so strongly against compulsory lights-on legislation. Regardless of your personal beliefs, I hope the argument makes fair sense to you, and I hope you will support, if not the argument on safety, then the issue of principle which has led to the MRA action.

You will have also received a form letter to send to your local MP I hope you have sent it by now, but if not, it's not too late, as the state Ministers of Transport do not make a final decision on the proposal until March 23 in Perth. I can't stress too highly the importance of also writing to the Federal Minister of Transport, Bob Brown, telling him you want to be represented on this issue by the Australian Motorcycle Council, and to stop treating we motorcyclists contemptuously by reneging on previous agreements with us. I refer to Bob Brown's refusal to consult with any motorcycle lobby group now on the basis that no group is truly representative of the whole. This is a cop-out, as he is ignoring the fact that the AMC is made up of those very groups.

Since that information sheet was sent to you, other info has been sent to us from our fellow groups in other states and in Europe, containing an update of the situation

regarding lights-on legislation in those states and countries, including USA, Canada, Sweden, Finland and the UK. It also provides more detailed assessments of the research studies done in those countries on daytime running lights and headlights, the very studies on which the Federal Government is basing its argument for "lights on". I might add that the people who have investigated those studies on our behalf consisted not only of motorcyclists, but mathematicians, data analysts, and other reputable academics.

Their opinions put the lie in no small way, and in almost every case, to the results of those studies, and gives us every reason to believe that the MRA's stance on this most serious of issues is correct morally, ethically, and particularly in principles of safety. Improved road safety is and always has been one of the MRA's primary objectives, and we have maintained publicly that we would support any practical move to this end which has a sound basis, which can be empirically shown to produce the desired results, (the rider training scheme is an excellent example which comes to mind), and which is not merely legislation for legislation's sake.

The proposed legislation is governed by none of these criteria; neither is there valid justification for it on any other road safety grounds: nor has consideration been given to the fact that most bikes will have to be taken off the road or extensively modified because their electrical systems are not designed for continuous running.

I urge you to think deeply about this "Big Brother" recipe for disaster, conflict, and the demise of motorcycling in Australia. Do not be deceived into thinking that this will blow over, that if the legislation does get passed it will be just another minor inconvenience. It is the principle behind such legislation, the irrational and ulterior motives for it, the ignoring of people's opinions and the repression of their right of choice, which we should fear.

I sincerely hope you will give your full support in every way you can to preventing the legislation going through, for the eyes of the world are on Australia for this one, and I kid you not.
Peter Mount.

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TOY RUN REPORT

The Tenth Annual Toy Run of the MRA SA Branch was a raging success. The most extravagant count had 4000 bikes arriving at the Woodside Oval at midday on December 10th 1989. If you came along to enjoy the day with us, many thanks. It was certainly the best roll up ever. As well as providing toys for needy families, the run is a public relations exercise for the MRA and it certainly works. People lined the streets waving, to watch the procession pass. Toys were handed to riders to take to the oval where at the end of the day they were taken away by the Salvation Army in a truck.

For those who stayed to enjoy the day, the perfect weather enabled much socialising to take place. The beer booths and the BBQ tent were well patronised. The MRA stock tent was kept busy much of the day selling badges, T-shirts, stickers and memberships. In all, over \$5,000 was raised for the MRA that day.

For entertainment the band Greg Baker and the Legendary Lizards kept many there till late.

Thanks to the following for their efforts to make the day the success it was: The Army for the BBQ tents, the SA Police Dept. for the traffic control, the CFS for the clean up of the oval, the Belfast Hotel for the drinks, the ladies of the local Lions Club for the tea and coffee, Mike Engel and Dave Rault for organising the show, everyone who gave and anyone I've forgotten.

Harold Lindemann



Toy Run gathering at Glenelg — Photo courtesy of Peter Mount

MONEY MATTERS

Financial statement December 1989 — February 1990

Current balance:	4700.70
Investment account	5000.00
TOTAL:	9700.70

TOY RUN 1989

EXPENDITURE:

Posters	289.40
Publicity	145.80
Badges	1611.20
Band	150.00
BBQ	561.00

OUT OF POCKET

Expenses	72.30
Oval Hire	130.00
Tent Insurance	740.00
TOTAL	\$3033.70

RECEIVED:

Membership	562.00
Sale of stock	3785.40
BBQ sales	1444.19
Cash donation from FR C'tee	150.00
TOTAL	\$5941.59

Budget for the anti-compulsory Lights On Campaign has been set at \$2500.00 although it is anticipated that actual expenditure should be much less.

Treasurer Milo.

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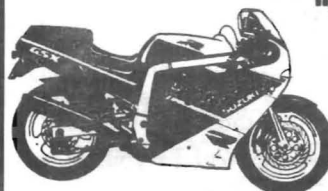
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NOT SO FRIENDLY FORCE

A quiet day. Finished work and putting home to the wife and kids. No hurry, so I sat patiently at the T Junction waiting for the right gap in the traffic. Their car came over the hill to my right and indicated to turn into the street where I sat. They stopped a few yards down the road opposite me, I kept my eye on them. One got out and strode across the road towards me, a quick glance both ways and 1000ccs got me the hell out of there.

This mob is vicious. I don't know anyone who's tangled with them and escaped unscathed. They are unpredictable. I have a friend who was virtually crippled for six months by two of them. All he did was overtake them. Age can be a blessing sometimes. I've been trapped several times by the bastards but have always been able to pay out muggers money, kiss arse a bit and go. They like them younger than me.

I've been told that they tend to leave the Hells Angels alone, and if you're pushing 40 like me you can often walk away. God help you though if you're young and if you're mad enough to ride a bike in their sight even God finds somewhere else to be.

My nephew was 16 and he was riding a trail bike. Boy did they do him over. Six months suspension for daring to let his P-plate break off. It took him four hours a day travelling from Port Noarlunga out to the Levels and home again by bus and train.

My friend will be up and about again soon. He'll get his licence back in time to join the Toy Run. Mind you, he was lucky, he was using his car at the time or they would have hung him.. It seems they can simply state that you were driving dangerously and that's that. My friend is a teetotaler with six years accident free driving behind him. Clean cut, self employed, and with a clear record, he gets the same sentence as a drunk driver.

A neighbour was out to get medicine for his two year old late one night and did a U turn on a four lane road. He waited for the car coming up behind to pass before switching to the left lane. They didn't pass, just sat back on his left rear corner for a while before booking him for hogging the right hand lane!!

A mate's daughter was coming home from night shift as a nurse. They pulled her over and defected her car on several points including illegal and non-functional fog lights. She went straight home to Dad (a qualified mechanic who had just that morning finished working on her car). He reported to the police just fifteen minutes after the notice was issued, pointed out that the fog lights were factory fitted and did work. The Sergeant and he went through the defect list point by point and cleared every one. He still had to pay to have the notice lifted.

I wonder to this day whether the cop was even after me, and if he was, what had I done wrong, and why it is that a middle aged middle class working man like myself would rather take a chance in the traffic than find out.

B Robertson

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BUNNY RUN

WHEN: Leaving 2pm, April 13th, 1990.
WHERE: Adelaide Oval Gates for the Children's Hospital.
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A sidecar is needed. If you have one to bring, contact the committee.



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■ Almost 100 Easter eggs arrived by motorcycle convoy at Gloucestershire Royal Hospital childrens wards to bring a smile to the young patients. The Motorcycle Action Group turned up in force with a trailer full of chocolate eggs. "It really cheered up the children on the wards, and we had enough to take some to the elderly care ward too," said childrens nursing manager Mrs. Julie Embrey.

BLOOD RUN

We are meeting at K-Mart Kurralta Park car park to ride to Red Cross, Pirie Street, City to donate B L O O D!!

Why not come along and have some fun!
All donations gratefully received.

DATE: 7 April 1990.
TIME: Meet 8.30am

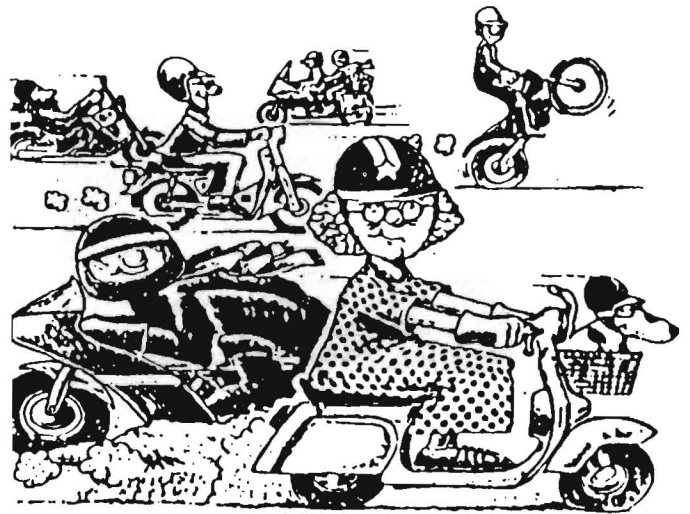


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MRA SA NOTES

- * In an effort to encourage a larger attendance at meetings and because of constant clashes with the Suzi Club, the venue for meetings has been changed to St John Ambulance Centre, 18, Tynte Street North Adelaide from 26 March 1990.
- * We now have available a limited supply of "MOTORCYCLING IS MAGIC" Singlets for \$12 each. Sizes 10,12,14,16, 18,20 and 22.
- * Latest news on the survey is that it is taking more time to complete than expected. We will try for the June issue.
- * CENTRESTAND has received a bouquet from AMCN which sees it as the most notable of Australian club magazines. According to AMCN the CENTRESTAND is "... balanced, regular and a well-stored promotional tool." Thanks Guy, it's nice to know we're getting in right.



let those who ride decide

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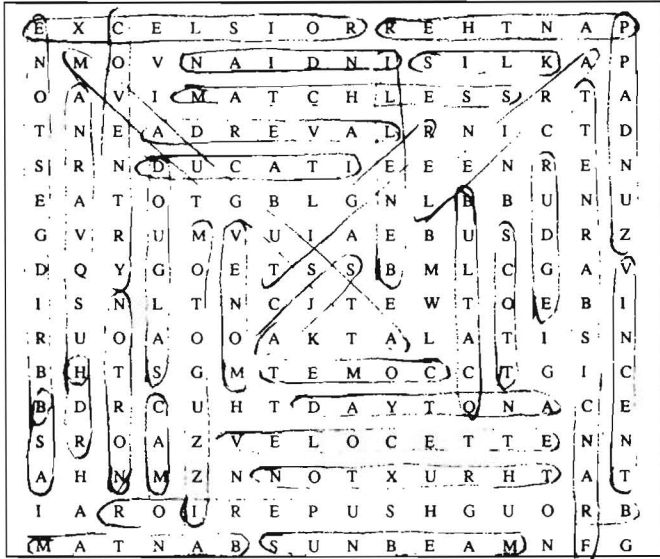
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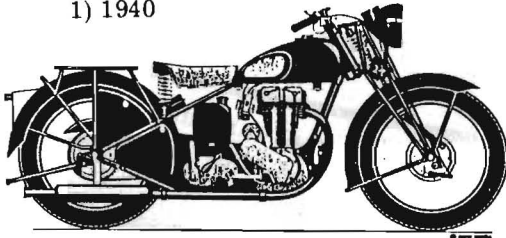
COMPETITION TIME

Winner of the competition run in the last issue was Michael Dight who won an MRA T-shirt for his correct entry giving the hidden bikes as the Vincent Black Lightning and the BAT. For those of you who didn't find them here's what your completed form should have looked like:

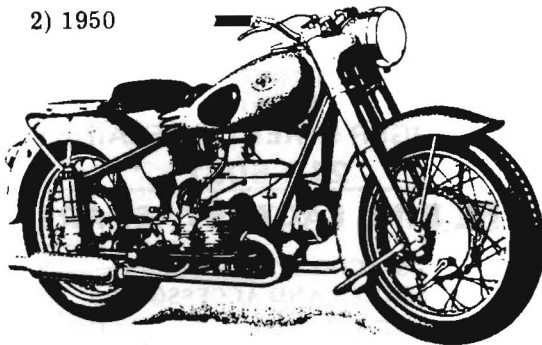


This month's competition. For a Motorcycling Is Magic singlet name the three bikes in the pictures below marked (1), (2) and (3). The Years of manufacture are given as clues.

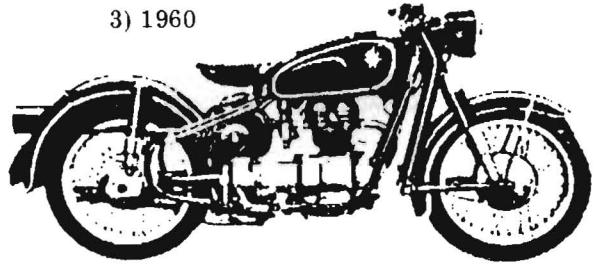
1) 1940



2) 1950



3) 1960



The winner will be announced at the May 21st GENERAL MEETING.

Be there to claim your prize.

LETTERS TO THE EDITOR

Dear Sir or Madam,

I hesitate to write this letter, but the hours I spend in my clapped out Honda 90 have led me to believe that I might be in some sort of danger.

On the hottest summer days I wear a long-sleeved shirt, thick jeans, shoes, gardeners (sic) gloves, UV filter sunglasses and a full face helmet. The only part of me that is vulnerable is my wonderful nose which sticks out too far and is vulnerable to sunburn. With the increase UV light I have become terrified of getting skin cancer on my exclusive nose especially as I spend up to three hours a day on my cruel machine.

The reason for writing your illustrious club is to ask you for desperately needed help. I am trying to obtain a 100% UV filter plastic windshield for the front of my 19 year old helmet. I've tried to get one at a few of Adelaide's motorcycle shops, but they only have tinted ones which don't have an ultra violet light capability.

Could you please ask your members if they know if any are sold in SA? I've tried the windscreen tinting places, but they said their UV filter films won't stay on curved perspex. Any help you can give me would be appreciated in terms of my better health.

Yours sincerely
Norm Barber

(Anyone with suggestions should send them to CENTRE-STAND. Editor)

Dear Sir,

We would like to place an advert in your Rally Calendar if possible.

27th, 28th and 29th April 1990.

MRA NATIONAL RALLY 1990 this year will be hosted by the SE Register MRA and will be held at MacNamara Park, near Mt Gambier, SA. It will be fully catered, live band, gymkhana, various stalls and usual awards. Showers also available. Prepaid \$12 and \$15 late. Everybody welcome.

Entries to: MRA Box 909, Millicent SA 5280 by 13th April. No dogs, no cars and no glass please.

SE Secretary Vicki Eales
(087) 35 4287.

This letter from the Department of Transport and Communications will be replied to by the MRA SA. Before that happens members will be given the chance to comment on the thrust of such a campaign and make any such comment as might be useful. Please direct any comment to Peter Mount, Spokesperson, MRA SA (Editor)

INTERNATIONAL RELATIONS

Anyone with a yen to meet bikers from one of our Asian neighbours is invited to contact Ms Helen Benzie direct on (08) 236 2371.

(Editor)



DEPARTMENT OF TRANSPORT AND COMMUNICATIONS

Dear Sir,

I am writing to seek the assistance of the Motorcycle Riders Association in the development of a road safety campaign aimed at making car drivers more aware of motorcycles on our roads.

A number of crashes involving motorcycles result from car drivers being unaware of the presence of the motorcycle. Specific examples include cars pulling out, and cars turning, in front of motorcycles.

We plan to conduct the campaign on a national basis, fully commencing within the next three months. It will include the preparation and distribution of simple literature and the use of some mass media. The campaign strategy is being developed at present and I would appreciate your advice on specific driving habits that cause greatest concern to motorcycle riders, and also your views on the effective conduct of such a campaign.

If you would care to discuss the campaign further I can be contacted on (062) 74 7420.

Yours faithfully,
D J O'Leary

Director Special Projects Section
Federal Office of Road Safety
1 February 1990.



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Dear Sir/Madam,

At the Language Centre we teach English to overseas students. They come from Japan, Taiwan, Hong Kong and other Asian countries and stay for anything from 10 weeks to 12 months.

One of the biggest problems they find is in having opportunities to practice English outside the class. As a way of helping students find opportunities to get out into the community we would like to develop a list of community organisations, sporting and interest groups where our students would be welcome.

If you would like your group or organisation to be on this list could you please contact me on (08) 236 2371. We would also appreciate any brochures or information on your group's activities.

Yours sincerely,
Helen Benzie
RILC Co-ordinator Language Centre.

STOCK PRICE LIST

MRA STOCK PRICE LIST

ITEM	MRA MEMBER	PUBLIC
MRA Windcheaters (black only)	\$22.00	\$24.00
MRA T-shirt (black or white)	\$10.00	\$12.00
MRA Singlets (black only)	\$10.00	\$12.00
Motorcycling Is Magic Singlet (black only)	\$12.00	\$14.00
MRA Stubby Holders (flat type)	\$ 3.50	\$ 4.50
MRA Patches & MRA Badges	\$ 4.00	N/A
1989 Toy Run Badges	\$ 5.00	\$ 5.00
National Rally T-shirts	\$ 6.00	\$ 6.00
National Rally Stubby Holders	\$ 2.50	\$ 2.50
National Rally Singlets (Limited sizes)	\$ 6.00	\$ 6.00
Biketober '84 Badges	.50	.50
National Motorcycle Month 85 Badge	.50	.50
Biketober 87 Badges	\$ 3.00	\$ 3.00
Biketober 88 Badges	\$ 4.00	\$ 5.00
Biketober 89 Badges	\$ 5.50	\$ 5.50
All stickers	.50	.50

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Windcheaters \$2.50 each
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CALENDAR

MRA CALENDAR MARCH - JUNE 1990

MARCH

- 3rd Protest Ride against compulsory lights on to Parliament House. Meet Glenelg 10:00am.
3rd West Coast Register meeting, Workers' Club Whyalla Norrie 1:00pm.
5th Committee meeting St. John's North Adelaide 7:30pm.
8th 4B's meeting Flagstaff Hotel Franklin Street City 7:30pm.
14th General Meeting Black Lion Hotel 8:00pm.
22nd 4B's meeting
22nd Mid-North Register meeting.
26th General Meeting. NEW VENUE & DAY: Mondays at St. John Ambulance Centre, 180 Tynte Street North Adelaide 8:00pm.
28th South East Register meeting Tiger Hotel Tantanoola 7:30pm.

APRIL

- 2nd Committee meeting
5th 4B's meeting.
7th Blood Run. Leaves K-Mart Kurrulta Park 8:45pm.
7th West Coast meeting.
9th General Meeting.
13th Bunny Run. Leaves Adelaide Oval gates King William Road 2:00pm to the Children's Hospital Bring lots of Easter eggs for kids.
19th 4B's meeting.
23rd General meeting.
25th South East meeting.
26th Mid-North meeting.
27-29th MRA Australia Rally, Macnamara Park Mount Gambier. \$12.00 prepaid \$15.00 late. Fully catered. Sorry, track not available for use. Entries to MRA SE Register, PO Box 909 Millicent SA 5280.
30th Committee meeting.

MAY

- 3rd 4B's meeting.
5th WC meeting.
7th General meeting.
17th 4B's meeting.
20th Australian Road Racing Championships Round 3 Mallala. MRA tent set up 9:00am. Free passes for those who can help.
21st General Meeting.
24th MN meeting.
28th Committee meeting.
30th SE meeting.
31st 4B's meeting.

JUNE

- 2nd WC meeting.
4th General Meeting.
14th 4B's meeting.
18th General meeting.
25th Committee meeting
27th SE meeting.
28th 4B's meeting.
28th MN meeting.

NOTICE TO ADVERTISERS

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

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- Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have.
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This year we are pleased to be hosting the NATIONAL MRA RALLY. Things are coming along nicely. We are holding it at Mac Namara Park near Mt Gambier SA on the 27th 28th and 29th April. A lot of you will know Mac Namara Park as the reaching circuit down the South East, and it will make a great rally site. Naturally the track will be locked and strictly out of bounds to bikes, but there will be no objections to anybody who wished to walk around the track.

The rally will be fully catered, plus there will be a live band, gymkana, stalls and usual rally awards. Unfortunately last year the National Rally clashed with the Philip Island GP being only a couple of weeks prior, and all the hard work the Mid North Register put into organising it wasn't greatly rewarded. So how about it fellow bikers, support the National Rally this year, it can be a good fund raiser as well as a good time. Hope to see ya there.

The entry fee is \$12 prepaid and \$15 late, and can be sent to SE Register MRA PO Box 909 Millicent, 5082 by the 13th April 1990.

Ride Safe
Vicki Eales - Secretary.

4B's REPORT

Well another Festive Season has been and gone and we hope you all had an enjoyable and safe one.

Our last Bed Push raised \$580.00. Great guns, hey what? A special thanks to all who turned up. We had over 200 people helping out. Many not 4Bs members — some old 4Bs members, some prospective, some just wanting to help out and have some fun. We especially wish to thank the kids who did a great job and Rosemary Bonnett who stayed at the tent. At the time of publication we are still waiting for the RAH to get back in touch with us to see what they want with the money.

Brian and Gloria McMurtrie and Mike Engel are our latest recruits. Please feel free to get in touch with any of us at meetings or phone (08) 264 9810 to find out what we do.

Our Recovery Service is still going strong so please ring us. Don't forget there are two numbers — Daryl (08) 264 9810 and Gary (08) 43 8381. We work but give us a try and we will do our best to help you. We charge \$25 in the metropolitan area — the further we go the more we charge.

It seems people still think that Lynne and Alf are involved with the 4B's and our Recovery Service, as we have had people ringing us and asking Lynne to pick them up. We have told them that they are no longer involved with us and it has been no problem as they still wish to use our service. If people ask you please let them know that Lynne and Alf are no longer running the 4B's or our Recovery Service.

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'GOANNA'

- * Has Tom been seen washing both his bikes? Perhaps he is hoping the new one will shrink so that he can touch the ground!!
- * Is it true that Darryl Johnathon is just a choofer when he rides the big Kawasaki? The things people do for a bike!!
- * How many nuts are loose on Paul Taunys' bike?
- * What time did the band stop playing at the '89 Toy Run? How's 9.30 sound? Where were you?
- * Was Tom seen looking at new cars before Xmas? All he could say when caught was that the cars were BMWs.
- * How many Committee members are fully paid up members?
- * Nice to see the SA Sidecar Club have their first club run in three years!!
- * Is it true that Tom parked his new bike in the city for four hours with the key plainly in the ignition? Why wasn't I told earlier?
- * Who misbehaved at the "Green Ginger Guzzlers" Mt Mary pub run? How many people were stamped "Certified Officially F....."? Was one Milo?
- * The rally not to miss this year will be the one at Parilla, held in August 18-19!! Be there!!!
- * Where are Dave Burgess and Geoff Richardson? It would be nice to see them at a meeting seeing that they are committee members!!
- * At the special meeting about lights on, how many members showed up by car, but because of the soccer they couldn't get a park so they went home? How many returned by bike?
- * Who, whilst lying on an air bed in his pool, dozed off, rolled over in his sleep and ended up at the bottom of the pool trying to work out which way was up and fresh air?
- * Will the annual Bunny Run be on again this year? Who will be the Bunnies?
- * Speaking of events — will the Motorcycle Awareness Month happen again in October 1990?
- * How many motel carparks does Bruce Denson have to look into to find his car after a night out with the boys?
- * Who hired a room at the Hyatt just to view the Australia Day fireworks (Skyshow 6) then complained that he couldn't hear the bangs?
- * I find it hard to believe that a reputable bike shop in Adelaide would stoop to trying to sell Wayne Gardening gloves to make a fast buck.
- * When Russ Hanby goes out for entertainment at the local, does he get himself involved with body and soul? The last known sport (???) was Dwarf Tossing - he was the dwarf!!!
- * Has Peter Mount's Bike shrunk as he was seen driving a Datsun panelvan?



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DRIVERS AT FAULT

Murray Pioneer 11.10.89

I am writing to you regarding the editorial and an article that appeared in The Murray Pioneer on Wednesday, October 11th 1989.

Both made reference to Renmark's 'S' bend, and both made the assumption that bends are dangerous.

How is it that thousands of commuters in almost every capital city in Australia can negotiate bends each day and yet one of Renmark's few bends "claims lives"?

I believe it is due to a lack of education.

To blame a corner for the death is ludicrous.

Motorists will continue to kill each other on any road without correct training.

The Motorcycle Riders Association (SA Branch) has lobbied the State Government long and hard for driver education and yet to no avail, except for compulsory rider education.

This has made an immediate and dramatic reduction of motorcycle fatalities.

To say a bend is at fault is simply ignoring a much bigger problem.

Andrew Walladge
President
Motorcycle Riders Association
Riverland Register

RIDER TESTS LIKELY

SUNDAY MAIL 6.8.89

Licences for teenage cyclists could be introduced in SA after moves to license young bicycle riders in NSW.

The Transport Minister, Mr Blevins, said he was "very interested" in the NSW scheme, to be monitored closely by SA road safety authorities.

"If it proves to be a success we would obviously very seriously consider introducing it in SA," Mr Blevins said.

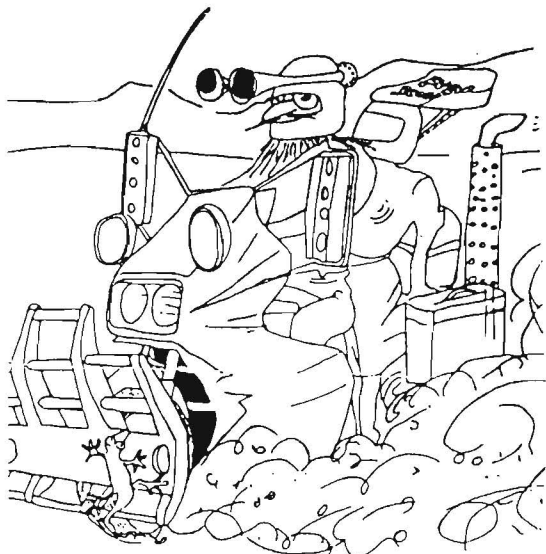
The NSW plan is an attempt to cut the number of fatalities and serious injuries resulting from bicycle accidents.

It is the brainchild of former NSW Police Commissioner Mr George Paciullo, and is being assessed by the NSW Transport Minister, Mr Bruce Baird, and the NSW Road Traffic Authority.

Under the NSW scheme cyclists aged between 13 and 16 years and nine months — the age at which young people can sit a driver's licence test — would have to be licensed to ride a bicycle on public roads.

The bicycle licenses would be free, but cyclists would have to pass a test on road laws before being issued with them.

Teenage cyclists caught breaching road laws would not be fined, but would be penalised by having months added to the age at which they could apply for a driver's licence.



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\$15.00 late entry

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