

# CENTRE STAND

JUNE 1989



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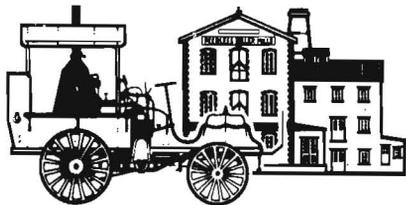
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## - EDITORIAL -

"Giddy"

Last issue in the Editorial Section, I mentioned the urgent need for articles and photos for this issue of 'Centrestand' and further issues. The response I am sorry to say has been pathetic, to say the least. Out of 900 or so members, only about 10 members bothered to write anything at all. I belong to other motorcycle clubs who put out a monthly magazine (unlike 'Centrestand', which is quarterly) and have no trouble in filling some 15 pages. Thanks to the 20-30 club members. The point I am trying to make is, that if you (the member) want to keep this magazine, we (MRA) need more feed back from you. Who knows, if every member wrote something, we might end up being in competition with Rupert Murdoch's News Ltd.

Moving right along, some dates to keep a note of for future reference are:

Late June - Austral Rally  
15/16 July - Parilla Rally  
Late June - Austral Rally

West Coast Reg	A.G.M.	2	September
Northern Reg.	A.G.M.	16	September
Main Branch	A.G.M.	20	September
South East Reg.	A.G.M.	27	September
Mid North Reg.	A.G.M.	28	September

If you want the MRA to survive come along and have your say in your motorcycling future. Also coming up is "Motorcycle Awareness Month" to be held over October. There will be many functions, including, a Bike Show, either at the Brickwork or at Glenelg. A Fund Run - Economy Ride ending up at Woodside, also another Blood Run. The month will finish up with a massive ride to Parliament House, just to let the Polies know that we are still alive. Also on the same weekend, rolling Thunder Promotions are holding Bike Show No 2 at Port Adelaide.

See ya on the road, Keep the shiny side up.

Tom on behalf of  
Milo, Wendy and Harold.

# PRESIDENT'S REPORT

For some time now the MRA's throughout Australia have been concerned about the gradually declining membership and reduced interest in motorcycling in general. Members are not attending MRA functions and meetings in numbers that they used to, and although membership is still at a respectable level, it should be better.

This is probably representative of both the political and economic climates, with the floating of the Australian dollar and its devaluation on the world market, the ensuing increase in the cost of bikes, reduction in new bike sales, fewer bums on seats, and the trade unable to spend what they used to on advertising. Neither does it help when motoring organisations like the RAA label bikes as dangerous, yet accept your sizeable subscription without hesitation.

These and other reasons could be dealt with individually at considerable depth, but what we want to do at the immediate moment is redress the situation as it applies to the MRA, particularly in SA.

The MRA is supposed to represent motorcyclists in the public and political arenas, and if we are to do this effectively we need to know what bikers want, and exactly what you, as members, expect of the MRA.

Enclosed in this issue is a survey sheet covering points like political issues, community service activities, general meetings, MRA services, involvement with clubs, social functions, subsidiary groups and committees, registers, etc.

This information might also be of use to the MRA's in other states. The more replies we get the more representatives will be the results, and the better we can make the MRA, so give it your best shot.

Peter Mount.

# LIGHTS ON UPDATE

The Federal Government is once again renegeing (to a seemingly minor degree) on a 1985 agreement with the Australian Motorcycle Council re the introduction of an Australian Design Rule (ADR) to the effect that new bikes would have their headlights come on when the ignition is switched on, with an over-riding switch to enable the light to be turned off (MRA SA emphatically disagreed with this proposal at the time).

A new ADR, currently intended to come into effect on March 1, 1992, proposes that the headlight can only be turned off when the engine is running. The change to the original proposal might seem pretty insignificant, but apart from making it extremely hard to tune your bike with the ignition on, it will make it extremely easy for the Government to make lights on all the time compulsory merely with the slash of a pen, and certainly without consultation with motorcyclists.

Bikers know from bitter experience how necessary it is to take a wary approach, tempered with a large dose of scepticism, when dealing with governments.

The MRA would like to know if members still uphold the 1985 SA decision not to support any change to the existing lighting requirements for bikes, which was based on the fact that bikes already have a light switch, that there is no conclusive evidence to date that lights on will improve our safety, that the proposal is clearly legislation for legislation's sake,

and that we cannot rely on the Government not to introduce harsher and even more ill-considered measures in the future.

The MRA is not opposed to the voluntary use of headlights, and will support any sensible, practical, and reasonable road safety proposal, but we believe we should not compromise our position on this issue because of pressure, or simply so that the Government can save face.

Peter Mount.

# 'SHARE THE WARMTH'

The "Share the Warmth" campaign has been bigger and better this year, thanks to the excellent promotion done by Goodwill Industries in organising media coverage bike displays at Tea Tree Plaza, Arndale, and Marion Shopping centres.

These displays proved extremely popular with the public and many a chap and his wife who were getting on in years came and reminisced about the good old times, and how they courted on a 1936 Harley, old Ariel, or whatever. The bikes were so beautifully turned out that a lot of people thought it was a sales promotion, and we could have sold each of them a number of times. The detailing was certainly a tribute to their owners.

Special thanks to those members who allowed their pride and joys to be displayed, to the Goodwill and MRA people who looked after them, and to Lynne Rigby, who spent most of every day of the three-week display polishing the machine and keeping grubby little fingers off them.

The run on Saturday, May 6, has not happened at the time of going to press, but a good public response and turnout of bikers is expected.

Peter Mount.

# MEMBERSHIP FEES

It has been suggested that the MRA is foolish to continue with the bad business practise of having fees set at less than the cost of servicing each member, and to spend what precious little spare time is available just making up the shortfall through fundraising. Therefore, as of June 1, the new fees will be:

	Single	Family	Single Concession	Family Concession
	\$15	\$23	\$12	\$20
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# NATIONAL CONFERENCE

With the National Rally and the Grand Prix only two weeks apart, and many of the delegates going to both, it seemed a sensible and cost-saving move to hold the National Conference on the weekend between, that is, April 1 and 2.

The whole financial structure of MRA Australia was revamped to overcome the problems some states have had in maintaining their subscriptions. All delegates agreed that MRAA is still a viable and desirable organisation, but that it should not be too much of a burden on any of its members. With this in mind, the following decisions were reached:

1. **ELECTIONS:** Brian Wilkins (NSW) was re-elected President; Jude Simondson (WA) re-elected Secretary; David Close (TAS) elected Treasurer.
2. The MRAA subscription system (based on state membership numbers) ceases as of April 1, 1989. The new fees will be a flat \$100.00 p.a., starting on July 1.
3. National conferences will be more or less annual, according to convenience and necessity, and be held in the south-east of Australia.
4. National activities and campaigns will be funded by equal contributions from the states involved.
5. Motorcycle fares to Tasmania will drop considerably when the catamaran begins operation in 1990 (a 4-hour trip).
6. MRA dots will be eliminated in all stock, stationery, and promotional material; only 'pump' style lettering is to be used in MRA logos (this decision was made back in 1983, but needs to be emphasized).
7. The national executive will be responsible for all promotion of the annual MRA National Rally, with an expense limit of \$1000.00
8. In the event of a National Rally resulting in a loss, MRAA will repay the organising branch 40% of the loss, with the profit split remaining at 60% organisers, 40% MRAA.
9. The National Rally organising branch will have three months to sell excess stock, after which 40% of the remainder will be sent to the national executive to sell.
10. Tasmania has made a tentative offer to host the 1990 National Rally in conjunction with the Tas Rally, a proven top performer, and a credit to the organisers (3rd, 4th, 5th, March 1990).
11. SA has made a contingency offer to host the rally if the Tassy offer is rejected by their Committee.
12. The National Rally should not conflict with any other posted MRA event.
13. The Federal Government intends pushing for national uniformity of traffic codes, which at first thought appears to be a good thing, and to which the MRA agrees in principle. However, different areas have different requirements, and because the authoritarian attitude of the Government could see us end up with the worst of everything, MRAA will not support it at this time.
14. A similar push is on for rider training, but it is unlikely to come to anything in the foreseeable future, as each state government already believes it has the best rider training scheme.
15. The Federal Government intends spending \$250,000 on driver education, with MRAA will wholeheartedly support.
16. MRAA will establish a national data base for information gained from 4B's Horizontal Sheets. This will give us a firmer base in our political and road safety arguments.
17. The national executive will seek to have questions relating to the possession and usage of motorcycles added to the census form.

18. All states will consider taking action against compulsory helmet usage, based mainly on freedom of choice, doubtful effect in reducing brain damage, increased risk of quadriplegia, inability of some people to ride because they cannot wear a helmet for medical reasons, and a tendency for some riders to feel invulnerable because they wear a lid (compare biker statistics with those of car drivers who suffer head injuries more often, and of a worse nature).

19. The idea of producing a profile of the driver most likely to be involved in a motorcycle crash has been dropped due to the difficulties of establishing standards, implementation, and practical application.

20. As different states have different standards and requirements, each state will be responsible for organising its own life membership system.

I believe the conference was very constructive, and was heartened to see in the delegates a determined enthusiasm and commitment to motorcycling and the MRA which bodes well for the future. I would particularly like to thank the people behind the scenes who gave up their free time to make the conference successful: Mike Engel, who handled the tape recording like a regular pro; Dave Burgess, who was Gofer, and kept the insides in tune; and Mike and Helen Giesecke, who arranged the venue and a pretty flash party at their home afterward.

Peter Mount.



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The Cub range provides a number of different sizes and makes of camper trailers, which are fast proving popular as a cheap, practical and comfortable form of outdoor living. The Drifter range comes in fully-fitted three and six berth campers, the Supamatic has a power point and interior light fitting, and the Kookaburra is a self-contained camping module which can convert the trusty old trailer into a mobile home.

The Cub campers are all "off-road", in that they can be towed to your desired destination, whatever, the terrain and countryside.

All the trailer-tents can be erected in 10 seconds and provide plenty of living and sleeping space inside - a luggage rack on the trailer allows plenty of carrying room for either luggage or a boat.

Despite its small size and easy erection, the Kamparoo sleeps four people and has a surprising amount of storage space inside. When folded out, the extended trailer actually keeps the floor off the ground, so campers can stay above all the mud and inconvenience of a wet weekend.

The canvas tent is waterproof rotproof and mildew resistant. Like all the Cub range, the Kamparoo carries a 12-month warranty. Because of its size, the trailer is low to the ground and doesn't impair rear vision in any way.

Indeed, the Kamparoo has proved so popular in Australia that Cub is now marketing and selling the tiny camper-trailer successfully in the US. And once your holiday is over the drawbar can be removed to allow easy storage back at home.

The Kamparoo and its Cub family can be found at Coromal Caravan World, 374 Main North Road, Blair Athol. Phone 349 4448.

# ADELAIDE CITY - CHANGES TO PARKING

Have you ever had a problem finding a parking space in the City of Adelaide? For motor-cyclists this may become worse if an Adelaide City Council plan is approved.

In May or June, the Council will be considering a proposal to provide funds to gradually replace the city's parking metres with ticket machines. Drivers and riders will need to display the ticket on their vehicle for perusal by the parking inspector. Now it is pretty obvious that this leaves the motor-cyclist's ticket at risk of being stolen or blown away with no defence against a fine.

There is no need to panic though, for we can probably expect some months' grace while the various necessary decisions are made. As part of the phasing in process, the first streets to have their metres replaced will be roads mainly devoted to angle parking. Mentioned were Victoria Drive, Kintore Avenue and Rundle Street, for starters.

The City Traffic Engineer said that he expected that the free parking spaces for motor-cyclists within the city area would be retained. He also stated, however, that as far as he knew no consideration had been given to date on specific problems concerning motor-cyclists.

## MOTORCYCLE PARKING

This article was supposed to be about the future of motorcycle parking in the city. In an attempt to determine this, I have sent a letter to the City Engineer, of the Adelaide City Council, requesting information in regards to the replacement of parking meters with the 'Horoparc' system of permits. More on that shortly. I am also carrying out a survey of off-street parking facilities to ascertain such details as; hours of operation, locations, fees' charged etc.

Unfortunately, I have not received any replies at this time, so, I will give you a run down on the present situation and, then update you in the next magazine.

For those of you who are unaware, the A.C.C. is planning to do away with the bane of city parkers, the parking meter. First installed in the late fifties, the humble parking meter has chewed through millions of five and ten cent coins whilst steadfastly managing to ignore the curses and abuse of many a disgruntled motorist. But, the end is nigh, for the grey beasts are to be replaced by the system I mentioned previously, namely the 'Horoparc' permit machines. The name sounds somewhat ominous, doesn't it?

The idea of the new system is to replace every ten or fifteen meters with one of the permits machines. This has two major advantages, firstly it reduces 'street furniture', secondly, it reduces the councils maintenance costs whilst retaining a similar level of revenue. The new machines operate by the insertion of coins (10c or 20c) so as to purchase parking time. The machine issues a permit which shows three things (1) day and week of purchase, (2) total of coins inserted and, (3) expiry time of permit. Once issued with the permit the driver must place it on the dash of the vehicle so that it is clearly visible from the kerb, or footway. Neglect to purchase a permit (or display it), allow the vehicle to remain parked after the expiry time, or exceed the stationary time limit (each area will have a maximum time limit) and you leave your-self open to an expiation fee (parking fine) for breach of permit conditions. Cost: \$12, subject to a late payment fee of ten dollars if not paid within twenty-one days.

The Council will also be considering an alternative to the ticket machines. This is a system which links the parking inspectors with a master computer into which the driver/ rider enters his/her registration number. The inspector can then find out the length of time which the vehicle has been parked. This system is definitely a preferable one for motor-cyclists, but given that it is the more expensive system and that a pilot ticket machine has been operating in Light Square since April 1987, it is unlikely that this is the one the council will choose.

Other options could be to change the parking regulations to allow the parking of motor-cycles on footpaths (as in Melbourne City), or setting aside more motor-cycle parking areas, perhaps in proportion to the amount of space serviced by the ticket machines.

It is clear that the MRA will need to prepare a submission to the Adelaide City Council in order to get it to even recognize our problems. This submission should also include viable solutions for Council to consider. Any comments and proposals you might have on this issue are welcome and should be sent to Centrestand.

Harald Lindemann.

Now, here is the problem; where does a motorcyclist stick a permit which is printed on a small piece of paper measuring approximately 3 cm x 7 cm and about twice the thickness of a cigarette paper? Remember that it must be visible to a parking inspector, as well as safe from the wind, rain and sleazebag thieves. Let me know if you come up with a practical solution!

There are currently 2,400 metered spaces in the city, with time limits of half hour, one, two, three and four hours, and I believe the plan is to replace all of them. This means motor-cyclists will be excluded from using these spaces by virtue of a deficiency in the system. I, and many others, find this situation unacceptable.

When brought up at a recent meeting this issue stirred a fair bit of discussion about possible alternatives, so, I'll take this opportunity to cover some of them and their inherent problems.

1. Parking on corners — unfortunately this is no go, it is an offence to park any vehicle within 6 metres of a junction (as measured from the building alignment) in both the Parking Regulations and the Road Traffic Act. Trying to get the State Government to alter the legislation would be a monumental, if not impossible, task.
2. Parking on the footway, as recently permitted by the Melbourne City council, would be an easier proposition, but, I believe, still fraught with difficulties.
3. Parking in unused space behind trees, ie; in North Tce. Not worth the trouble as these spaces are being reduced by replacement of trees on the roadway, and replanting on the footway.

The easiest and most practical solutions would be either (1) exempt motorcycles from having to purchase permits, but, still restrict them to the time limits, or, (2) set aside more areas specifically for motorcycles only. Either way the result will be the same, no more searching the pockets for that elusive five cent piece.

I have put the problem to the City Engineer, along with an offer to discuss the alternatives, and will relay his answer as soon as it comes to hand.

Jolyen.

# SECRETARY'S COLUMN

Since the last issue we have had further success in receiving publicity in the media, with a letter being published in "The Advertiser" and another in the special GP edition of "Motorcycle News".

"The Advertiser" letter (20 March 1989) concerned the threatened introduction of new parking machines to replace parking meters. Centrally located vending machines serving 20 or so parking spaces will issue tickets that must be displayed prominently on the dashboards so that they can be viewed by a Parking Inspector. Motorcyclists will have particular problems in finding somewhere to put the ticket so that it does not blow away or get "ripped off" by another driver.

Another option is an electronic device in which you place your money, punch in your registration and a beedy eyed servant of the Adelaide City Council will arrive later with a plug in module that tells him who has not paid enough or not paid at all.

We suggested that the Melbourne idea of motorcycle parking on foot paths and the Western Australia idea of one park parallel to the kerb at the beginning and end of car parks at traffic lights would be good ideas for consideration.

Radio 5AA took up our problems with the Council and the officer the reporter spoke to acknowledged that motorcycles had not been considered. There was an inference that some "free" parks for motorcycles could be provided near each of the vending machines. Subsequently I talked to the Council officer and he was of the same view — provided we would not mind our park being spaced out in strategic "blobs". Anyway, it will all hinge on money and information from interstate authorities.

Our other letter was an expression of thanks for the people in industry who have assisted us in our activities and as mentioned, Damien Codognotto was kind enough to get it into the MRA page of the GP edition of AMCN which went on sale on 14 April 1989.

An interesting item comes from "The Razors Edge" the MRA (Western Australia) magazine of March 1989 which tells us that the "sand grompers" have decided to increase the awareness of legislators to the problems and satisfactions of motorcycling. To do this they are going to teach the leader of the Upper House opposition to ride a motorcycle. There is also the offer to teach any other politician to ride and members have been asked to approach their local MP and encourage them to accept the offer.

Jude Simondson, President MRA (Western Australia) makes the point that age and sex are no barrier to motorcycling and as MRA aims include road safety for all, there should be no valid reason for the offer to be refused!

There are probably many of you, who in addition to belonging to the MRA, are also members of "Marque" clubs. I am a member of the Yamaha Owners Motorcycle Club and apart from finding the social aspects rewarding I have found the maintenance days especially valuable. We even have a Y.I.C.S. tool for tuning XJ 750's and 900's, and a member who has made up his own balancing kit for carbies using oil rather than mercury. If any of you are interested, meetings are held on the first Monday of the month at the Fountain Inn Hotel, 142 Glen Osmond Road, Parkside. Members or associate members are anything from an MX 250 through the whole range of

Yamahas to BMW, Suzuki, Honda and Kawasaki.

This is not a plug for the Yamaha Owners Motorcycle Club, it's only to point out that marque clubs can really be of benefit, especially when knowledge is pooled on maintenance days.

Michael Giesecke

## High-tech parking promises fee boost

By City Reporter  
CAROLYN COLLINS

Adelaide's brown bombers may use portable computers instead of notebooks under a proposed scheme to scrap the city's parking meters.

The Adelaide City Council will decide on Monday night whether to replace the antiquated meters with automatic ticket machines which are commonplace in other States.

Two automatic ticket machines have been on trial in Light Square since April, 1987, but the council may opt for a newly-developed ticketless system where the driver enters his registration number into a machine.

Inspectors would carry portable units to check if parking fees had been paid. The units also would print out traffic infringement notices.

It is proposed to replace about 70 per cent of the city's 2467 parking meters over the next two years with 105 automatic machines, enabling the council to double parking fees from 20c per unit time to 40c.

The city engineer, Mr John Hadaway, said the council had been unable to increase parking fees because the meters, which are more than 30 years old, accepted only 5c and 10c coins.

The city's meters provide an income of about \$700,000 a year but the new machines and fees are expected to boost this to about \$1 million.

The installation of the machines would cost about \$1.4 million.

## Problems of motorcyclists disregarded once again

THE Motorcycle Riders Association is dismayed at the prospect of the introduction of ticketing machines in lieu of parking meters (*The Advertiser*, 1/3/89).

Motorcyclists will have a particular problem with displaying tickets issued by these machines because their machines do not generally have windscreens, nor can they be locked to secure the issued tickets against theft or the wind.

It is already apparent that motorcyclists have experienced difficulties in Light Sq as I have been approached by a parking inspector in the square who warned me against theft and offered his ID number as insurance against an unjust "sticker".

If the "servants" of Adelaide City Council see this as a problem, why have the particular problems of motorcyclists been disregarded once again?

We may be seen to be a minority; however, note should be taken of how little space we need for parking and how little we obstruct traffic. If these new ticket machines are to be, then consideration must be given to the plight of motorcyclists.

Perhaps the council could take a lead from the Melbourne City Council and allow parking of motorcycles on footpaths (provided there is no restriction to pedestrians). On the other hand, perhaps a motorcycle park can be allowed parallel to the kerb at the beginning and end of each row of cars at traffic lights.

Yes, I know, both the above options are precluded by laws or regulations, but laws can be changed if the will is there.

In summary, the MRA (SA) sees these new machines as creating problems for motorcyclists and would welcome an indication from council that our concerns will be considered before they are introduced.

M.J. GLESECKE,  
Secretary,

Motorcycle Riders Association,  
(SA Branch).

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I though I'd break the drought and write yet another detailed documentation of the SAMRATS and their activities. Finally I've found a spare minute, not easy between events, rallies, meetings and recovering from lots of hangovers. So here's what I remember of the last couple of months and whats planned for the next.

April 1st was our inaugural run to the Sperm Bank, and I have to say that the response guys, was pathetic! Only two male members (excuse the pun) showed up, as well as myself, and then out of the three of us, I had the biggest donation, half a flagon of the stuff! The run was promptly cancelled due to lack of interest and an impromptu run to the Sportsmen's was organized and we went on from there.... Maybe next year we'll get a better turn out, might even start collecting now.

Once again the annual pilgrimage to Yabby City was undertaken, with this year the event being changed to an overnight run, which was fairly well attended. We arrived to meet Tom at the camp site after an easy three hour ride through the southern hills. A few pit stops were needed, including Normans Winery for a couple of bottles of their twelve year old port, another at the Meadows Bakery for pies and pastries then lastly the Milang Pub for pre-dinner drinks.

The meal was as always, fantastic. Ian's was so nice he tried it twice, but that might have been the port sampling on the jetty at 11.30 pm., or the red with dinner, or....

The BMW club's Einuddreizing Rally at Moorok, was this year very well supported by the SAMRATS, under the guise of 'Turds on Tour'. Non BMW riding members were officially (sort of) invited by Tom on the strict proviso that we wouldn't run amuck. So we behaved ourselves all weekend. Though maybe I should have left the marine distress flares at home, and I guess C.A. should have left the womens hockey team back at Moorok, and Bruce shouldn't have attempted the world's record for the most donuts on a Harley around a two man tent at midnight and.... Maybe the BM club will forgive and forget when next time the rally rolls around again. Thanks for the invite Tom, top rally and site, jolly baity.

Our up coming events consist entirely of a concentrated assault on all of the local rallies with a few inter-state covered as well. The SAMRATS annual Brekky Run falls on the June long weekend, this year we'll be taking in the Yunta Hotel for breakfast and then on to the Trott for the rest of the weekend. Also organized is a rally interlude at the Sportsmen in mid-September.

SAMRATS meetings are mainly social events in themselves, the average meeting only lasts fifteen minutes, so next time you're riding by the Black Lion, hopefully on the first Monday of the month, drop in for a chat.

Sue Engel  
Club ratbag.



# SOUTH EAST REGISTER

## SOUTH EAST REGISTER OF THE MOTORCYCLE RIDERS ASSOCIATION

Meetings are held on the last Wednesday of each month (excluding December) at 7.30 pm at the Tantanoola Tiger Hotel. All members and interested persons welcome.

Social events we have include: Rallies including our Radiata Rally each year; Poker runs; Observation runs; BBQ's; Day rides.

We also do Charity and PR runs which include Warmth runs; Toy runs; Bunny runs. We also do fundraising for local charities.

For further information please contact: Heather and Andrew on (087) 33 4646 or write to S.E. REGISTER M.R.A. P.O. Box 909 MILLICENT SA 5280.

### RADIATA RALLY 15th & 16th JULY

This year's "Radiata Rally" venue has moved to a new location. The government department that in the past has approved of our use of "Mosquito Swamp" decided that our activities contradicted their planning zone requirements because the swamp is in a protected wet lands area.

After much thought, bashing heads against government brick walls, the new location was stumbled upon. Set within bushlands approximately 2 kms off the Princes Highway, the area comes complete with the usual trees (camp fires) and an unusual arena sunken into the ground, ideal for the gumkhan events. Liquid refreshments will be available on site, plus freshwater and a BBQ will be supplied for those who wish to cook their own meals ie bring your own food. Usual rally rules apply: No glass, firearms, dogs etc. Usual and some unusual rally awards.

Hope to see you there  
CRAZI

Please see rally entry form in this issue of Centre Stand.

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# CALENDAR JUNE - SEPT.

## JUNE

21st Committee meeting.  
22nd Mid-North Register meeting.  
23rd Samrats Double O Bus Tour  
24th & 25th Bike Display - Reynella Markets.  
28th Social Evening, Black Lion Hotel 8 pm.  
28th South East Register meeting, Tiger Hotel, Tantanoola, 7.30 pm.

## JULY

1st WC meeting.  
8th & 9th News 24 - Hour Trial.  
12th General Meeting.  
15th NR meeting.  
15th & 16th Radiata Rally.  
15th Samrats run to Radiata. Leaves Shell Tailem Bend 9 am.  
19th Committee meeting.  
23rd AIR road racing.  
26th General Meeting.  
26th SE meeting.  
27th MN meeting.  
29th Phoenix Club Fancy Dress Ball.

## AUGUST

5th WC meeting.  
5th & 6th Border Run  
9th General Meeting.  
16th Committee meeting.  
19th & 20th Parilla Rally.  
19th Samrats run to Parilla. Leaves Shell Tailem Bend 9 am.  
23rd Social Evening.  
24th MN meeting.  
27th Road Racing School at Mallala.  
30th ES meeting.

## SEPTEMBER

2nd WC AGM.  
6th General Meeting.  
10th Malalla Australian Road Racing Championships Round 6.  
13th Committee meeting.  
16th Samrats Rally Interlude at Sportsmen's Club 6am. "Turds On Tour".  
16th NR AGM  
20th Main Branch AGM.  
27th SE AGM.  
28th MN AGM.

### ANNUAL GENERAL MEETING

Noice is given that the Annual General Meeting of the Main Branch of The Motorcycle Riders Association of SA Inc is to be held on September 20th 1989 at the Black Lion Hotel, Richard Street, Hindmarsh. All Financial Members are requested to attend. Nominations for all Committee Positions will be accepted at any General Meeting prior to this date.

**BE THERE!!**

# LETTERS TO THE EDITOR

Dear Fellow Riders,

It is with great regret that I write to advise of the demise of the Riverland Register as we know it.

The one and only reason behind this move is the almost total lack of support by Riverland motorcyclists. For those who have shown support over the last couple of years, thank you.

The committee members are all very keen and committed, and will continue to offer an MRA service, providing contacts for advice, stock, membership, local runs, problems with roads, councils ... the list goes on.

If anyone has any remark to make, please make it, either in writing to the Register address or by phoning me on (085) 82 1575 ah or (085) 82 1599 10 am to 4 pm weekdays.

Keep it up,  
Andrew Walladge, President.

Ed: we take this to mean that the Riverland Register is not shutting up shop entirely, but may be considered inactive for the time being. Thanks for doing your best over the last two years, Andrew.

★

Dear Ed,

How proud I am to one of the motorcycling fraternity.

After missing out on the Red Gum Rally due to a jammed starter button I took the Honda to Japanese Motorcycle Dismantlers for running repairs. It had to stay there for the week so I was left at the mercy of the STA.

In 40° heat I stood for some twenty minutes at a bus stop in Churchill Road when (as fainting was becoming a reality) along came a gentlemen on a BMW who pointed to my helmet and proceeded to give me a life home to Port Adelaide. Sure beats the bus.

Motorcyclists helping motorcyclists is what it's all about and I thank you very much whoever you were. The next time I see a motorcyclist at a bus stop I feel I will do the same. (time permitting). Thanks again.

Yours sincerely  
Megan Oates.

## GENERAL MEETINGS

Due to falling attendance and frequent rehashing of previously discussed issues, we had a six-month trial of monthly general meetings, bi-monthly social evenings, and fortnightly committee meetings.

It hasn't worked. People can't remember when general meetings are or what was discussed at the last one, and committee members feel like they are working twice as hard for the same result.

Therefore, as of June, we are going back to the old format of fortnightly general meetings and monthly committee meetings, with the exception that every two months the general meetings will be replaced with a social evening. Hopefully this will drag you back out of the woodwork and make you feel more involved again.

# 'IT WAS NEVER GOING TO HAPPEN TO ME'

I knew all the tricks. I knew about avoiding blind spots and leaving three seconds to the car in front. I knew about planning escape routes and "counter steering" around obstacles. I knew about not turning the wheel into oncoming traffic and I knew never to assume they'd seen me. I knew a whole lot of stuff. I considered myself alert, experienced, and skilled. That's probably why, even as they were loading me into the ambulance, the whole thing just didn't seem real...

I remember my first thoughts when I noticed her starting to move across into my lane:- "Oh yeah, here we go..." "Another Lane Changer!" "Fairly typical, no indicators or anything." I've avoided hundreds of these bastards over the years" Just as soon as I've alerted her to my presence, and sent her scurrying back to her own lane, I'll have the pleasure of giving her the fingers, or shouting obscenities at her or something!" A quick BEEP on the horn usually does the trick, so I did. — It didn't I gave her another BIEEEP. Shit!, she's still coming. My thumb nearly pushed the horn button clean through the switch block this time. I leaned down and looked in her window. The silly bitch is looking straight at me! Panic sets in at this point. "WHAT THE F---! IS SHE DOING!!!" There was about 12 inches left between my handlebar and her door when, (contrary to everything I know about emergency braking), I locked the back wheel up. She didn't so much hit me as just give me a gentle shove.

The thing that sticks in my mind the most is how long it takes to actually reach the ground. It seemed like I was flying through the air for a good ten seconds or more, still not totally convinced that it was really happening. I wanted to pinch myself to see if I'd wake up.

(For some reason, the image of a brand new shiny chrome Softail Harley flashed through my mind. Hmmm... Pain and suffering. I suppose that's why third party is so expensive these days.)

I don't remember feeling much actual pain when I hit the road. What I do remember is the noise. A gristly sort of a cracking noise coming from somewhere inside my shoulder. Ever broken a piece of firewood over your knee? Like that, but mushier. There was also that familiar dull "thud" of a fibreglass helmet hitting the ground, although, I'd never heard it from the inside before. It's a lot louder. Remind me never to ride without one again. Not even down to the shops. After what seemed like about a ten minute slide along the bitumen, I finally came to rest in the gutter, stood up, wiggled my arms and legs around a bit, and thought "Hey...I'm okay!" "There's nothing wrong with me.. Great!" I felt quite relaxed and calm. I even had the presence of mind to flag down a passing cop car.

The woman who hit me got out of her car and approached me. I was still quite calm and together. No worries, I'm cool. She spoke. Her first words:- "Didn't you see me?"

Something in my brain snapped "DIDN'T I SEE YOU!?" I just wanted to punch her. I've never felt such rage. I wanted to punch her stupid bespectacled face in! "YOU HIT ME YA STUPID BITCH!!"

The string of obscenities that followed was only interrupted by the copper asking me if I wanted St Johns I didn't think so, but he look me in the face and said "Yes, I think you do mate." Fair enough.

About halfway to the hospital one of the ambulance guys  
10 — MRA JUNE 1989

commented that my colour was starting to come back. What colour? Come back where? Where's a mirror? It wasn't that bad, was it?

The full gravity of what had happened didn't really hit me until we reached Modbury Hospital and I was waiting around for a doctor to look at my "suspected fracture". I got hit... DAMMIT! There goes my accident free driving record. But I'm a good, financial MRA member, aren't I? I go on toy runs and give blankets to Goodwill and stuff? Shit like this just doesn't happen to "us" clever motorecyclists, does it? I know the MRA never promised immunity from dickhead car drivers. I guess I'll just have to get more clever in the future. Maybe a trip to Sydney for a "stay upright" course would be in order? I'd like to say "Don't let this happen to you", but I'm not sure that this comment means very much to riders who, like me, think they're reasonably safe. The best think I can think of is just "Be bloody careful out there" Any one of them could get you at any time.

Does anyone know a good lawyer and/or have some new Harley catalogues.

Jon Skinner

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# 'GOANNA'

- \* Is Sue going to run for election as Vice President of the BMW Owners Club of SA since she out viced the current Vice President?
- \* Did Tom win the \$200.00 bet with his brother, then give the money to his niece and nephew? See what giving up grog will do to your brain!
- \* Was Bruce told to go to bed, or be put to bed at the BMW Rally? Why?
- \* With the Australian Grand Prix been and gone, who stopped home to watch the races on TV instead of helping the MRA and viewing on a big screen TV at the Reephram Hotel thus creating another flop in a good money earning venture?
- \* Is Chris Fenech thinking of selling his bike to buy a car, so that he can take out more young women?
- \* Speaking of Chris! It appears to me that he is doing more for the MRA in his short time as a member than some who have been members for 10 years. Currently he is on the Motorcycle Awareness Month committee, assists with the magazine wrap, goes to all the general and committee meetings, also assists with the Toy Runs and Bunny Runs etc. So how about, you out there doing a bit more!
- \* Rumour has it that Dave Rault (Vice President) is about to tie the knot with his long standing girlfriend, Judy, Congratulations for the future!
- \* Are the "Laid Back Rally Organisers" going to have another Rally at Parilla? If so it will be number 10, not bad for a one off to say farewell to F.A.M. (Federated Australian Motorcyclists). Hello MRA! Keep the date of 19th August 1989 free. If you only go to one rally again, make it at Parilla!
- \* What gets stuck to the side of the fridge? What goes onto the mirrored ceiling? Don't know? Well I am not going to tell either!
- \* Has Tom got a sacred site?
- \* No doubt some of you have heard Tom ramble on about the "Border Run" held in August. Is it true that he is going to leave his BMW's home and go by Kawasaki because one of his trusty steeds failed to make it home under it's own power? Now I ask you! Where is his loyalty to the BMW and the BMW Club, to which he is President? Will he be President next term?
- \* Speaking of AGM's! Which committee members are going to remain on the MRA committee next term? Not bloody many! If you think you can fill a position, come along to a general meeting and talk to a committee member about your intended position, who knows you might end up in Politics as Damien - Founder of the MRA nationally.
- \* How many BMW club members have been seen skinny dipping at the "Red Gum Rally" and the "Einunddreizig Rally"? Is it about time there was a rally for nudists, but where would one pin your rally badge? Perhaps you could make it with a stick on back!
- \* Do the "Green Ginger Guzzlers MCC" run a child minding centre at their meetings, because sometimes there are up to a dozen kids running around?
- \* Who made the most and best petrol bombs at the "Pre Prix Rally"? Good one Seargent John! Notice he did not make any at the "Einunddreizig Rally"!
- \* Who has a crush on young Chris Fenech? No need to sell your bike Chris for a car, as she has already got one!
- \* How many active members of the SAMRATS are members of the "BMW Owners Club of SA", "The Green Gin-

ger Guzzlers MCC" and also "The SA Sidecar Club"? It might be cheaper to amalgamate all four clubs!

- \* Is Bruce going to start up a child minding centre?
- \* Did Chris throw up after a '00' Bus Tour?



WOT'S UP DOC ?

## NATIONAL RALLY

About 400 attended the MRA National Rally at Mambray Creek, which was a fair number considering that the Grand Prix was held only two weeks later, and that many people went to other functions at Easter.

In the main, everybody enjoyed themselves, and thought the whole show was pretty well-organised, even though we did stuff up financially.

It was a top site with good catering and ideal weather, and thanks must go to the army of people who worked so long and hard to bring it all together, especially those from the Mid-North and West Coast Registers.

We're sure that what we learnt from this one will mean that any future rallies should be completely successful.

Peter Mount.



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NO CARS PERMITTED. (excluding organisers)

USUAL RALLY AWARDS: longest ride, best register/club attendance, longest distance pillion, longest distance U250, oldest combo, youngest rider/ralliest, hard luck award and more.

GYMKHANA AND RALLY AWARDS PRESENTED SUNDAY MORNING.  
(Register for all awards by 8.00am Sunday, presentation at 9.00am)

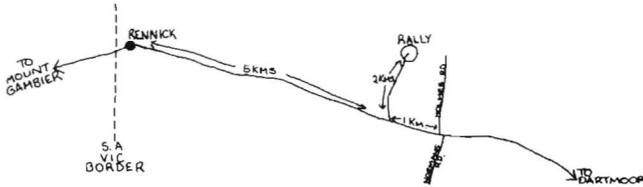
PLEASE NOTE: No responsibility is accepted, implied or otherwise stated for damage or injury to any riders, pillions, motorcycles or equipment going to, from or at the 'RADIATA RALLY'.

ENTRY FEE: (Includes badge)  
\$7.00 pre-paid  
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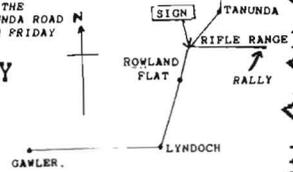
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THIS RALLY IS ON PRIVATE PROPERTY.  
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NOMINATION CLOSE 1st SEPTEMBER 1989.

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## CHEAP 'N' NASTY RALLY

After years of bringing you, the poor paying public, good, value for money Rallies, one thing is becoming painfully clear to the LAID BACK RALLY ORGANISERS (INK) - You're all becoming increasingly reluctant to part with your hard-earned Readies, thus making it very hard for us to raise money for the MUSCULAR DYSTROPHY ASSOCIATION.

So here it is! On August 19 & 20, the first real low budget discount BARGAIN RALLY at Perilla, between Pinnaroo & Lomeroo, South Oz. (Easy to find- just follow the signs)

Featuring heaps of cheap trophies, special commemorative nasty badges, plus generous discounts for early entries and bulk club bookings

As a special once only offer for all those bum sore Bikers who've spent years travelling the country chasing rally trophies and always been just beaten by 2 k's, or 1 year, or not enough flat tyres - here's your chance! For a small negotiable fee the LBRO (ink) can be bribed to produce a trophy just for you! (at least!) You can now show up at work on Monday morning and impress your workmates with proof of your riding (or raging) skills.

To take advantage of these incredible offers, just send \$4 each, (\$5 at the checkout on the day) to the following address

**CHEAP 'n' NASTY RALLY**  
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Pre paid bulk orders of 10 or more need only send \$3 each

Supplies will be available in nearby Perilla at Jack and Joan's Bergoin Beazer and liquid refreshments from Don the Cheap

As well as all this there will be a cheap 'n' nasty gymkhana on Saturday afternoon, the usual bargain raffle, and even free tea or coffee on arrival. Things don't come much cheaper than that! (not much nastier, either)

NAME.....  
ADDRESS.....  
CLUB.....

Incidentally, take it easy on the way there - or it may not be such a cheap weekend after all, especially as the organisers will not be responsible for any nasty situations you may get yourself into

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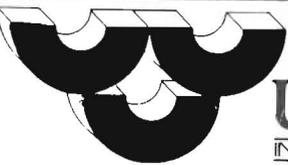
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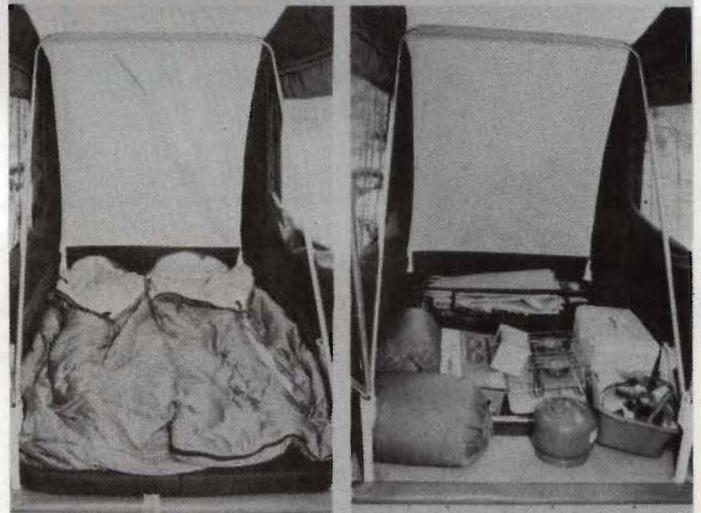
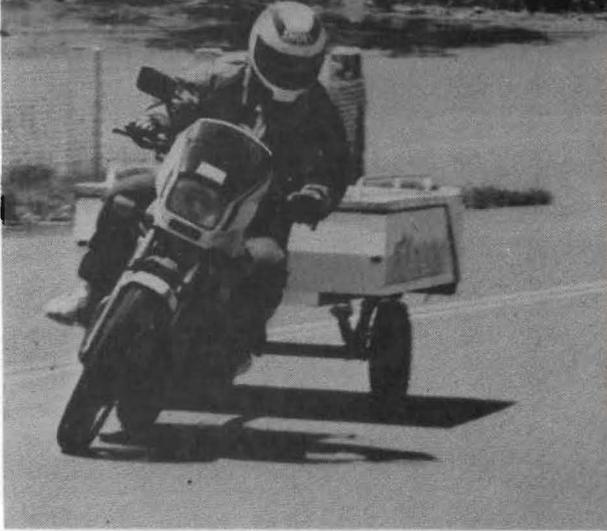
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# Kamparoo

From Down Under

PATENT PENDING



## KAMPAROO MC

At last a tent trailer which gives a new dimension to motor cyclists . The first genuine RV to be towed easily by motor cycles.

So light and compact it can be towed with ease behind most motor cycles yet in 10 seconds it quickly erects to a comfortable sleeping and living area, off the mud. The waterproof, zip-on awning increases the covered area to 12'x10'.

The Kamparoo MC comes complete with a mattress 72" x 44" and has plenty of storage space inside when folded to carry all the necessary camping gear and personal effects.

To allow the rider maximum freedom the special coupler is a universal type which allows rotation in 3 planes.

The hot dipped galvanised roof/luggage rack allows even more room for extra gear, such as fishing rods, skies etc.

### SPECIFICATIONS

Body length folded	6'2"
Body length extended	12'4"
Exterior width	3'9"
Folded height	2'7"
Axle weight	260 lb
Tongue weight	20 lb
Cargo load capacity	200 lb or 22 Cubic Feet
Tire size	480 x 8 - 4 Ply

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(See Article Elsewhere In Magazine)