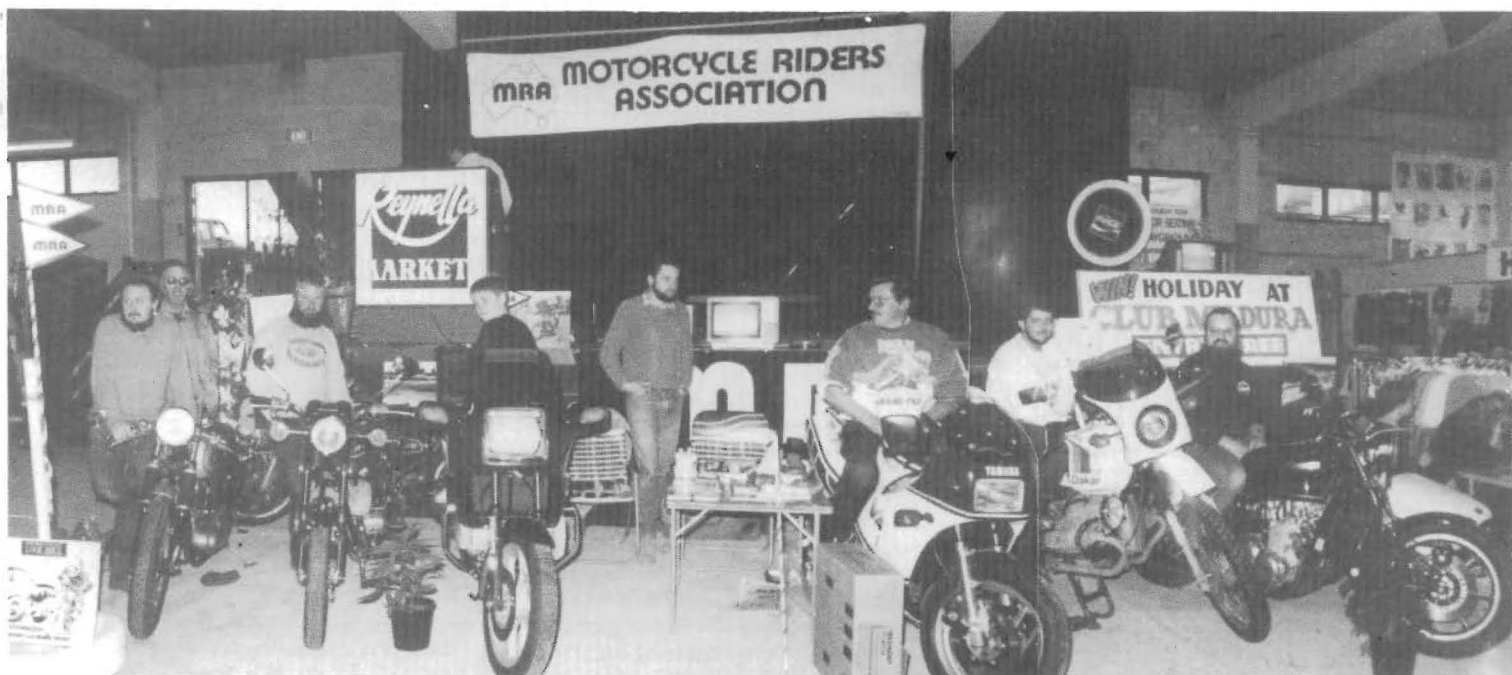


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SEPTEMBER 1989



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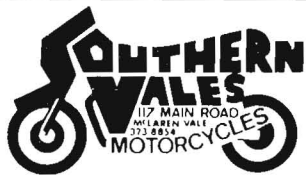
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MRA

MOTORCYCLE RIDERS'
ASSOCIATION INC.

SEPTEMBER 1989.

VOL.5 NO.4

Produced and Published by Adelaide Advertising Service on behalf of the Motorcycle Riders' Association Inc. of S.A. G.P.O. Box 1895, Adelaide, S.A. 5001.

MRA:

Phone No. (08) 46 2169

Contributions invited.

Subscriptions gratis to members.

Photographs welcomed. Colour or black and white prints will be returned after publication.

Opinions; Contributors and advertisers opinions do not necessarily reflect the views of the Association or Publisher.

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Deadline — 1st of month previous to publication



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- EDITORIAL -

"Giddy"

Motorcycle Awareness Month is presented to give the general public a more positive view of motorcyclists. That sadly is badly lacking and not helped by the media concentration on the down side of motorcycling or TV series that rarely show the guy in the white hat on a motorcycle. Motorcycle Awareness Month is also presented to get more motorcyclists involved with the MRA. So join in some, if not all, the activities arranged by the MAM Committee. The Bike Display at the Brickworks is a PR exercise for the public — one of our half dozen for the year. Come and introduce yourself and give an opinion on the various displays. The Fun Run/Economy ride is a day out and a chance to have a good time and maybe win a prize. The blood run is one of several done each year and our numbers are dwindling. A shot in the arm (or is that new blood?) is needed. Help make it a success by spending half an hour before going shopping. The Awareness Ride to Parliament House is a Ride to Vote. An election coming up should encourage the politicians to say nice things about motorcyclists in this state, so come along and show them that motorcyclists support the MRA and care about their rights.

Many thanks to the MAM Committee which has been meeting fortnightly since May to get the month arranged. Thanks to Tom, Jolyon, Susie, Mike, Peter, Chris, Harald and Jeff (also various others who have been helping the committee). It wouldn't have happened without you.

Keep 'em vertical.

Harald, on behalf of
Tom, Milo and Wendy.

PRESIDENT'S REPORT

The days of slippery white paint are over.

Undoubtedly one of the greatest developments for motorcycling to hit the roads, the new skid-resistant road marking paint produced by the SA Highways Department, will have far-reaching effects on the safety of motorcyclists, not just locally, but quite possibly on a world scale.

Although the Highways Department deserves full credit and (if you'll excuse the pun) our undying gratitude for the development of the product and the special machinery needed to apply it, I hope bikers will appreciate that were it not for the MRA in South Australia provoking the Government to action, this research might have been pigeonholed indefinitely.

Remember, there have been few complaints from drivers; the main real beneficiaries of this extensive research are we motorcyclists, so keep the MRA and the Road Safety Division in mind next time you don't put your pride and joy down the road on a wet day. And tell other bikers about it. And about the MRA's part.

Our PR Officer, Les Dicker, has included in this issue the press release on road marking paint which he has sent far and wide, and which covers the development of the product in more detail.

Briefly updating you on the lights on issue, I have been speaking with advisors of the Vehicle Standards Advisory Committee (VSAC), which is the Federal group responsible for recommending lights on legislation, among other things. It seems the reason why the Australian Motorcycle Council (AMC), of which the MRA (SA) is a member, is somewhere between a stalemate and losing the argument with the Federal Government regarding lights on, is because we (the AMC) are not arguing strongly enough from a statistical point of view.

I thought we were, but then we all know how governments like to fiddle with statistics, so if our argument needs adjustment along these lines, then we'll fix it at the AMC Conference on September 30. More info in the next mag.

Thanks to all the people who returned their member's survey so promptly. The optimists amongst us were hoping for a return rate of 20%, but the response was even better than expected. It will take quite a while to correlate all the information, but I should have the results for you in the December issue of Centrestand.

Peter Mount

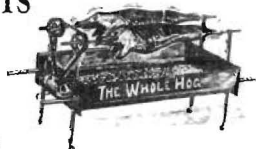
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SECRETARY'S COLUMN

Since the last edition we have had some excellent publicity in the "Green Horror" (AMCN July 14-27). On the MRA page Damien gave Centrestand a good wrap up and complimented your association for consistency and producing a good newsletter. "Packed with good stuff" he said.

You will recall that in the last issue we asked you to write to the RAA about the Chief Executive's comments on motorcycle accidents, and their possible relationship with the new licence rules. We wrote and received a predictable reply, that is, they could not see our point of view. Damien Codognotto also wrote to the RAA and if sufficient of you did also it may cause Mr Fotheringham to be a little more careful before he comments on motorcycling in future.

Your committee also had reason to write to "The Advertiser" when that newspaper took the usual media approach and gave more prominence to a story on "One Legged Louie" the bikie who "didn't wash much" and made his own peg leg. In doing this they relegated the release of non-slip road markings paint to a considerably smaller space on a later page. Once again no reply, but when you're publishing newspapers you have to cater for the masses who see motorcyclists as out-laws.

For those of you who have not been following the comings and goings in AMCN, Damien Codognotto will not be writing the MRA page any longer. Like him or loathe him, he's possibly the most effective motorcycle lobbyist in Australia. However all is not lost as Hal Caston (ACT) will be putting the AMCN MRA page together in future and I have no doubt that Damien will contribute on behalf of MRA (Vic). Hal Caston is well known for his involvement in motorcycle politics and has had considerable experience in putting our views across and we all wish him luck.

The Annual General Meeting is to be held, or was held (depending on how long this edition takes in publication) on 20 September 1989. I think I have spent a bit over two years as Secretary and would like to thank the other members of the committee for their assistance, and the members in general for the camaraderie that exists. In particular I would like to thank Michelle Rault for her efforts as Minutes Secretary. Michelle has brought order to an extremely involved job and it is due entirely to her that minutes are prepared and circulated as efficiently as they are.

Well done Michelle.

Michael Giesecke
Secretary

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4B's REPORT

Since the last magazine we have had a change of leadership. Our new Co-ordinator is Daryl Jonathan. Alf decided that the Recovery Service had got too big for him to devote himself to the 4Bs anymore. Alf and Lynne are no longer associated with the MRA or 4Bs.

The MRA 4Bs Recovery Service will continue to operate but strictly on a VOLUNTARY basis. Please remember WE all work. It is not on call 24 hours a day (a fact which we feel sure you all appreciate), but we will do our very best. The cost will still be \$25.00. Remember all proceeds go to charity.

Our main aim is to cover all hospitals. However, we need more members URGENTLY. We have been doing our best to cover the hospitals but need help, especially the Flinders Medical Centre and Lyell McEwen Hospital. Because the Royal Adelaide Hospital, is the main hospital where most accidents go, we only have 1 or 2 members able to cover it. We hope that in future, with new (or old) members becoming interested, we can cover all hospitals.

If you can contribute anything to the 4Bs please give us a ring on (08) 264 9810, or when you see any of our members come up and talk to us. We are only too willing to answer any questions.

We hope to have another Port Bottling in the near future (HOORAY). It will be better than the last lot (sorry Peter).

We also have our 4Bs caps for sale. The price is now \$5.00.

ATTENTION! Who likes collecting patches? We now have "I support MRA 4Bs" patches for sale. The price is a very reasonable \$4.00. The caps and patches are available at meetings.

We hold fortnightly meetings (for the time being) at the Eagleview Hotel, Brahma lodge on Tuesdays at 8:00pm. We hope to change our venue soon at a more convenient location to everyone. We will keep you informed as to where it will be.

To help support the 4Bs and St. John Ambulance, Stephen Jones has arranged the Wanbi Wun again. It will be held on the 9th and 10th of September 1989 (please refer to the Wanbi Wun advertisement for more information).

Our 2nd Annual Bed Push is coming up. We hope to hold it on the 12th November 1989, starting from the Black Diamond Corner, Port Adelaide straight down Port Road to Bonython Park, at 10am. Please come along and help if you can as all monies raised go to the Royal Adelaide Hospital. Sponsors and donations will be gratefully accepted before or after the Push.

Vanessa Jonathon

'GOANNA'

STUD - SON OF GOANNA

- * Did Peter Mount only buy one ticket at the meat raffle? Was that worth only 20 cents?
- * How did Chris get his sore backside?
- * Did Big Belly use to be a surfer with a Bongo Van?
- * Which bike used 40 litres of petrol to get to Port Augusta?
- * Did Gearsak build an Army Dunny so wide only an elephant had the spread to use it?
- * Who buys Harley parts and charges them under Agriculture equipment?
- * Has Andrew found out if it tastes like flour?
- * Why does Michelle want to check your bag all the time?
- * Who used honing paste to bore out a piston? What size drill bit did he use?
- * Has Tom's sleeping bag got a tent pole in it?
- * Is Jolyon getting married?
- * Who went to the Phoenix dance and broke her bum?
- * Who wants to purchase the Black Lion Hotel?
- * Will the MRA be moving the West Thebarton Hotel?
- * Why have the SAMRATS changed meeting venues?
- * Who was Ian going to the snow with? Was it male or female - snow bunny or snow hunk?
- * Who was talking in his sleep at the Border Run? What was he talking about?
- * Who called Hills telefix because their TV didn't work? It didn't work because of spit balls stuck to the screen.
- * Was Big Belly seen reading the Holy Bible?
- * Who was seen watching Neighbours at the Wudinna Hotel?
- * Why was Andrew wearing neat casual clothes and a tie at the Border Village Saturday night?





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BREAKTHROUGH IN ROAD MARKING PAINT TECHNOLOGY (PRESS RELEASE)

BREAKTHROUGH IN ROAD MARKING PAINT TECHNOLOGY (PRESS RELEASE)

Motorcyclists are only too aware of the hazards of riding over white road markings, especially in the wet, so it will come as welcome news that the South Australian Highways Department has developed a new skid resistant paint.

This has come about following years of research to find a satisfactory material which is not only skid resistant, but is also highly reflective, has a long life expectancy with minimal discolouration, and is cost effective by comparison with the materials currently in use.

The SA branch of the Motorcycle Rider's Association has been actively lobbying the State Government for many years to improve the materials used in line marking on the roads. "It is rewarding to see such long-term representation finally achieving its goal," said Peter Mount, President of MRA.

Another spokesman added, "The dogged determination of the MRA, the diligence of the Highways Department's research team, and the SA Government's attitude to road safety, particularly regarding motorcyclists, have all contributed to the historic development of this paint, which is certainly a first in the southern hemisphere, and may possibly be a world first."

Initial investigation into skid-resistant paint was commenced by the Highways Department in 1978, but was shelved due to a lack of interest and no apparent need for such a product.

Following the MRA Protest run in November 1985, which was attended by an estimated 9,000 motorcyclists, the then SA Minister of Transport, Mr Gavin Keneally, appointed a research group headed by Mr Bruce Burman, a Highways Department engineer, with the task of solving the problems associated with road marking paint. The first test selections were laid down on Highway One at Cavan in February 1986.

The product which has finally resulted from this research is a quartzite mix in a thermoplastic suspension which is applied to the road under high pressure. This paint has no drainage problems and very slight discolouration due to tyre scrubbing. Its lifetime is expected to be twice that of the paint currently in use.

The Highways Department will complete overspraying of existing line markings in the Adelaide area within twelve months, and the rest of the state within two years.

Although the new paint is not reflective, research is continuing on a highly reflective polyester paint with an extremely good skid resistance. Positive results from this research are expected in 12 to 18 months' time, with the new paint having a predicted lifespan eight times that of the paint now used.

The SA Highways Departments appears to have got the drop on similar attempts overseas to develop an improved product. In Europe, experiments have been made using a mixture of chrysolite (which resembles shellgrit) in paint; in England, glass beads have been used to improve reflectivity; the USA has focussed its research on longevity. None of these measures has succeeded in eliminating the hazards associated with low skid resistance to the same extent as the South Australian product.



Is it dry yet?

The marketing prospects for this paint are now being examined and many local councils have expressed interest. So far there has been a poor response from other Australian state government due to their opinion that no problem exists.

Perhaps there should be more lobbying by motorcycle groups in other states regarding this issue.

Overseas markets are also being investigated, particularly in Asia and America.

Mr Burman expressed concern that, if other state governments do eventually admit that there is a problem, they might choose to cut costs by using a different materials and process which would probably result in a less effective paint with a lower co-efficient of friction. He said the new paint would increase road marking costs by about 35% but this would be offset by the much longer lifespan, and the reduction in the frequency of re-marking.

Mr Mount was invited by the SA Minister of Transport, Mr Frank Blevins, to attend the inaugural laying of line markings using the new paint. After testing the paint under wet conditions, Mr Mount's reaction was, "This non-skid paint is magic. To many bikers it will mean the difference between life and death.

"Motorcyclists already have more than their fair share of problems staying alive on the road. Not having to worry about sliding on road marking paint will mean they can concentrate more on those other problems."

Mr Mount considers that the introduction of this paint is a milestone in the promotion of safer motorcycling, and is one of the most significant developments to affect motorcyclists for many years.

"Perhaps now those people who think the MRA is standing still or becoming a social club will realise that we are constantly working solidly for the common good of motorcycling, and that often the results of our efforts are a long way down the track," he said.

BLOOD RUN

We are meeting at K mart's, Kurralta Park Car Park, to ride to Red Cross, Pirie Street, City to donate BLOOD!

Why not come along and have some fun?

All donations gratefully received.

Date: 21 October, 1989

Time: 8.30 am

MOTORCYCLE AWARENESS MONTH CALENDAR

October 1 (Sunday)

OPENING DAY AND BIKE DISPLAY AT THE BRICKWORKS MARKETS - 9am - 3pm (Alternative venue at Glenelg if Brickworks rebuilding is not finished).

October 15 (Sunday)

MRA FUN RUN AND ECONOMY RIDE - Meet BP Darlington 12 noon, Ride to Woodside.

October 21 (Saturday)

MRA BLOOD RUN - Leaves K-Mart Kurralta Park 8.45am Ride to Red Cross House.

October 28 (Saturday)

ELECTION RALLY/RIDE TO PARLIAMENT HOUSE - Leave Glenelg 11.30am. Pollys speeches at 12.15pm. Free parking available.

ELECTION RALLY

Ride to Parliament House Saturday 28th October. Remember February 2nd 1985 - 10,000 bikers protested against rising third party costs for motorcyclists.

Invited this year to speak on their party's policies regarding, Compulsory Lights On, Rider/Driver Training, Conspicuity and other Motorcycling issues are John Bannon SA Premier (Labor), John Olsen, Leader of the Opposition (Liberal) and Ian Gilfillan (Democrats).

With an election coming up, find out how seriously the parties are taking motorcycling issues.

Ride leaves Glenelg 11.30am, Speakers 12.15pm.

Ride To Vote

P.S. Free parking on North Terrace

TOY RUN

The Annual Toy Run of the MRA will be held on Sunday, 10th December, leaving the Glenelg Car Park at 12 noon to arrive at the Woodside Oval for a BBQ lunch.

BED PUSH

The 4Bs Bed Push will be held on the 12th November. We will be leaving Black Diamond Corner at Port Adelaide at 10am, arriving at Bonython Park for a BBQ lunch. Come and help push for a couple of Ks.

TAKE NOTE

ANNUAL GENERAL MEETING

Notice 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 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!!!

NOTICE TO ADVERTISERS

The Trade Practices Act, 1974 came into force on October 1 1974. There are important new provisions in that Act which contain strict regulations on advertising and all advertisers and advertising agents are advised to study those provisions very carefully. It can be an offence for anyone to engage, in trade or commerce, in conduct "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:

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- (b) Falsely represent that goods are new
- (c) Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have
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- (e) Make false or misleading statements concerning the existence of, or amounts of, price reductions
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- (g) Make false or misleading statements concerning the existence or effect of any warranty or guarantee.

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HEATED VEST COMBAT CHILLS

AN ELECTRICALLY-heated vest will soon be on sale in Adelaide and could be the answer to motorcyclists' cold weather clothing problems.

According to Mr Brian Fraser, of Fraser's Imports, the main benefit of the garment is its lack of bulk. "You won't need to wear 10 jumpers under your jacket to keep warm on your bike this winter," he said. "Unplug yourself and you're ready to walk into a heated area without going through the usual routine of stripping off your riding clothes. "The vest is just like a sleeveless padded jacket."

Manufactured by Quickheat Industries, they will cost \$129.95 and will be available with a nylon cover in sizes 36,40 and 44. "The heating wires are sandwiched between a foam backing and a brushed cotton lining.

"It works on the same principle as an electric blanket and has an output of 40 watts - enough to keep you warm in cold conditions while wearing a shirt, jumper and wet weather suits," Mr Fraser said. "The vest comes with its own wiring loom with connector and a simple switch with waterproof cover."

The loom is attached to the vest with a sturdy connector secured with fabric tape to ensure the wiring won't take the strain if a rider dismounts without disconnecting, and installation is simple."

The Quickheat Electro-vest is available from Fraser's Imports, 68 Gibson Street, Bowden, Phone 46 3121.

AMNESTY INTERNATIONAL QUIZ NIGHT

A few meetings ago, Harald suggested that the MRA put a team of ten people together to participate in a fund raising quiz night for Amnesty International. For those not familiar with this mob, Amnesty is an organisation concerned for human rights all over the world. They are there to represent individuals or groups who are unable to represent themselves, for example, people who have been imprisoned without a fair trial, prisoners who are denied basic medical care, people who are persecuted and tortured and so on — things that seem almost unreal to use with our relatively carefree lifestyles. Obviously a very worthy cause and at only \$10.00 per team member, a chance to help them out and have a bit of a rage as well. As an added incentive, the winning team would receive \$1000.00 to donate to the organisations or charities of their choice.

As we all know, the MRA is actively involved in charitable/community affairs such as the Christmas Toy Run for the Salvos, the Blood Runs for the Red Cross, the Share the Warmth Run for the Central Methodist Mission, the Easter Bunny Run for the Kids' Hospital, the 4Bs for hospitalised motor-cyclists and road safety issues in general. Therefore the MRA, being, such a great bunch of people, is eligible to claim a donation to help finance these activities. It didn't take much to get a team together comprising of Peter, Linda, Les, Vanessa, Milo and Georgina, Darryl, Aspro, Steve and his wife and myself.

The event was held on Friday night, the 21st of July at Blackfriars School, Prospect. Nineteen teams attended, and with organisers, helpers and on-lookers, made a turn-out of close to 300 people. It was a BYO affair and our table was loaded with tasty morsels of cheeses, smallgoods, crackers dips and, of course, beer and wines. The organisers laid on plenty of free tea and coffee and a fun atmosphere. The ball got rolling around 8.30pm with ten rounds with ten general knowledge questions per round. The quiz-master would read out the question and the teams would confer, trying not to scream out the correct answer in their enthusiasm. The trick is to yell out the wrong answer in the hope of misleading the nearby teams. Once the ten answers were jotted down, the gofer would run the paper over to the scorers to tally the results and put them on the score board. The scoring seemed a bit suspect, as once we got ten out of ten when we knew one answer was definitely wrong. On the other hand, another round scored six when we knew it should have scored seven. No matter, it all balanced out in the end. In between rounds other fund raising games were played. To participate you had to chuck some schrapnel into a bucket as it passed your table. One game was a form of two-up where you would stand with your hands on your head and/or bum to signify heads or tails. Losing players would sit down after each toss until the eventual winner would receive a prize, donated items such as port, hand-crafts, stuffed toys, and so on. Another guessing game was to name the writer or band after a snippet of music was played. Our team won a couple of prizes — a two inch tall dog in a miniature shopping bag and a very dainty note book in a gingham lined basket with a little red bow. Milo was rapt, I would've thought his taste was a bit different to that, well it takes all sorts.....

The evening wound up around 11.30pm with a good time had by all and the MRA coming a respectable fourth out of the nineteen teams. The winning team had \$100 each to donate to mobs of their choice, some being Green Peace,

the Guide Dogs, Salvos and SIDS. Plus about \$1,000 was raised in the process for Amnesty, so it was quite a success. There's a chance the MRA may have their own quiz night in the near future on about half the scale. It would be more of a social event rather than a fund raiser and hopefully get a few members (and their friends) out of hiding. More info on this as it develops.

Garfield
(Team Knucklehead)



Team Knucklehead in full flight

MOTORCYCLIST'S MILESTONES

There are phases, definite steps, clearly marked mile posts, in the life or death of a motorcyclist. You first master the road rules, then you enter the real world and have to master the vehicle. This is the stage when you concentrate so hard on what gear you're in, or where that switch is, that you run up onto the footpath and scrape the fence! No harm done though, you rarely got over 40 Kph anyway! At this stage you may bruise yourself, but will probably survive if those bastards in cars leave you be. Car drivers assume anyone on the road is in full command and give no leeway. Next you enter the dangerous stage, you have full control of your beast, you can burn out of any shopping centre in a cloud of smoke, you can mono right across any intersection, you have mastered the stop light drag. You are king Dick, Hell on Wheels. Your skills exceed that of most other road users. You know all the tricks, and then it happens.

How many times have you been told that you are not a motorcyclist until you've had an accident? It's true! The last

marker on the road is when you stop making some assumptions and start making others. You stop assuming the other bloke (of either or underdetermined sex) has any brains or vision or even hearing, and assume that he/she/it will enter your lane, will go through that stop sign, will not see you directly in front of him/her/it. Unfortunately this is usually after it's been pounded into your brain and body by the bitumen kiss.

Poor John Skinner, (poor Harley), there was I nearly 16 years ago, substitute a Yam trial bike for the Harley and a Stop sign for the lane change. The sentiments were identical, "Look at that sloppy driver, he's going to stop with his front end well over the line. I'll show him what I think of his driving, I'll cut right close to him (by not changing my course) and hoot him as I pass — Christ he's not going to stop!!! You're right, time stops as you glide gracefully through the air, detouring only momentarily to dent the arsehole's bonnet before attempting a subterranean inspection of the bitumen. I limped for a few weeks, the Yam gained new forks.

Motocycles (or cars for that matter) should not have horns. The philosophy behind the horn is all wrong. If you have time to sound the horn then you have time to avoid whatever is upsetting you. To sound the horn is either abusive (usually accompanied by some hand gesture) or is an appeal to the other bloke to please stop what you're doing. Odds are he either won't hear you over his 100 watt car stereo, or he won't give a shit about you anyway. Soon as someone says "I sounded my horn", they lose my sympathy. Don't use the horn, use your brain. Depending on the nature of the beast between your legs (not that one, the one with wheels!) and what the traffic is like, either accelerate or brake to avoid the bastard. You have control over your actions, but not over theirs. Don't try to claim your right of way, you have only one right out there, and that is the right to go anywhere to preserve the integrity of your bike and your body. Up the kerb, through the bushes, between lanes, it doesn't matter just get the hell out of there.

After the event is the time to take revenge if you must. If you're lucky the shithead will be ratifyingly humbled, if you're unlucky he might be homicidal and you may have to repeat the exercise.

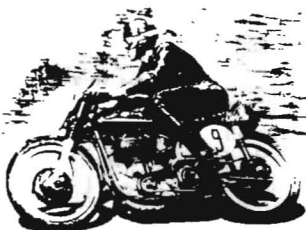
If you are adaptable enough, you only pass each mile post once, then pass on the next phase.

B J Robertson
Member 1965

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1989 NATIONAL RALLY

Well what can one say about this rally put on by and for MRA members to get together from all over Australia. Some good, some bad — here I go.

Firstly the site, nestled at the foot of the Flinders Ranges amongst towering gum trees and smaller mallee type shrubs. What a very scenic place to hold a rally. It was great.

The organisation, I think was almost spot on with the Mid North boys doing a great job on the arrangement of the facilities and catering. Well done, lads. I do not think any one could have done a better job.

There was plenty of food and a good variety to choose from, also a good supply of beverages to wash it down with. This was also organised by the Mid North boys and a group from Port Pirie supplying soft drinks. Thanks to the Flinders Tourers for that.

The on site tatoosit from Port Pirie was kept rather busy most of the weekend putting his mark on any person game or drunk enough to have one done. He was also arranged by the Flinders Tourers, or should I say by Julie Clark.

As for the advertisement and badges and t-shirts, this was all done by the West Coast lads. If any one can fault that, I would like to hear from them. The West Coast also arranged the making of the trophies which got a few looks for their different design. The band and gymkhana were put together with a great deal of effort by the West Coast boys and girls of course.

So after three days and nights of drinking, riding and generally having a good time, it was time to wind things down. Most of the 25 trophies went to the Tasmanian riders. There were about eleven of them who took the time and effort to support the work done by anyone. As for the rest of MRA Australia, where were you?

The only thing to mar a really great rally and great effort was the lack of attendance by bikers. Especially by MRA members. There were more interstate members than South Australian members. The lack of participation caused the rally to run at a loss — not just a little loss, a bloody huge loss.

This loss was felt not only by the two registers but also main branch and the national body of the MRA. Because of this every MRA member in Australia will lose to some degree.

Another thing to arise from this rally was dishonesty amongst fellow bikers. Out of the 400 riders attending, only about 300 actually paid to get in. Some of these riders were MRA members. What is happening to the once trustworthy honest rallyist? Do we have to police the rallies more tightly, put up fences and gates so as to catch these bums?

To all the local MRA riders and also the many interstates and the non-MRA riders who took part and paid their dues, we thank you muchly. To the MRA riders who did not take the effort to support their own MRA rally, UP YOURS!

Many thanks also go out to Peter Mount, the only Adelaide member to lend some sort of hand. We also thank Bill for the us of his land.

Just a note to finish on, if this is the best you MRA members can do, what is happening to MRA in general?

John Kocsis
President MRA West Coast



The brekky run this year was incorporated with the SAMRATS attendance at the Tarcowie Trot. The odd assortment of the sleepy eyed SAMRATS swarmed around the Hilton Hotel at about 5am, and made a magnificent exit from Victoria Square into some threatening weather.

There was no rain to speak of, and we got to the Yunta pub and thawed out in front of the open fireplace and watched Kylie Minersglue on the telly!

After a great breakfast we gassed up at the truckstop next door and moved on to Jamestown, where we had a comfort and coffee stop. Met numerous familiar faces at the local deli (Trevor, Paul and Roz etc.) and after much chatter, caffeine and cholesterol, we invaded the village of Tarcowie.

Linda had a problem with a feral pannier when she hit a deep drainage trench on the dirt road into the town. It was very quickly retrieved and we were on our way again. Hal Caston was discovered in the front bar of the pub. Well, I said, there goes the longest distance solo award!

We set up camp in a well sheltered corner of the site, and built the biggest and best attended campfire at the rally. The organisers put on their usual marvellous BBQ for both dinner on Saturday night and brekky on Sunday.

The Green Ginger Rally was held again this year behind the orange grove at Renmark. It was a very restrained affair as it clashed with the 24 Hour Trial. There were some of the Donald Tourers present and I camped with them and some of the Croweaters.

There was a startling contrast in the weather at Renmark, but on my return trip via Morgan I hit the wet stuff which covered Adelaide out near Eudunda.

The Astral Rally was not held again this year, and the Guzzlers have raised about \$1500 for the Muscular Dystrophy and MS Society — well done guys! This year with my entry I included an album of photographs which I didn't take at last year's Astral Rally and the Guzzlers were so underwhelmed by it that they awarded me the trophy for



Tom Wouldn't Dare!

the best Australian effort!

The rallies which are coming up in the near future include the Wanbi Wun held at Wanbi, and the Ian Pettit Rally at Bordertown, and as both are on the weekend of Sept 9 and 10, it looks like being a double badge effort!

The SAMRATS are now having their monthly gathering at the Flagstaff Hotel in Franklin Street, Adelaide, on the first Monday of the month at 7.30 pm. Everyone is welcome to come along for a feed and have a social sip — see you there!

Uncle Pervie

SOUTH EAST REGISTER

Well we all had a good time, all who went on our Poker Run on 24th June 1989. We started off a bit after 1.30pm at the Tant Tiger. After having a few stubbies and drawing a card each, we took off to the Mount, and calling at the Commercial Hotel we had a few more sherbets and a bit of tucker, and then we had the draw of the second card. I met up with a few old friends and I have not seen for a while.

After leaving the Commercial we took off with a few stubbies and a bottle or two of soft drink and headed for our new rally sight at Rennick where we stopped for a while and had a breather and another stubbie. We checked out a few plants and a couple of holes and after a while we got to draw the third card, with Andrew B still winning.

Then we were ready to leave. We went to Dartmore, Vic. to the hotel where we had another stop for a little time and another draw on the cards, and then Heather said when we leave here why not go to Portland. It was only 60 or something ks. So after leaving the pub, away we went to Portland. On the way down we had lots of cars around us, passing each other in bad spots. I reckon Victorian car drivers only live to die.

When we got to Portland we went to Heather's sister's place where we stayed for a fair while. We had a nice hot drink and we went down to some Canadian chook house and bought some grup that was only fit for the chooks.

Before leaving, the last card got drawn, and you wouldn't know it — Crazy won the game and donated the winnings back to the MRA. After leaving the warmth of the house, we took off again with me lagging behind on me 350.4. We were out near Swan Lake when I seen something flash behind me across the road. I thought — shit we are in Kangaroo territory, and I took off trying to catch up to Crazy, Bob and Heather who were a little bit ahead of me. Then it started to rain a little and I had to slow down a bit 'cause I couldn't see through the skid lid wind shield. After dodging the roos, we reached Nelson, and Mount Gambier side of Nelson it really started to rain. I was getting bloody wet and me bike was getting water on the plugs and started to miss. That was all I needed. We finally reached the Mount and kept on heading for home, after getting some petrol in the bikes from the 24 hour serve. We arrived back at Heather and Crazy's house where I sat for a bit of a while before heading home to Southend.

That was my first Poker Run and I am looking towards more of them coming up. Thanks to Heather and Crazy for organizing it.

“Cheers”
George Osis

CALENDAR SEPT - DEC '89

SEPTEMBER

- 2nd West Coast Register AGM. Worker's Club, Whyalla Norrie, 1pm.
 2nd Puma Rally.
 6th General Meeting
 9th Ian Pettit Rally. Entries: Tatiar Tourers, 29 Venn Avenue, Bordertown.
 9th Wanbi Pub Run (o/night). Proceeds to MRA 4Bs. Entries: S Jones, PO Box 55, Two Wells. Aust. Road Racing Championship, Round 6, Mallala, 10am.
 10th
 13th Committee meeting.
 16th Samrats Rally Interlude, Sportmen's Club, 6am.
 16th Northern Register AGM, Cooina Club, Port Augusta.
 20th MAIN BRANCH AGM.
 24th Historic M/c ¼ mile sprints, Crowneast Road, Port Elliott, 10am.
 27th South East Register AGM, Tiger Hotel, Tantanoola, 7.30pm.
 28th Mid-North Register AGM.
 29-30th Bushpig Rally, Hugh's Gap (on Gladstone/Port Pirie Road, 10km north of Crystal Brook. Entries: Mid-North MRA, PO Box 36, Snowtown.
 30th Australian Motorcycle Council Conference, Canberra.

OCTOBER

- 1st M/c Awareness Month Opening Day and Bike Display Brickworks Market 9am - 3pm. (Or Glenelg if Brickworks rebuilding not finished).
 4th General Meeting
 7th WC meeting.
 7/8th Road Racing, Mac Park.
 7-9th ACU Rally for anyone. Road bikes OK. Fun ride to different site each day. Meet ACUSA. Park. Bikes must be registered.
 7-9th Ponde.
 8th SA Road Racing Championship, Round 1, AIR.
 11th Committee meeting.
 15th MRA Fun Ride/Economy Ride to Woodside. Meet BP Darlington 12 noon.
 18th Social night and Eco Ride presentations.
 21st Blood Run. Leave K-Mart Kurralta Park 8.45am.
 21st NR meeting.
 22nd ACU road racing school, Mallala, 9.30am.
 25th SE meeting.
 26th MN meeting.
 28th ELECTION RALLY/RIDE TO PARLIAMENT HOUSE Leave Glenelg 11.30am.

NOVEMBER

- 1st General Meeting.
 1st Magazine articles due in
 4th WC meeting.
 5th Adelaide Grand Prix.
 8th Committee meeting.
 12th 4Bs Bedpush. Leave 10am Black Diamond corner, Port Adelaide to Bonython Park, BBQ lunch.

- 12th SA Road Racing Championship Round 2, AIR
 15th General meeting.
 18th NR meeting.
 18th Broke 'n' Ill Rally, Penrose Park, Silverton.
 19th Aust. Road Racing Championship, Mallala.
 23rd MN meeting.
 25-26th Historic Road Racing, Mac Park.
 29th General meeting.
 29th SE meeting.

DECEMBER

- 2nd WC meeting.
 6th Committee meeting.
 10th TOY RUN. Leave Glenelg 12 noon.
 13th Main Branch Christmas party.
 16th NR meeting.
 27th SE meeting.
 28th MN meeting
 30-31st Historic and modern road racing, Mac Park.

STOCK PRICE LIST

ITEM	MRA MEMBER	PUBLIC
MRA Windcheaters (black only)	\$22.00	\$24.00
MRA T-shirt (black or white)	\$10.00	\$12.00
MRA Singlets (black only)	\$10.00	\$12.00
MRA Stubby Holders (flat type)	\$ 3.50	\$ 4.50
MRA Parches & MRA Badges	\$ 4.00	N/A
National Rally T-shirts	\$ 6.00	\$ 6.00
National Rally Stubby Holders	\$ 2.50	\$ 2.50
National Rally Singlets (Limited sizes)	\$ 6.00	\$ 6.00
Biketober 84 Badges	.50	.50
National Motorcycle Month 85 Badge	.50	.50
Biketober 87 Badges	\$ 3.00	\$ 3.00
Biketober 88 Badges	\$ 4.00	\$ 5.00
All Stickers	.50	.50

ADD POSTAGE TO ALL:


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A MOVING EXPERIENCE

There was movement; at the Club-house.
For the word, had passed around;-
That the act of motor-cycling'd pass'd away,
And all motorcyclists were in mourning;-
One could hear a soulful sound,
It truly was;- a sad and sorrowful day.
....*.*.*.*

For some mindless politicians; had pass'd a new decree,
That this; should 'pon that sad day, come to pass;-
They had chosen their wordings wiesly;-
as to how these things should be,
And let us like blind horses, to their 'grass';-
And now not one of us, are truly free,
Because of those laws which came into being,
which were quite crass.....
....*.*.*.*

But had we ourselves; not been blinded,
And had we truly stay'd alert;-
Perhaps we might've twig'd to that a-foot,
We'd have then not been assign'ded:-
Into HELL;- not giv'n the BOOT,
We'd've not been so castigated; - that's a 'CERT'.

by Will Cathery
*with reverence to the memory of A.B. ("Banjo") Patterson.
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A SUMMER'S DAY CRUISE

It was a glorious morning,
At the resting of the sun;-
And it wasn't even a "Working Day"
So I slid into my leather clobber;-
Preparing for an early-morning run,
Because, "cruisin" was the order of the day.
....*.*.*.*

I'd spent half the night preparing.
My old two-wheel'd steed;-
For the weather 'twas predict'd was so fine,
An old and trusty friend, the best of it's breed;-
I'd've ridden it twice; 'round the Equator's line,
And as of yet! Not replaced; a big-end bearing.
....*.*.*.*

I was enjoying such a thrill: that morn,
'Twas a truly lovely day;-
And towards the rising sun nature did swarm,
As the creeks, and earth were a-warming in its rays:
And I cruised lazily 'round a back road edged with lawn,
My mind often wanders back unto that day.
....*.*.*.*

Now I sits here; old and decrepit,
But my mind's eye still can see;
All the sights; and sounds of that last day,
The time I last went a-cruising';
And times I spent in play,
All the times I spend in 'cycling so free.....

by Will Cathery

LETTERS TO THE EDITOR

Excerpt from "Two Wheels" May '89

From Andrew Walladge
Per Peter Mount.

Dear Sir,

Just a quick letter to send a big bouquet to the folks of the Bent and Buckled Biker's Brigade. Early this year I was involved in a slight bingle with a tintop turkey which left the bike and me in no condition for riding. Luckily I was OK and very grateful for the invaluable 24 hour pickup service operated by the Four Bs. Keep up the good work!

Special thanks to Lynn and Jeff for the pickup and to Lee, Keith, Ron and Brian from Bonanzsa Pizza Bar for looking after me.

Darren
Member 1946

★

Dear Sir/Madam,

I agree that the MRA should uphold their 1985 decision not to support any changes to the laws regarding tightening requirements for motorcycles.

Certainly, any of the changes they are suggesting are placing the responsibility fairly and squarely on the rider, ie just another excuse for the blind driver to use in any confrontation — "didn't see him, since he didn't have his lights on!"

Yours faithfully,
Selwyn Weiss
Member 3023

SIR — Just recently I read an article in the February 1989 *Choice* magazine about a food processor which emits a noise level of 94 dB while chopping parsley. How would that sound in the kitchen? And yet, according to the small print on the exhaust of an R65 BMW, it is designed to meet EPA standards of 83 dB. The BMW is much quieter than a home kitchen appliance, or am I not understanding something? I do think that some bikes sound like muffled vacuum cleaners. Would it be illegal to equip a modern touring bike with a 94 dB food processor, along with perhaps a (just as noisy) coffee grinder (for use at rallies)?

TIM BAUER
Barmera, SA

ADR 39a, Annex 1, Section 2, Part 2, Paragraph 4, states "If the motorcycle is equipped with devices which are not necessary for its propulsion, but which are used whilst the motorcycle is in normal service on the road, those devices shall be in operation" during a noise test. Maybe a certified caffeine addict could get a medical exemption from the ADR if he could find two doctors in a five km radius . . . — Ed.



'nuff said



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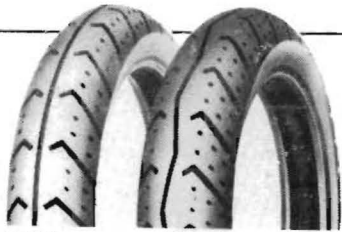
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