



CENTRE STAND



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

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MARCH 1986

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COVER PHOTO:

*National Motorcycle Month
Committee Xmas Party.*

M.R.A.

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4B's:	Allan & Karen	250 6886	A/H
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EDITORIAL

Well here we are again, our second issue being voted in. As you may have noticed the last issue was fairly full of all sorts of stuff.

Some people submitted articles for the last issue but weren't printed. We are sorry, but we just plain ran out of room. Hopefully it will be in this one. Don't let this put you off though — if you want something printed just give it to one of the magazine committee.

Since the last issue we have had many functions, some being: The Toy Run, Snobs & Slobs Breakfast, Xmas & New Year Parties (hope everyone survived) and the State Conference, some of which you will read about in this issue.

Till next time,
Milo, Sharon & Tom. — Ride Safe!

PRESIDENT'S REPORT

OK, who understood what I was talking about in the last issue of Centre Stand? If anybody did, would they mind explaining it to me?

Here's the crunch. It was nothing but a load of bull, codswollop, gibberish, drivel, absolute rubbish! It made no reference to anything in particular, went on about the affects this so-called legislation would have on our lives without being specific about those affects, and used a whole lot of difficult words which you could have made some sort of sense from if they were taken individually, but collectively created utter nonsense.

The whole report was designed specifically to take a subject which we are very sensitive about, i.e. legislation, and talk seriously about it at great length without actually saying a damned thing. I believe the expression is "gobbledegook", and a free tour through the Government archives for those who guessed right.

Very few of those words were mine. Whole passages were pinched from Federal and Local Government Acts and reports and various sociology books (spent hours in the library), all of which are great for saying things in the most incomprehensible way possible. All I did was to change a few words to make them apply to motorcyclists, and join the lot together with a few more words.

OK, why? Because, fellow bikers, a lot of the info that the Government and other authorities rely on to make decisions which **do** affect us comes from reports written like that. That is, they are so incredibly difficult to understand that:

- a. As the person who wrote it seems to know what he's talking about, the people who have to act on it do so according to their own interpretation of it.
- b. Even though it makes no sense, the people who act on it dream up some meaning for it so that they don't appear incompetent.
- c. People who recognize it for what it is act on it without question because that's their job.
- d. Even if it is understandable, it is so vague that it leaves the way open to dispute.
- e. People think that whoever wrote it is just trying to be a smart-aleck, and is trying to put them down by using big words. They chuck it in the bin.
- f. Those people who are intent upon clambering up the job ladder will act on it whether it makes sense or not.
- g. Nobody acts on it because nobody can figure it out.

Whatever happens to it, we usually end up getting the sharp end of the stick because people who help to formulate legislation can't say what they mean clearly, which simply adds unnecessarily to the whole bureaucratic rignarole. It's been a pet gripe of mine for years, even though I'm not without fault there myself.

These conclusions were drawn from feedback I got on the report from the many people I spoke with. The different opinions and interpretations bore out my belief that it's all very well to know something (from how to repair an engine to what data is needed for particular legislation), but if you can't impart that knowledge in a way that makes sense then it's all pretty useless, and can sometimes be very harmful.

And now for something completely different. Many of you have probably come close to being knocked off your bike by a

driver doing something stupid (what, everybody?), and been tempted to kick in a door panel or break a wing mirror. That reaction might be morally justified, but you might want to resist the temptation if you know the legal consequences.

Under Section 43 of the Summary Offences Act your action is regarded as wilful damage, which is a criminal offence rather than a road traffic offence, and you can be up for a maximum fine of \$2000 and six months imprisonment. Pretty tough bikkies, hey?

This would be reduced, of course, according to the circumstances, such as what caused you to react like that in the first place, if you had any previous convictions, the cost of the damage, and if you had tried to pay for it (regardless of whether or not payment had been accepted).

The court may order you to pay whatever sum it thinks fit up to the cost of the damage, plus court costs and fine, or it may throw the case out as a trivial offence. Unless you are in the habit of doing this, it's most unlikely that you would go to jail, but if you were convicted you would have a criminal record for the rest of your life.

The only legal recourse you have is to take the rego number and report it to the police, when you will have the dubious satisfaction of knowing that the driver's name will be recorded somewhere and that nothing will be done about it.

Thanks to the support from you and other bikers outside the MRA at the Election Rally held last December, and due in part to its timing, we have the potential to achieve a greater level of success than we have in the past.

The Minister of Transport, Gavin Keneally, will propose to the Third Party Premiums Committee that the premiums applying to large city bikes be reduced from \$275 to \$240 and that they should be frozen until city car premiums catch up (The TPPC will be sitting in March or April to consider an application from SGIC for a 15% hike.) The new rider training scheme has been accepted in principle, and will be introduced at the same time as graduated car licences. The Highways Department is now testing different road marking paint, and the Road Safety Division will be investigating rumble strips, manhole covers, and steel plates, along with the differential speed limit problem. The current noise limit of 94 Db will also be retained.

I'd suggest you treat these "successes" pretty conservatively for the moment. I'll believe they have happened when I actually see them, but we won't be sitting back waiting; we'll be hanging in there alright.

A brief update on noise levels legislation. The Federal Government has dropped ADR N1 in favour of the European standard ECE 41.01, due to come into effect in March 1988.

The new standard will have a stationary level of 94 Db at 0.5 m from the exhaust, and a ride by level of 80 Db at 15 m. This is easier in one way and harsher in another than N1. We feel we have been hit over the head with a big hammer and are expected to be happy when a smaller hammer is used.

We don't believe these standards get to the root of the problem, and have set up our own data collection and analysis group (on a national level) to look into it further. I hope to have more info for you in the next magazine.

Peter Mount

NATIONAL WHEELCHAIR GAMES

DESIGN RULES UPDATE

The 1986 Mutual Community 14th National Wheelchair Games held in Adelaide ran from 17th to 27th of January.

These games provided disabled sportsmen and women from all states of Australia (including a few overseas competitors) with a chance to compete for national titles and trophies.

Ten different sports were competed in and consisted of weightlifting, archery, swimming, snooker, tennis, tabletennis, basketball, bowls, athletics and air weapons.

I volunteered to work as a courier for one Saturday and rolled into the Travelodge on South Terrace at 8.30 am. The Lodge was the main centre of activity with venues for events situated at Adelaide's various sporting reserves and competition centres.

Whilst reporting for duty I must admit to feeling quite left out being one of the few people without a wheelchair. The foyer was jam packed with them occupied by sportsmen and women in very high spirits.

I was quite impressed to see how well organised everything was with motel rooms converted to makeshift offices and transport buses rolling through whisking competitors to their venues, not to mention the horrendous amount of paperwork required. Approximately 250 people competed in various events the whole show costing 37,000 dollars. Behind the scenes 400 workers and volunteers helped things run smoothly.

All sports people handled their wheelchairs with expert precision, mobility to them did not seem to be a problem, but I did have to watch out for the wheels (wearing steel capped boots was helpful).

No doubt spending a day amongst these people would've opened your eyes to yet another facet of competitive sport and human determination to achieve a goal. To me it was a day to be remembered.

Simon, Ambassadors Christian M.C.C.

**INTERNATIONAL WHEEL CHAIR GAMES JANUARY
17th - 27th 1986.**

MRA COURIERS

Coral Hunt
Peter Mount
Lynne Rigby
Geoff Rigby
Darryl Jonathan

Adrian Spoehr
with five of the wheel
chair competitors.

Other members who assisted and to whom thanks are due were Marjorie Schultz, Stretch, Peter Ham, Wendy Polljonker, Mark Scicluna, Geoff Richardson, Fred Kelsh and Gary Noom.



4 - CENTRE STAND MARCH '86

In the last 'Centrestand' we mentioned the proposal for ADR NI which would have drastic ramifications for us as motorcyclists.

However due to pressure from the MRA and other interested motorcycle bodies, the introduction of this ADR has been shelved for the present. The whole issue has been referred back to ACVEN (Advisory Committee for Vehicle and Emission Noise) for further consideration, in particular the question of stationary noise test standard for motorcycles.

A meeting of various Government Ministers in Hobart during last December endorsed a major long term strategy for vehicle noise standards. It was decided that this strategy should be based upon:

- more effective enforcement for present vehicles in service before new standards are introduced.
- new standards to be fully justified before implementation.
- Australian standards to be based on UN standards.

The Ministers also agreed in principal to the introduction from March 1988 to a revised motorcycle noise standards based on the United Nations Economic Commission for Europe Regulation 41.01.

There was general consensus for uniform vehicle regulation throughout Australia. Priority was assigned to the third edition of the Australian Design Rules which would involve the amalgamation of State and Territorial requirements with the ADR's. It is generally accepted that Australia is moving towards the adoption of international (UN) vehicle standards.

At this Hobart meeting the Ministers also endorsed an amendment to ADR Rule 33 to ensure better motorcycle braking performance in wet weather. The new testing produce will simulate more closely the actual conditions which will be encountered when machines are ridden in wet weather.

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CALENDAR

VICE PRESIDENT'S REPORT

CALENDAR MARCH – JUNE

MARCH

- 1st West Coast Register meeting
- 1st South-East Register meeting
- 2nd AVA 3 hr Prodn A.I.R.
- 8th Blood Run. Meet Le Cornu's carpark 8.45 am.
- 8th S.E. Reg. Penola Parade. Meet 11.30 am Main St.
- 9th Tourers Poker Run. Meet 10.30 am. Arkaba Hotel carpark.
- 12th General Meeting
- 12th Yorke Peninsula Register meeting Moonta Hotel 8 pm.
- 15-16th Redgum Rally
- 19th Committee meeting
- 22nd Novice Rider Training Day 9 am. Road Safety Centre Oaklands Road, Oaklands Park.
- 23rd MRA tent landyacht races, Port Gawler
- 26th General Meeting
- 27th Mid-North Register meeting
- 28-31st MRA NSW tent Bathurst
- 29-30th Open and historic road racing Mac Park

APRIL

- 5th W.C. Register meeting
- 5th S.W. Register meeting
- 6th Tourers Family Day. Meet 10 am Top o' Taps to Adventure Park, Victor Harbor
- 6th Y.P. Reg. Mystery Tour & BBQ. 2 courses – one for road bikes, one for trail bikes. Meet Eglinton Motorcycles, 61 Port Rd. Kadina 1 pm.
- 9th General Meeting
- 9th Y.P. Register meeting Cornucopia Hotel, Wallaroo 8 pm
- 11th MRA Tourers meeting Black Lion Hotel 7.30 pm
- 16th Committee meeting
- 23rd General meeting
- 24th Mid-North meeting
- 25-27th National Conference, Perth

MAY

- 3rd W.C. Register meeting
- 3rd S.E. Register meeting
- 7th General Meeting
- 14th Committee meeting
- 14th Y.P. Register meeting Wombat Hotel, Kadina 8 pm
- 17-18th Flying Doc Rally
- 21st General Meeting
- 24-25th Croweater Rally
- 29th Mid-North Register meeting

JUNE

- 4th General Meeting
- 7th W.C. Register meeting
- 7th S.E. Register meeting
- 11th Committee meeting
- 11th Y.P. Register meeting Moonta Hotel 8 pm
- 18th General Meeting
- 26th Mid-North meeting

Christmas has been and gone for another year and 1986 is well and truly with us. Since last magazine there has been a lot going on, and despite the appearance that we were in retirement, the committee has been busy.

There has been the election run with all the publicity and lobbying that went with it, and on the same weekend we sent a delegate to Canberra for the A.M.C. conference (me) where the problems and petty bickering which were threatening to destroy this very worthwhile group from within were hopefully resolved. The Australian Motorcycle Council is a group formed of the various lobby groups within Australia, such as the various state MRA's, Biker's Ltd, the NTMA, FAM and the ACU of NSW. Its main role is to handle representation on motorcycling matters applying on a national basis such as ADR N1 to the federal government in a unified way. As such it plays a very important part in motorcycle politics in Australia. Other things discussed were the formation of a national Motorcycle Safety Foundation, the activities of the A.M.C. delegates on various national committees, the AMA poster imploring us all to ride with our lights on so car drivers wouldn't have to look out for us, formation of an Australian standard for motorcycle wheels, and lots of other things.

Then there was the toy run which as always was a great success, with the drawing of the KR250 raffle. Scott McBain at SKA certainly did his bit by making sure Father Christmas was there and gave us plenty of free publicity on the air before and after the event. Thanks Scott.

We held some social events as well, including the much talked about Snob and Slob breakfast on the banks of the Torrens. There should be photos of this fun day elsewhere in the magazine. A most enjoyable way to start the day – the snobs had chicken and champagne and silver picnic sets and the slobs their beer and prawns and used their fingers.

We had Christmas drinks at the Black Lion which was well attended with a lot of people staying until stumps.

Henk and Wendy offered their place for a New Year's Eve party. Thanks to them both for an enjoyable night.

The computer has been more than earning its keep, especially during national motorcycle month, and membership listings are well on the way to being up to date. If there are any errors on your magazine mailing label please let us know so we can correct it.

One final thing. At the A.M.C. conference I was talking to Ross Goodman (Pres. N.S.W.) and he told me the M.R.A. over there has some plans for Bathurst at Easter. The M.R.A. tent will be set up well away from the compound, and he has asked that members show the solidarity of the M.R.A. and camp with them under the various state banners and stay well clear of the traditional trouble spots. It should also be a great way of meeting members from other states.

Ride Safely,
Bob Stanton.



4B's REPORT

Since our last magazine the 4Bs certainly have had some more changes, with a **decrease** of members. Firstly, Neil Spencer our new co-ordinator has had to retire, due to work commitments as Neil and his wife Denys are leaving Adelaide to go to Pt. Augusta and has informed us that he still intends to continue with his 4B work up there, — sorry to lose you both, in your work and 4Bs work.

Secondly after all this time, Ray Drew has retired from 4B work for awhile, sorry to lose you too Ray, and thanks for all your good work you've put into 4Bs over the years and you were a good co-ordinator as you always kept us on our toes. Thanks again Neil and Ray.

Since purchasing the 4Bs trailer we've had a few "bike pick-ups", so if ever a pick-up is needed, please ring Lynne on 263 2446 or your 4B member.

We need **MORE** 4B members urgently, it can be very rewarding, so if you want to know what 4Bs do, ring Lynne or any 4B member and we'll be only too happy to talk to you. Even visiting patients once month, once a fortnight, even weekends.

Also since our last magazine four 4B's members (MARK SCICLUNA, GARY NOOM, NEIL SPENCER AND LYNNE RIGBY) went along to the Julia Farr Centre to visit Peter and Doc. — Peter was going away to Bendigo to see how he could manage being with friends permanently, — so good luck Peter. Doc was in full form showing us photos of his 'Ducati' (that he had his accident on) and the grounds of the centre which are really beautiful. Doc went onto show us the computer he uses to do his letter writing. Doc also tells us he is going to live at Naracoorte soon, so there's something Doc is looking forward to. Both Doc and Peter have been at Julia Farr Centre for eight years, no wonder they're looking forward to leaving.

I myself did a small bit to help the Coma Arousel Programme at Julia Farr Centre with a 25 year old motor cyclist who is in a coma and I was really surprised to say the least, — talking to him was no response although he was looking at me, — BUT when I brought out the photo albums on motor cycles that was a 'real surprise' his eyes lit up and took a lot of notice and he wasn't interested in eating or drinkin his meal, all he wanted to see was motor cycle photos, so people like that, ARE alive, they're not dead, not vegetables and they DO respond, it certainly was an experience for me.

Lynne Rigby
Treasurer 4Bs S.A.

RESIGNATIONS

Neil Spencer the 4B's co-ordinator and Denys Spencer the Secretary are moving on to new pastures, may be not greener but newer pastures in Port Augusta.

Our work commitments dictate that we will be moving, so it is with much regret that we must resign from our MRA committee positions.

We both intend to stay involved with the MRA through the West Coast Register and support the cause as best we can.

Thankyou to all who have made our time on the committee rewarding and enjoyable.

Keep up the fight and stay upright.

Neil and Denys

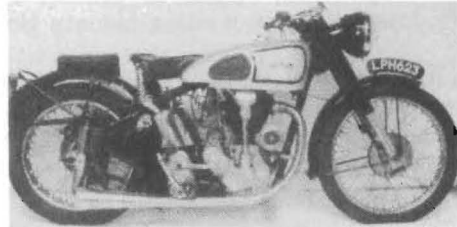
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TOURERS REPORT

The Tourers have had a busy three months since the last magazine with a range of club activities and the organisation of various functions.

We started with our first Poker Run to Para-Wira, starting at Newton and riding through the hills, including some of the old favorite roads and finishing with a BBQ at the recreation park. Although attendance was small a good time was had by all. With Gail winning the Pot but also getting drowned by son Rodney armed with a Swiss Maid bag full of water, much to the amusement of all, especially when said child was then chased around the picnic area by mum with a large stick.

December kept us busy with the organisation of the M.R.A. Toy Run's BBQ. Thanks to all members who helped out with the cooking and catering, a top job was done by everyone, and special thanks to Dave and Daisy who worked extra hard and weren't members.

We also managed a few runs with the Graveyard run on Friday the 13th consisting of a run to the Drive-in and then riding to Clare for Brekky. And of course the New Year's party at Sellicks Beach, which resulted in many sore heads, furry tongues and Misfit throwing up in the mini on the way home, thought some people braved the cold chops for breakfast. There were also reports of a female version of "Rambo" stalking the sand dunes for unsuspecting male prey in the wee small hours of 1986.

January had the first Tourers meeting of the year and the preparation of another calander till the end of April.

Due to popular demand we're having a second Drive-in night again to the Gepps Cross Drive-in, after first meeting at the Black Lion for drinks. We don't know what's playing, but then again we don't really mind. Well who really cares after a few bottles of Stones a couple of hot dogs and a carton of chips.

March the 9th we're having our second Poker Run with a top ride through the southern hills, to Belair after leaving the Arkaba Hotel at 10-30 am. A Barbie is laid on so bring some chops the XXXX and as many warm bodies as you can lay your hands on. Once again winner takes half, and this time it'll be a mystery run with a map given at each check-point.

A family day is organised for April 6th with a run to the Greenhills adventure park where we'll have another of our famous BBQ's (or infamous if you really know us well), and then the Tourers will have a chance to test their endurance on the attractions provided. We'll be leaving the Top of Taps (Victoria Hotel) O'Halloran Hill, South Road, at 10 O'clock sharp.

By the time you'll read this article we'll have had our Annual General Meeting, so welcome to the new committee and good luck for the following year. The rally season's more or less started so remember if you are a Rallist there's always Tourers at a rally so if your after company there or on the way your always welcome to join us "the more the merrier" in the immortal words of Mae West, so see ya there.

Stay upright
Sue (who never stays upright)



GUESS WHO?



IS THIS A NEW FORM OF HELMET?

By the time you read this use would have been together a little over twelve months, in this time the club has grown in membership from twelve members to fifty odd. We have succeeded in organising our own rides, toy runs, and other functions successfully and without too many hassles.

All this being now to most of us, I think we have all done extremely well in applying ourselves to these tasks. Especially to the hard working committee members who gave up a lot of their time during the past twelve months, I would like to convey my gratitude and the thanks from Club members for the effort put forward by Joyce as Secretary, Joyce took on the most demanding role by a committee member, and did her job well.

If the past twelve months is any indication of where our register is heading, I think 1986 will be an even bigger and better year.

I thank all committee and Club members for their support and enthusiasm during 1985.

West Coast Register
President John

RUMOURS

1. Who was left with the fish bones at the xmas party!
2. Who forgot the banner after the toy run?
3. Who's blue heeler took a liking to a bull terriers nose?
4. Who's Ducati had a disagreement with a V.W., at the awareness ride?
5. Who got sauce all over his face trying to bite a snag at the world's end Rally?
6. Who's bike was seen parked outside a local pub while the toy run was on?



WEST COAST MEMBERS AT WORLDS END

If you're selling your bike, get some positive I.D. before letting it out for a test ride, such as a licence or credit card, and keep it until they return. Many bikes are stolen by bogus buyers.

The sun was just peeking over the hills as we tied the Katana down in the ute. After stopping at the servo to fill bike and car, we headed up the Port Wakefield Road. Its amazing what goes through your mind at time like that — what are all these people doing on the road so early on a Sunday? Have we done the right thing in hiring a race track? Will the day be a success?

Eight long hours later all was revealed. Perhaps the best way of summing up our inaugural "race" day was when smiling rider exclaimed "we should have done it sooner!"

We arrived at the gates to Mallala Motor Sport Park at a few minutes past nine. There were already bikes waiting outside, with riders fizzing at the bung. It was apparent the weather was going to turn it on for us as we opened up the control tower and set up the scoring facilities. By nine thirty the first bike had rolled through the pits and out onto the track.

The morning was informal (read disorganised) with a constant stream of bikes arriving. Of particular note was a couple of Velocettes, a BMW Outfit (excuse me, I holed a piston racing at Sellicks, is it alright if I do a few laps to run the new one in?), a BMW K75 and three race prepped bikes including a lightning fast GPZ900R. The characters in the timing tower were randomly timing the quicker bikes, and it was noticeable how some times were dropping radically.

Around high noon we stopped for a BBQ lunch and some snippets of overhead conversation were quite interesting eg. — "Gee, I'm using bulk fuel!" "These tyres are R-S!" "How come you ran off the track?" "Look at where my exhaust systems grinding" and various other comments of a like ilk.

The afternoon session was more organised with about forty brave souls doing 5 laps a piece in lots of ten. The best time for the day was the afore mentioned 900R with an 85 second lap, now that quick. Unfortunately the last bracket of timing was marred by a spectacular high side entering the start/finish straight. Luckily Robert, the rider, only sustained slight injuries, but his R100RS needs a bit of glass work on the fairing.

After clearing the track we had a final free for all, finishing with just enough time to down a few lemonades at the wheat-sheaf.

Obviously there are a lot of people to thank for a day such as this but thanks should go to Gail, Andrew and the rest of the timing crew; Gary for the first aid back-up; Bob, Chrissy and Danny for organising the timing session and the tourers for throwing on another great BBQ.

Thanks also to the many not mentioned and to the cast of thousands (well eighty anyway) who turned up and had a ball.

When you use our advertisers and dis-counters tell them you got their name from the MRA magazine.

TOY RUN '85

Looking out of the bedroom window at 8.30 am on Sunday I thought to myself "Let's cancell today and start again". The weather was cold and overcast and we were due to have our yearly Toy Run.

After breakfast, I put on my wet weather gear, got the bike out of the shed and headed out into the cold for the Woodside oval to help set up the tents, etc.

Well the misty rain turned into fog so for a change the legal speed was used, bloody boring 110kph. I soon reached the oval only to find everything had been done. Heading out again into the fog and mist this time with Bruce, Sue & Mike in hot pursuit – Glenelg was soon reached.

With the car park slowly filling up with almost every make and size of bike made my hopes were starting to lift from despair to joy because I had had visions of this Toy Run being a flop due to the weather. I don't know if Papa John and friends had anything to do with the weather but if they did, a bit more next time fellas!

Having decided to take photos of the run I headed out before the main group so to get some good shots. With a good vantage point found (the Stirling overpass) I soon had the cameras set up and waiting for the run to arrive some 15 minutes later.

With the photos taken I soon had the Camera gear stowed away ready to join the tail enders but the bike refused to start. It soon dawned on me that the fuel wasn't getting to the carbies, so on to reserve, a quick top up at Stirling and on my way.

After coming of the freeway the run was soon brought to a halt when a car ran into another car forcing it into the bikes. Some eight or nine bikes went down. Some of the fallen riders needed hospital treatment, others were just shaken. I hope those involved are back on their feet or soon will be.

After regrouping at the oval the band soon had everyone relaxing, some milled around viewing other motorcycles or just having a drink. At a rough guess I think there would have been 2,500 plus people on the Run, not a bad effort considering the weather.

By late afternoon the toys were presented to the Salvos, who were most appreciative. The raffle for the Kawaski KR250 was drawn by santa, (I didn't win). The beer tent was doing a roaring trade (don't know why) but all things must end, so some went home, some helped clean up and some got a bit upset because the band and booze stopped.

Thanks must go to Bruce for organizing the Toy Run, the MRA Tourers for the BBQ, the people who helped in the MRA tent selling stock and memberships and to those who helped after the accident. And especially to all those who donated a toy.

Thanks for being there, see ya,
Tom

RAFFLE WINNERS

- 1st Prize Kawasaki KR250 – Mr R Hancock
- 2nd Prize 200 Tyres – Mr J Herbert
- 3rd Prize Lim Helmet – Mr A Leowello



QUEENSLAND VISIT

WHAT TWO COMMITTEE MEMBERS DID DURING NATIONAL MOTORCYCLE MONTH!

Due to some mismanagement of holidays beyond our control. Neil on his BMW R100RS and Denys on her BMW R65 found themselves travelling to Queensland, during National Motorcycle Month.

Leaving S.A., it was cold and wet, with the only incident being the breakage of the strap on Denys's tank bag. We camped the night between Broken Hill and Wilcannia under a full moon. The early morning ride into Wilcannia was hampered by many Roo's, sheep, cattle and the occasional Emu. We finished our second day with a fast smooth ride on good road between Coonabarbran and Narrabri. The last stretch of N.S.W. between Narrabri and Boggabilla was warm and flat, but a kidney shaker. We enjoyed a good cheap lunch at the Boggabilla Golden Fleece Trucky stop, large steak, coffee etc. for \$6.00.

Well we were finally in Queensland, Neil has been up this way before, but it's Denys's first experience with those well renowned "Queensland Roads". From Bogabilla-Moonie-Miles-Taroom the roads were quite good with several areas of road works and "side-tracks". It got to 4.30 in the afternoon and we decided to head for Theodore, hoping to get there before dark, but knowing the road went through the mountains we had our fingers crossed. The road gradually deteriorated into a one lane goat track where we got stuck behind a Long Wide Load, which allowed us to travel on the bitumen, as oncoming traffic had to get off the road for the semi. Back onto good road thru the Isla Gorge National Park, our first view of those beautiful tropical sunsets. We spent the night in the local pub at Theodore.

In the morning we headed for Rockhampton via Banana, Biloela and Mount Morgan, very mountainous between Biloela and Rockhampton with the start of tropical rainforest.

Passed through Rockhampton on to Mackay. Tropical savanna with large herds of cattle the only things in sight. 30kms. south of Sarina there was a K100 BMW stopped on the side of the road, who flagged us down. They had been broken down for a couple of hours, no drivers had stopped, so they were pleased to see us. We couldn't find the problem so we went on to the BMW agent in Mackay who sent someone back to collect them. We continued on to Proserpine, where we stopped for the night and saw the burning off of sugar cane.

Proserpine-Bowen good, but uneventful road. Bowen-Townsville lots of one lane bridges with give way signs, the road varied from very good to bullock track! Townsville-Cairns we were in the tropics with large tracts of sugar cane and patches of tropical forest. Cairns-Port Douglas, bikers paradise, 50kms. of 55 kph. bends following the coast line.

For the two bikes it had cost us \$192.00 in fuel from Adelaide to Port Douglas, approx. distance 3,100 kms. at average speed on the open road of 100kph. in 5 days. Damage report both bikes had broken pannier frames, which were rewelded without much problem.

We stayed at Port Douglas for 5 days. Places worth seeing; the town itself is great with good pubs and interesting shops; Four Mile Beach; for those into Tropical wildlife Wild World if worth a visit; Cairns wharf has a large variety of boats in-

cluding the Marlin Game Fishing Boats; the Cairns Botanical Gardens Jungle Walk; Mossman Gorge, beautiful fresh water for swimming, but icy cold; High Hills Farm is a definite if you are into food (tropical fruits eg plantain, five star, rosella etc. and barramundi); and of course snorkeling on The Barrier Reef.

From Port Douglas we headed up into the Atherton Tablelands where we found out about tropical rain. We saw Millaa Millaa Falls, The Curtain Figtree, Palmerston Gorge National Park, and Australia's only commercial tea plantation, Nerada. We stayed the night at Ingham.

Denys's birthday and guess who forgot!

We headed down the coast to the Whitsundays, but it was a tourist trap and too expensive (fuel jumped up 6c/l in 30 kms.), for us poor bikers, so we continued on to Sarina beach for the night.

For a change we decided to go via the Alt. 1 route from Sarina-Marlborough (never again its a boring facelifted road). We stopped at The Caves 23kms. north of Rockhampton (interesting for cavers) and then continued on to Yeppoon-Emu Park where we had a two day break, with repairs to the pannier frames yet again.

Our next stop of interest was Bundaberg for a tour of Millaquin sugar mill's distillery, the home of Bundaberg rum! For those who stop at Bundaberg a necessary purchase is a bottle of 33% OP. Bundie (\$28 not available outside Queensland).

The next day was a dash from Gympie-Noosa-Nambour-Brisbane where we stayed with our old friend, Fossy for a couple of days.

Down to the Gold Coast to stay with another friend. Main Beach and Surfers are excellent beaches, but swarming with tourists (a surprisingly large number of these were Japanese). Currumbin Bird Sanctuary is worth spending a day at, to feed the wild Lorikeets. Just inland from the Gold Coast lies Mt. Tamborine with good scrapping corners, great views (coastal & inland), and beautiful sub-tropical rainforests (another tropical drenching, wet but not cold).

We attended the Gold Coast MRA register Motorcycle Road Safety Check day, where we were made very welcome, Thanks Greg, Robyn, Cas and all the gang.

On the homeward journey we stopped off at Cape Byron, the most easterly point of Australia. The road between Casino and Tenterfield makes the Gorge road look like chicken-feed, incredible!

The final days ride was from Gunnedah to home (eighteen and a half hours!). We hit a cold front at Balranald (this was quite a shock after our tropical interlude) which stayed with us for the remainder of our journey. What a welcome back to S.A.!



Neil & Denys Spencer

RALLY REPORT

RALLY ROUND THE BEND OCT 12.13.14
OR . . . BLOODY FLIES WIN AGAIN
OR . . . WHO REMEMBERS - WHO CARES

Saturday: drizzly rain and cold but who cares as I'm going to the rally to forget my birthday. Six-thirty saw me packing my bike as I was too slack Friday to do it, anyway how long does it take to put a tent, air bed, sleeping bag and a can of beans into a pannier.

By 8.30 I was off heading for the Riverland, some 220km away, Quick stop for fuel at Cavan, then off to Gawler, Truro, Blanchtown, Wakerie and Overland Corner and a quick blast down a dirt track and the rally site and a CHORUS OF HAPPY BIRTHDAY - (Buggers)

After having unpacked and got my tent up in 30 minutes I was back on the road again this time heading for Barmera for lunch at the Folks place. (Gee these rallyists have a hard life)

A couple of ales later and a birthday pressie (a slab of Fosters stubbies) saw me back at the rally to do some socialising into the wee small hours

Another Sunday, another hangover! but not to worry by 1.00 pm. I was feeling much better after a counter lunch and a beer or two or was it three. A much quieter night was had (thank goodness) as I had a early start planned for Monday.

A few things I noticed whilst at the rally were: Blokes walking around with handbags. A lot of MRA Tourers all together (they got the trophy). A lot of MRA committee members almost drunk (something to do with National Motorcycle Month) some lady's breasts (nice too). Peter Mount getting a wake up kiss (yuck). Bob Stanton riding a 250cc bike, and a bald back tire on a Goldwing!

Top rally Girls of W.I.M.A. S.A.
Top site and top weather in the end.
P.S. Cancel the bloody flies next year!

RALLY IN THE MALLEE September 20.21.22

Having to give blood on the Saturday a late start was had, the weather was fine and warm. With only 250km to the rally, we weren't in any hurry. Passing through Murray Bridge, Karoonda, Wanbi and Paruna for fuel for both bike and myself then a short ride south down the main road and onto the very good dirt road to the rally where the gymkana was in full swing, sorry I missed it.

The food and drink tents did a roaring trade till the wee small hours of Sunday, and were back in action again early for coffee and hangover pills for breakfast.

At nine o'clock the trophies were handed out, some of which were won by Red (can't remember what for) Henk for best hangover and myself for best looking sidecar, (who did I pay? Neville).

A very, very slow start was had (1.00 pm) with an even slower ride home only to be interrupted by a broken bike and a nervous Roscco only because he had to nurse his dog whilst sitting on the back of Davie Rault's outfit.

Thankyou Neville and Co
and the 4B's

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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 "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;
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GOANNA

- * Who still flashes their jugs at MRA meetings?
- * Which one of our well know advertisers in Centrestand got seasick while watching the races at Sellicks by Boat?
- * Is it true that Chris Twigger cleaned her old bike with cotton buds before selling it? Who dobed her in?
- * Whose bike was seen on many occasions at Maslins Beach carpark over the last three months and is a committee member?
- * Is it true that Tom's bike broke down on the way back from the Clubman Rally?
- * What happened to Camel's Bike?
- * Is it true Bruce Denson bought his side-car so to have more fun, but is too much of a wimp to join the newly formed Side-car Club? Perhaps he thinks they are having too much fun!
- * Who were the Snobs and Slobs at the breakfast on the Torrens recently? Don't know? Then come to the next one.
- * Who was seen drinking lemon squash at the Register Conference and rides a B.M.W.?
- * How many MRA Tourers went to the Clubman Rally? Two . . . How many made it back under their own power? One . . . 50% failure! !
- * Who rolled a buggy at Barmera over the Xmas break and hurt his knee? No it wasn't Tom.
- * Who almost destroyed her falcon ute and house while trying to avoid running over a motorcycle? Sounds like Camel has competition!
- * Has Peter bought a watch? Or has he finally got the message? I sure hope so! !

Please keep those cheques and money orders coming in as I have almost saved enough for a new bike. Well almost. . .



SORRY JOHN BUT IT WASN'T YOUR COLOUR



Well at last! John Herbert has class. He's finally done it. He's gone from a Suzuki 1000 to a Suzuki 650, now he's got himself a BM(X)



WHO SAYS MRA RIDERS ARE POOFS?

S.A. SIDECAR CLUB

The S.A. Sidecar Club is a social club. It has been formed so sidecar enthusiasts can meet with other outfit riders for functions such as rallies, day rides, pub nights, and anything else of interest.

Besides satisfying the social needs of sidecar riders, the club wishes to help any new comers learn the art of riding and setting up these strange handling machines.

●

CLUB MEETINGS

At 7.30 pm on the 1st Thursday of every month.

At the Black Lion Hotel, Hindmarsh.

All are welcome

Any enquires phone – Les 390 1785, Rick 336 4272, Bob 297 2746

●

PHOTO COMPETITION



Send in your best photo of a motorcycle orientated event to go with our new stickers "Motorcycling is Magic" Winner receives a Gift Voucher or one years membership.

We supply the photo; readers are asked to send in a caption to go with the shot. The winner gets 1 years subscription or stock to the value of \$20.

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LETTERS TO THE EDITOR

INNER CITY PARKING

By now a lot of you have heard that I have been looking for places around the city area to park bikes while there. What started this off was one Friday night I rode into the city, parked at John Martin's Car Park and was charged 60 cents and told as long as the bike didn't take up a car space the bike would only be charged 60 cents for as long as it was there. Next fortnight went to the city and parked at the Grenfell Street (Harris Scarfes) car park was there for about 4 hours, asked where to park the bike and got shown to the wall which was a no standing zone come back to the bike and was charged \$4.20 or thereabouts. What I intend to do is to make a list of places that are cheap or places which are expensive depends on which is easier to write up for printing but to do this I am asking for help from you. If you know of any cheap places to park write them down and send them to me.

With your help we can have a list of where to park at a good price.

Allan Green
10/77 Daphne Rd, Salisbury East.

Dear Sir,

I would just like to take this opportunity to thank the MRA (without dots) for hiring Mallala on Sunday the 16th February, 1986 as I am sure I speak for quite a few members and non members who were there. It was a great day had by all, I feel, except possibly the poor bloke with the BMW R100RS who had a spectacular fall.

I would also like to thank Steve Salter who must be a crazy fool who lent me his Katana to punt around the track and the time he spent running around to organise the day. He spent about 30 hours all told in phone calls, trips to Clem Smith's (the owner) and heaps of other things to numerous to mention.

Anyway I think this should be looked at as a great success for the MRA as a whole and think that it should be done again.

Danny (Big Red Zed The Flying Med)

Dear Editor,

We spoke on Sunday night of the part played by members of your Association, in assisting to make last week's Mutual Community 14th National Wheelchair Games an outstanding success.

Would you please pass on to all those people who helped, our very sincere appreciation — not only for what they did, but also for the way in which they did it. Their readiness to undertake any courier run, their helpfulness and friendly approach made them all very popular with everyone with whom they worked. Again, our sincere thanks for an important job very well done.

Yours,
Brian Mitchell,
Chairman of Communications for the 14th
National Wheelchair Games

Dear Sir/Madam,

I wish to briefly comment on the Presidents Report in Centre Stand Vol 2 No 1 Dec. 1985. The report was full of "Gobbledegook"! e.g. "Neither can the relationships between structural and interactional aspects be created by metasociological arguments which might show how a phenomenological approach can be linked to symbolic interactionism." What does this mean?

Surely if you wish to communicate to readers of Centre Stand, then writing in a language everyone can understand would be beneficial to all.

Yours sincerely,
Peter Perejma

Dear Sir,

I saw the Tourers Report in the last mag inviting people to join and thought poor bastards! Maybe someone should let them know what they're letting themselves in for.

For a start you leave for everywhere (even WIMA rallies) from Eagle-on the Hill at some god-forsaken hour which is real handy 'cos if you've got nothing to do any weekend you just rock up there about 6.00 am and if no-one's there it means that they met at 5.00 am so you take off down the freeway and you'll soon catch a couple of ancient Kwaks (that's the bikes, not the riders) wobbling their way around corners.

Anyway you'll eventually get to a rally site or something, probably having spent a night on the ground at the side of the road because some peanut on a plastic Harley was already on reserve. And when you get to the rally site they almost act like normal bikers but the way they hang their Tourers banner gives you a clue.

Actually anyone can join if you're sufficiently warped—they even have a Harley rider as a member (worth joining just to see a Harley covered in mud) and its rumoured there's a Leadwing as well but you shouldn't believe everything you hear.

Still the Tourers campfire is often the biggest and noisiest and they cater for the crazies with Graveyard runs, Smelly Bait runs etc.

So-if bikes, booze and fun are not for you,
DON'T JOIN THE TOURERS!!!

Chris

VALE -

The MRA was saddened to learn of the death of Ian Pettitt of Bordertown on March 5th.

He was a tireless worker for the MRA and will be dearly missed.

Ian leaves a wife and two children.

We're with you, mate, wherever you ride.

SHOPPERS GUIDE

MRA STOCK PRICE LIST

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

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

MRA DISCOUNT LIST

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

10% discount at:

- Suzuki Cornell – except for some tyres.
 - 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
 - Dernacourt Kawasaki – no exceptions
 - Harley Action – No exceptions
 - Swann Insurance – special discounts
 - S.A. Bike Sales, Woodville
 - Southern Yamaha, Morphett Vale
 - Kessner Suzuki, Hampstead Gardens – 10%
 - G.P. Motorcycles, Morphett Vale
 - Des Madge Motorcycles, Morphett Vale
 - Suzuki South, Edwardstown
 - Carcycles – except new motorcycles and specials
 - I.B. Motorcycle repairs and tyre centre – on labour rates
 - K.M. Motorcycles 10%
- 15% discount at: Bikes and Bits

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%
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- Shell Commercial St East, Mt Gambier – 3 cent/litre

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- * American, Australian and English motorcycle magazines, Australian car magazines. Too many to list. Enquiries to Baden Moir on Temora NSW 069 821986 A/H or write to Baden Moir C/- Railway Station, Temora NSW 2666
- * Men's one piece leathers, black with silver trim, large, 5" 9", made by Waldon Miller very good nick – \$100 or nearest offer – N Spencer, 15 Parham Crescent, Pt Augusta.
- * DUCATI 860GT-GTS Owners manual, original workshop manual and exhaust ring spanner – all for \$25.00 or nearest offer – 265 4164
- * Chambers to suit RD, Air-Cooled – Give-away
- * To Suit XS1100 – Peter Allen 4 into 1 \$100 ono. Factory "F" Model Vetter type, Fairing Complete – Lights, Lockable Gloveboxes, Brackets. \$250 ono. Alan Lee 088 210344 Business, 088 212136 Home.
- * Witness Wanted
The rider of a red GPZ Kawasaki MRA member, who witnessed and helped out at an accident on Main North Road, just out of Gawler heading towards Adelaide on Sunday, 8th December 1985 at approximately 3.30 pm. A girl came off a Vespa while trying to avoid a braking car. If you can help, contact Bob on 31 3818 A/H.

M.R.A. G.P.O. Box 1895
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Membership Form

PLEASE USE BLOCK LETTERS.

Tick if renewal Date of Membership: / /

Membership No. (if known)

NAME:

ADDRESS:

P.O. Box Phone

OCCUPATION:

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

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Total enclosed: \$

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

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