

CENTRE STAND

MARCH 1991



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MARCH 1991
VOL 7 NO.2

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COVER PHOTO:

Teddy Bears Picnic
Toy Run 1990

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See Calendar for Dates

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MEETINGS: Last Thursday in Month, Tiger Hotel, Tantanoola, 7:30pm

- EDITORIAL -

Occasionally there is an article in the daily newspapers about motorcycling. Sometimes it shows the good side like the Toy Runs or the MRA's contribution to improved Road Safety. More often than not it is the down side that is mentioned: road accident statistics, new restrictive laws, bikie massacres etc.

The Letters to the Editor section of the papers provides a forum for the public to comment on items of public interest and on the way in which information in the news, is presented.

One Letter to the Editor can represent to the Editor forty like minded people, thirty nine of whom were unwilling to voice their opinions.

So next time you read an article which misrepresents motorcyclists or even gets the story right for once, write a letter to let the Editor know what you think.

Get your mates to write in too. If enough of us write in then one of our letters may be printed and the general public will be better informed.

Ride Safe
Harald



PRESIDENT'S REPORT

To all MRA members, past, present and future —

Welcome to 1991. I hope you all had a happy and safe Christmas and New Year.

I thought it was about time I put a few lines in the Centrestand so here goes.

Firstly, I would like to take this opportunity to thank Mike Engel and the Toy Run Committee (and the other members who (got— volunteered) for making the 1990 Toy Run such a great success. I understand this year's is going to be bigger and better again. TOP JOB, EVERYONE!!!! I would like to thank our many sponsors who contributed to the running costs, etc. and the general public who donated toys.

Secondly, I regret to inform you all that Mike Giesecke has resigned as Correspondence Secretary. We would like to sincerely thank Mike for all his hard work over the years (and being able to keep his sense of humour through it all.) He will be sorely missed from the Committee (but you will still be coming to meetings, won't you Mike? — Mike?)

Seems I'm on a roll — this would have to be the most words I've ever put on paper.

Apart from being President, I am also Register Liaison Officer, and as such have been in contact with the Mid North and South East Registers. Both are of the opinion that they don't seem to be getting any support from the Adelaide Branch. The country members are just as important as the others. We do think about them, but it is sometimes difficult for us to get to their meetings as it is for them to get to ours, due to work/family commitments, etc. I will be keeping regular phone contact with them, but if anyone would like to join me in going to one of their meetings or functions, please ring me as soon as possible. I'm sure we will get a very warm welcome.

My next topic is the "Lights On" fight. This is a subject which affects ALL motorcyclists, and one which we ALL must fight. If we don't show them (the Federal Government) a united front on this issue, you can be sure it won't stop at Lights On. They will continue to treat us as they are trying to now, with contempt. For our fight with the Federal Government to continue successfully, we desperately need donations. So if you have a spare few dollars floating around, please sent it to MRA Inc. of SA, "Lights On Fighting Fund", Free Post No. 328, GPO Box 1895, Adelaide SA 5001. Believe me, every dollar will help.

Speaking of help, the MRA as a whole needs loads of it. The MRA is YOUR association and working on YOUR behalf, but without YOUR support and PARTICIPATION, it won't survive (Thank you, B.J. Robertson for your letter in the last Centrestand).

We are fortunate enough to have a handful of members who are dedicated enough to come to every meeting and take on numerous jobs. Unfortunately, that is not the best way to run any association that relies on volunteers, because it means that each committee member is stretch to the limit and therefore may not be able to give each responsibility the attention it deserves. So what we need is for some of you out there who have got a couple of hours to spare on a

Monday night to come along to a meeting and bring your ideas and views — we WILL listen. And if you really want to help, nominate for a committee position.

BECAUSE WITHOUT YOUR SUPPORT, THERE WILL BE NO BIKETOBERS, AWARENESS RIDERS, BUNNY RUNS OR TOY RUNS.

THE MRA AS WE KNOW IT COULD DIE. THE MRA IS FOR YOUR BENEFIT. COME AND BREATHE SOME LIFE INTO IT!

Catch you at the next meeting.

Justin Kilgariff

P.S. In reply to Goanna's question — Do I own and drive a Volvo? — The answer is Yes and No — Yes, I do own a Volvo, but I DO NOT drive it. My wide does (she has no pride). And Yes, I am a Volvo Awareness Rider, as the sticker on my helmet will testify.

So if you see a cream coloured 164 sedan in front of you, don't abuse the poor girl, for she knows not what she does. But I promise she does know you are there!

COMPETITION TIME

So what was Bob Brown saying to Greg Hirst in the photo printed in the last Centrestand? Entries received included:

"You can't come in here dressed like that."

"So you really think a leather jacket will improve my image?"

The winning entry, however, is from Barry Chandler of Northfield who offered the following representation of Greg Hirst's negotiation spiel.



Barry wins a Motorcycling is Magic singlet for his effort, so how about letting us know your size, mate and we'll send you one.

LET'S GO ON THE BLOOD RUN !

All you need is a drug free body, a few mates and a couple of hours. Some drugs are accepted. They couldn't care less about that bottle of Scotch you killed last night and what you smoke is your problem. What they're worried about is the stuff your Doc gives you or stuff you inject but shouldn't and of all things — aspirin. The mates are optional too. If you can't con your mates into going then come alone.

If you have given blood before then you know what it's all about. So come on. If you haven't given blood yet then some trepidation is natural. I got one of my mates from "no way, you're joking!" to "Ok, why not", in less than two weeks. A good hint is to get your mate's girlfriend interested. If she can't donate because she is too young or too light then this is easy. Once she is going he has to do the manly thing. There is no problem about the next run. Once he's seen how easy and painless it is he'll go again.

You can't give blood if you are on certain drugs or have certain medical problems. This doesn't mean you can't come to support reluctant mates though I doubt if the Red Cross will give you the free drink unless you bleed a little.

If you have not given blood yet why not give it a go. Most blood donors continue to donate for many years and they wouldn't do it if it was dangerous or painful. I used to donate regular as clockwork for many years, but dropped out when I moved and couldn't easily reach the mobile units. This is the way they lose most of those who stop or else the Quack puts you on something that prohibits you. Now that I have started again I fully intend to continue.

The Red Cross Blood Service is a voluntary service. If you need blood during an operation in good old OZ it costs very little. In America it costs a small fortune. The difference is that we donate blood, in America they sell it. That's right, if you are in America and you need money then you sell another pint of blood. The result is that drug addicts sell their drug polluted blood to buy more drugs or desperate people just short of money donate too often. The result either way is inferior blood which costs a fortune. We donate our blood at the correct interval so in Oz you get good blood cheap. What happens if there are not enough donors? The obvious solution is to go the way of the Yanks. So let's help keep our system working.

There is absolutely no possibility of getting Aids or Hepatitis by giving blood. Receiving yes, but giving no. The body replaces the lost blood within an hour and while the haemoglobin may take up to a week to return to normal you'll never notice the difference. I've been told that it's like pruning a fruit tree, fruit production increases.

Life is about new places and experiences and helping people. Here's a great chance to do all these in one hit. Come along on a Blood Run, see the range of people who give blood, enjoy a short ride with some great people, help save lives and get a free beer to boot.

The 27th October was my first Blood Run. In the past I had been a regular donor, but not for the past ten years. They start early — 8:30am Saturday morning at Kurralta Park K-Mart — so we had to get the baby sitter in early. We had five donors and one support member organised, but one donor wimped out. We set out on three bikes with plenty of time to spare. Great weather, so we cruised down Lonsdale

Highway toward the pollution. Down to Glenelg and turn right onto Anzac Highway. Too early for the traffic, nice easy riding. Turn into K-Mart in plenty of time (barely past 8:00). Didn't expect a great crowd, but found ourselves alone except for one scooter. Hang on, there's a bike over there in the shade. It might be a member, so let's park there too.

Comes 8:30, and we're wondering if we got the date right. The owner of the other bike walks up and sure enough he's MRA. Shortly a few more bikes rock up and soon there are about 15 bikes present. This seems to be a typical figure. The lead bikes hoist the colours and we're off to the Red Cross in Pirie Street. This is no Awareness Ride (remember them, wonder if they can find people to help organise one this year?) or Toy Run. The intersections are not controlled, so it gets interesting sticking together in the thickening city traffic. We follow the leaders to the Red Cross building and into the car park. We enter the building.

What happened next? IF YOU WANT TO FIND OUT, JOIN US ON A BLOOD RUN AND SEE FOR YOURSELF!!!!!!!

12th January Blood Run — Great weather again. This is what I call vintage weather — clear sky, sun, but a touch of cool to the air. The venue is always Kurralta Park, and it seems they always get someone there early to mark the spot, but most people rock up closer to 8:30. Shift work prevented my wife and one mate from coming, so I carried my daughter as ballast. At ten years old, she can't donate, but she was curious about the procedure and loves riding. Seems a lot of others couldn't get baby sitters either. It turned into a real family affair.

One bloke was from interstate. A blood donor from way back, he had never yet been on a blood run (being a serviceman, he donates "at the office"). He was in town for a few days, so rocked up with rugrat in tow just to see what a blood run looks like. Goodonya!

Not only was it the same place, it was the same faces. Again there were only a dozen bikes, not a Toy Run Spectacular, but enough to turn a few heads. I though the leaders were lost for a while when they passed the corner we turned last time, but seems they just fancied the scenic route. As I said, it was great weather!

Another three bikes met us at the Pirie Street end. Some people have trouble getting out of bed. I ride a Virago and always thought I carried a lot of chrome, but you should have seen two of the late comers. Lights On wouldn't make them any more visible. In fact, I bet the sale of sunglasses goes up every time they go cruising.

I enjoyed the sit down afterwards — everybody yarning and sucking free beer, tea or softdrink. This time the Red Cross had a large map on the wall showing how much blood they need and how much they get. If you think your blood isn't important to them, just check out the shortfall. Not only aren't they getting enough, the amount seems to be falling.

So keep the blood running. You never know, you might need it some day yourself. See you at the next Run.

B.J. Robertson

MRA SA NOTES

* The new MRA t-shirt will feature an anti-Lights On design. It will be available at General Meetings of the MRA at a cost of \$10.00. A copy of the design is reprinted below. So support your MRA and the anti-Lights On campaign by wearing one of these t-shirts as much as possible.

LIGHTS-ON!!



OUR CHOICE NOT YOUR LAW!

* As those of you who went to the Toy run know it was a little difficult trying to obtain a 1990 badge as they had not yet arrived. Sales of badges still went ahead and they have since been sent out. A few of you however didn't write addresses on the receipts handed out so if you still haven't received your badges paid for at the Toy Run let me know quoting your receipt number (if you still have it) and I will send you your badges post haste.

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Peter Newton and Associates	—	\$100.00
Beaumont Tiles	—	\$100.00
Hyde Park Tavern	—	\$50.00
Plaza Crash Repairs	—	\$25.00
Vaughan Transport	—	Truck for band
Weber Barbecues	—	Raffle Prize
S.T. Kilgariff (Builder)	—	Tip truck for toys

TOY DONATIONS

Mattel Toys
Gilbert Street Child Care Centre
Modbury Hotel

Mrs Cameron - Redwood Park, Mrs McCormick - Findon,
Mr & Mrs Major - Holden Hill, Mr & Mrs G Stevens - Brighton,
Mr Osborne - Paralowie, Mrs Wilson - Osborne, Troy - Felixto.

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All the generous people who came on the Run, and all those who gave toys and couldn't come on the Run.

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ENDANGERED SPECIES ?

MOTORCYCLISTS IN AUSTRALIA — AN ENDANGERED SPECIES?

I seem to recall that the first time I hear about the running of lights in daytime as a safety measure, it was proposed for all vehicles — cars, trucks, buses, motorbikes or whatever. I also seem to recall that it was heavily endorsed by the newly elected Labor government in SA in the mid 1960s. Well, it didn't seem to work, so it was abandoned for all vehicles except, of course, motorbikes! I have been fighting compulsory lights on ever since!

In the late 1960s the manufacturers of motorcycles had gone over to using 12 volt electrical systems, and so it was at the time that I started to (voluntarily!) run my lights on in daylight. The reaction by motorcyclists in those days was very interesting. They would go to great lengths to let me know that I had my lights on! Some drivers would even pull me over the kerb to tell me! After March next year no doubt many bikes will be getting pulled over to the kerb because of this nonsense!

During the early 1970s there was a big campaign telling motorcyclists to make themselves more visible by means of brightly coloured clothing, and even an orange headlight cover! So I got myself a bright red set of Line Seven water-proofs, a bright yellow Katt leather jacket and, of course, the orange dot for my headlight.

One day in 1974 I was stationary on my Kwacker 750 Triple in the Shell servo at Mittagong having the tank filled by the attendant with what I thought at the time was very expensive petrol, when a car shunted me from behind. Over I went and liquid gold pured everywhere! Despite my bright yellow jacket, the driver said he didn't see me! But then I didn't have the orange dot on the headlight as it had been stolen about a week earlier, so I guess it's no wonder that I was invisible.

In the late 1970s the powers that be decided that in an attempt to reduce level crossing accidents, all locomotives would run with their headlights on in daylight. It seems that trains, just like motorbikes, were invisible to the average motorist! I guess there are no longer any accidents at level



crossings now that trains run their headlights on in the daytime!

In 1980 in Canberra there was the 10,000 bike rally protesting against compulsory lights on. It was addressed by the opposition spokesman on Transport, Mr Peter Morris, who told us present there that we should all ride with our lights on in daytime, as it was proved to be safer! He was one of Mr Bob Brown's predecessors in the Transport portfolio in the Hawke government.

Well, I could continue to bore you like this for many pages, but let it be enough to say that in the early 1990s the average politician is still not listening to experienced motorcyclists such as yourselves. But they do heed other non-motorcycling lobby groups, such as the doctors who want motorcycles banned totally! This campaign against motorcycles has been going on for about thirty years, and its about to be successful.

If you wish to continue to ride motorcycles in Australia in the 21st Century, then you must become more active in the MRA and help it in its fight for the rights of all bikers — otherwise the only motorcycles you will see will be in museums alongside the fossils of other extinct species!

Uncle Pervie

TREASURER'S REPORT

TREASURER'S REPORT

DECEMBER 1990 - FEBRUARY 1991

Although space does not permit a complete run down of all the financial dealings of the MRA (you'll have to come along to General Meetings to find out about the "nitty gritty"), I will outline the major components of Treasury Reports.

INCOME:

Toy Run Donations -	
Complete Pest Control	
Clovercrest Hotel — Motel	
Hyde Park Tavern	\$1000.00
Bedford Hotel	
Beaumont Tiles	
Memberships	\$1294.00
Sale of Stock	\$3079.80
BBQ Sales at '90 Toy Run	\$1649.28
Fighting Fund Donations (Lights On Campaign)	\$214.00

EXPENDITURE:

Toy Run Expenses -	
Band & P.A. System	
Stock Purchases	\$3840.53
BBQ Requirements	
Posters & Publicity	
Secretariat Needs -	
New Typewriter & Filing Cabinet	\$454.75
Postage -	
Centrestand, General, Membership	\$378.83

The current balance is \$9548.85 although we have yet to purchase the new Apple Macintosh computer which has been on order since before Christmas. We can also expect to outlay a considerable amount in our campaign opposing the compulsory 'Lights on' legislation as proposed by the Federal Government.

I.F. Marlow
Treasurer

Toy run huge success



The South East Motorcycle Riders' Association Toy Run was a huge success with just under 50 bikes taking part.

President, Mr John Hateley, said he was pleased with the turnout, public response, and police traffic control.

"We were getting a lot of donations from the public along the way, it was great," Mr Hateley said.

"It was a great feeling to be involved.

"A great cross-section of the bike riding community took part - from guys on Harleys to trail bikes."

Mr Hateley said riders from as far afield as Kingstons and Bordertown took part.

"It was a lot of work but it was all worth it," he said.

Those involved rode from Penola to Mount Gambier's St Vincent De Paul Society, where they left all the toys.

At the society, they were welcomed with soft drinks donated by Mount Gambier Schweppes and Woodroofs distributor, Mr Geoff Morris.

Society President, Mrs Jean Neale, said the riders had done a wonderful job.

"Bikers have such a bad image and they don't deserve it," Mrs Neale said.

RIGHT: Is it a man, or is it a mouse...Bill Eales follows the riders into town, gratefully accepting all donations. ABOVE: What are tough guys like you doing with toys like that? (from left) Roger William, Trevor Blackall and Kevin Marshall prove real men do have hearts.



Well 1990, was another good year for our register. It was a year where our members came up with all sorts of ideas that proved beneficial to us publicly, financially and also boosted our membership by another 16 new members.

Our "Summer Meetings" have been quite successful, and enjoyed by all those who attended. This is where we hold our meeting on a Saturday. Firstly, we have a ride, then a counter lunch at a hotel, followed by the meeting. Unfortunately, because of the huge distances involved within our register, it's hard for our upper South East members to attend. Hopefully with the minutes being spend to the Tatiara Motorcycles shop, they can keep up with what's going on in our area.

In April we hosted the 1990 National Rally. Attendance was disappointing, with only a few SA MRA members attending, but we had members from Rockhampton, Sydney, Canberra, Tassie and several other places making up for it. It clashed with several other rallies on the same weekend. But still, financially it was a success. Next came our annual

"Radiata Rally". Thanks must go to our Rally Co-ordinator, Trevor Blackall, and to all those who helped him with the organizing and at the working bees held to collect wood, etc. We mustn't forget our sponsors. Whenever we hold raffles or collect for any purpose, we have approximately twenty businesses who never hesitate to donate something. Without them we would not be able to hold the raffles we do to raise funds.

In November we had a day out with the "Riders for the Disabled". Several of our members went to their school and took the children for rides on their bikes. Then the children took our riders for a ride on their horses. The day was enjoyed by all those who took part. Then we presented them with a cheque for \$1,000 to assist them with their new building project. A great deal of good publicity was given to the MRA for this event.

On December 1st we held the first of our annual Toy Runs. Other years we have incorporated it in with the Mt Gambier Christmas Parade, but this limits us to the number of bikes allowed, thus the number of toys collected. This year our Toy Run was widely advertised and we had a great response from the public. Approximately 200 toys were left at collection points throughout the South East. Although only 31 bikes attended, the amount of toys donated was great. The run started at Penola and ended at the "St Vincent De Paul" depot in Mt Gambier. This was followed by an overnight camp at MacNamara Park (racing circuit) for those who travelled or others who wanted to make a weekend out of it. We hope to get more bikes to participate next year.

1990 was a good year thanks to our previous and new committees, who are doing their best to keep things running smoothly. Hopefully 1991 will be even better.

Ride Safe
Vicki Eales
S.E. Secretary

4B's REPORT

Hello everyone. We hope you have had a good Christmas and Happy New Year.

After the last issue was printed we donated \$800.00 to St Johns Motorcycle Ambulance Division Cadets. That together with \$200.00 from profits from the Wanbi Pub Run (thanks to Steve Jones) was donated to St Johns at their Xmas barbeque. Once again we thank everyone who helped out on the day of the Bed Push and everyone who promised and gave donations with sponsorship monies. Hopefully this year will again have another Bed Push, all going well.

Our Recovery Service has been seen on the streets over the Xmas break. We have had a few pickups but please remember we do it only on a voluntary basis, with profits going to St Johns.

Our hospital visits also are voluntary as we all have other obligations. If you know of anyone who is in hospital and would like a visit from any of our members, please ring us on (08) 264 9810.

The hospitals which are currently being covered are:

Royal Adelaide Hospital
Queen Elizabeth Hospital
Modbury Hospital
Flinders Medical Centre

this program and make myself readily available should you require further information.

Yours sincerely,
Neville James Co-ordinator
Community Integration Centre
Phone: 337 3000

COMMUNITY MATE - RIX PROGRAMME



A RECREATION OPTION FOR PERSONS WITH AN ACQUIRED BRAIN INJURY

For the majority of people living in the community the formation of relationships is a natural process resulting from our ability to access community options of varying forms.

The person with an acquired brain injury due to car accidents etc, can experience great difficulty accessing these community options and hence is in danger of increasing social isolation.

THE COMMUNITY MATE - RIX PROGRAM has as it's goal the reduction and eventual elimination of the loneliness and isolation experienced by people living in your community by creating the opportunity for the development of friendships between people with common interests but varying skills.

FOR FURTHER INFORMATION ON HOW YOU AND YOUR COMMUNITY CAN BECOME INVOLVED CONTACT:

MR NEVILLE JAMES
CO-ORDINATOR
COMMUNITY INTEGRATION CENTRE
PHONE 337 3000



CALENDAR

MRA CALENDAR MARCH - JUNE 1991

MARCH

- 11th General Meeting
- 16th - 17th Historic Road Racing Championships, Mallalla
- 18th Committee meeting
- 21st 4B's Meeting
- 25th General Meeting
- 28th SE Register Meeting
- 28th MN Register Meeting
- 30th-31st Historic and Modern Road racing, Mac Park

APRIL

- 4th 4B's Meeting
- 8th General Meeting
- 15th Committee Meeting
- 18th 4B's Meeting
- 20th Blood Run, meet 8:30am K-Mart Kurralt Park
- 22nd General Meeting
- 25th SE Register Meeting
- 25th MN Register Meeting

MAY

- 2nd 4B's Meeting
- 13th General Meeting
- 16th 4B's Meeting
- 20th Committee Meeting
- 23rd SE Register Meeting
- MN Register Meeting
- 27th General Meeting

JUNE

- 6th 4B's Meeting
- 8th-10th Tarcowie Trott Rally Mambray Creek
- 10th General Meeting
- 17th Committee Meeting
- 20th 4B's Meeting
- 24th General Meeting
- 27th SE Register Meeting
- 27th MN Register Meeting

'GOANNA'

(This issue's Goanna is by guest writer, "Rattler" as Goanna is in hiding.)

* How many snobs and slobbers turned up to the SA Sidecar Club's "Snob and Slob" breakfast at the Uni footbridge? don't know? You should have been there!!!

* Speaking of the Sidecar Club! Are they and the Green Ginger Guzzlers going to have a combined run rally later this year at the "Mini" and "Son of Mini" rally site just south of Marabell?

* How true is it that Tom, over the Christmas break, won a trip for ten people for a week on a houseboat? It is also true that he sold the trip to his brother for \$1,000? What happened to mateship?

* In January, our youngest committee member celebrated his 21st birthday. A belated Happy Birthday, Chris Fenech. While on birthdays, on the same day another birthday was celebrated, this time by Michelle Roul. I have been asked (threatened) politely not to reveal her age, but I can say her next one will be a quarter of a century.

* Is Justin Kilgariff (President, MRA SA) thinking of selling the beloved Volvo because of the abuse he gets when driving around town? What did the Mid North Register think of the Volvo when Peter Mount (ex Pres) and Les (Uncle Pervie) Dicker showed up to a meeting? I know a good panel beater!!

* And speaking of Justin! Is it true he goes to bed at rallies with a blow up doll? Doesn't everyone??

* Congratulations must go to Wendy for her recent engagement.

* Congratulations also to Milo and Georgina for the soon to be motorcyclist.

* And speaking of Milo, he still bruises when he gives blood! Georgina can't give blood because of the pregnancy! Chicken! Talk about the easy way out!!

* Is it true that Bruno Scholz, one of the organisers of the famous "Red Gum Rally", was seen doing donuts at the rally site? Admittedly he went to the site by boat because of the flood. Next he will be doing burnouts. If anyone knows how to do burnouts by boat let him know!

** Anyone out there got any good photos of people stuffing up? If so, send them to "Goanna", C/- The MRA, so that they can be used in this column to embarrass the you-know-what out of them. All photos will be returned after use. Perhaps we could have a prize for the best one - don't forget the victim's name and event, and your name and address. Oh! and don't make the photos too rude.

ROAD SAFETY REPORT

ROAD SAFETY REP REPORT

I write to introduce myself — my name is Ken Hogan and I am the new Road Safety Representative for the MRA in South Australia. My job is to investigate reports from our members and the public about unsafe road conditions and to liaise with government departments on general road safety issues.

I would like to bring to your attention one current problem with the Learner and Provisional rider legislation that is becoming dangerous for all road users. It involves the 250cc restriction in force for these licence holders. The main reason for concern is the availability of "super fast" 250cc motorbikes to these relatively inexperienced riders. Some of these new bikes are capable of speeds up to, and often in excess of, 200km/hr — a lethal combination with inexperience.

I personally know of riders who have been hurt or killed in motorcycle accidents, simply because the bike they were riding was too powerful.

The MRA feels that because of these bikes some changes are needed to the present legislation. Our suggested solution is similar to one currently being examined in NSW. Scrapping the 250cc limit and instead using a system of identifying certain motorcycles as suitable for use by novice riders. This can be done by evaluating how much power a motorcycle generates for its given weight, then using a sticker similar to those used for LPG for easy identification.

A study of the accident statistics involving high powered/small capacity motorcycles would shed more light on this subject.

We realise changes to legislation do not happen overnight but these bikes are available now and lives are at risk.

The following are further details on our suggestion for a new system to identify these high powered motorbikes.

AIMS:

Provide a system of approving motorcycles for use by novice riders to replace the current 250cc limit.

Produce a system that includes suitable models and excludes unsuitable models.

Making available a wide choice of models so consumer choice is not limited.

To produce a system that is administratively simple.

PROPOSAL:

Because trying to fit the wide variety of motorcycles into a certain formula would be almost impossible, our proposal is to form a committee of people who have wide experience and expertise with motorcycles and the industry.

These people should represent motorcycle groups, traders and the government, ie road safety centre.

Each motorcycle would be looked at subjectively using the following guidelines: Design philosophy, physical characteristics, power characteristics, dynamic responsiveness and ergonomics.

These criteria are defined as follows:

DESIGN PHILOSOPHY:

The purpose or function or set of functions for which the motorcycle was designed. Whether it has a broad scope of

usage or a narrowly defined role. Whether its overall design allows compatibility with learners' needs and whether it induces a safe and responsive attitude in the rider.

PHYSICAL CHARACTERISTICS:

The motorcycle parameters in terms of weight, size, seat height, centre of mass and power to weight and to whether those figures are acceptable or better.

POWER CHARACTERISTICS:

The motorcycle should provide a flat manageable power delivery with a wide spread of usable power devoid of peaks or surges coupled with a throttle response that is similarly devoid of lags or stutters.

DYNAMIC RESPONSIVENESS:

The motorcycle should be able to complete safely a MOST swerve test with a low-skill rider. The machine should produce no erroneous handling after a series of bumps and potholes. The motorcycle should not be subject to tram-tracking, weaving, nervous or twitchy behaviour under normal conditions.

ERGONOMICS:

The relationship between control layout, seating and foot-rests should enable the rider to have safe control over the motorcycle, both with stationary and in motion whilst being comfortably seated. Seating position should remain comfortable for an extended period of time. All controls should be positioned for easy and quick operation.

Kenneth J Hogan
Road Safety Representative

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
Motorcycling Is Magic Singlet (black only)	\$12.00	\$14.00
MRA Stubby Holders (Wet suite type)	\$ 6.00	\$ 6.00
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
Toy Run 89 Badges	\$ 5.00	
Toy Run 90 Badges	\$ 5.50	
All stickers	.50	.50

ADD POSTAGE TO ALL:
Windcheaters \$3.00 each
T-shirts/Singlets \$2.00 each
Badges \$0.80 cents each.
Stickers Only - S.A.E.



MEDIA RELEASE



MEDIA RELEASE 29TH JANUARY 1991

THE LIES, DAM LIES AND BUREAUCRATS PROTEST RIDE TO CANBERRA

In 1980, 12,000 angry motorcyclists rode on Federal Parliament protesting about compulsory conspicuity measures or lights-on. Ten years later non-riding bureaucrats have told Federal Transport Minister, Bob Brown they had conclusive evidence ADR 19.01, a lights-on law, would work and had NO legal or insurance problems for riders. Albert Bowden, rider rep to the Vehicle Standards Advisory Committee (VSAC), said "We've basically been given what we call misinformation. Well, it's not misinformation. It's lies." Brown ordered the Federal Office of Road Safety (FORS) to produce a fair report covering both sides of the issue. They ignored his directive and wrote "The Effects Of Day-light Running Lights on Motorcycle Safety". It ignores road safety problems and supports pet theories and public service policies. A NSW RTA paper criticising the FORS paper has not been released by the safetycrat establishment. Greg Hirst said of research at VSAC "...you will have to agree that pretty well all research into the use of lights as a safety measure has concerned testing for benefits. There has been no research directed at finding defects or negative effects.." Brown took no action. He is not in control.

Why should non-motorcyclist Australians be angry? Your taxes pay public servants to keep you safe on our roads. If selective research and misinformation are allowed by ministries how can you trust kids' seat belts, truck brakes or car tyres? This issue is more than taxes wasted. It's Australian lives.

On the morning of Monday, April 8, the day after the Sydney Grand Prix, riders will assemble at Canberra airport. MPs will be arriving as Parliament resumes April 9. At 1pm a column of bikes will travel from the airport, through the city at lunch hour, to Parliament. Letters will be sent to MPs inviting them to ride pillion with experienced motorcyclists on the run. At Parliament House members of the Australian Coalition of Motorcyclists (OZCOM) will call for ADR 19.01 to be dropped and for VSAC Chairman, Dennis McLellan, to be removed. Land Transport Minister Brown will be invited to explain his decision to the people it effects. Shadow Minister for Land Transport, David Hawker will speak regarding the Opposition policy on ADR 19.01.

OZCOM REPRESENTATIVES

Damien Codognotto President — Motorcycle Riders' As-

Greg Hirst

Peter Mount

AMC REPRESENTATIVE TO VSAC

Albert Bowden

sociation of Australia Inc. Phone
03 571 5127 Fax 563 5248.

Representative — NSW Motorcycle Council. Phone 02 635 0761.

Chairman — Australian Motorcycle Council. Phone 08 339 5400.

Phone 03 460 9596.



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