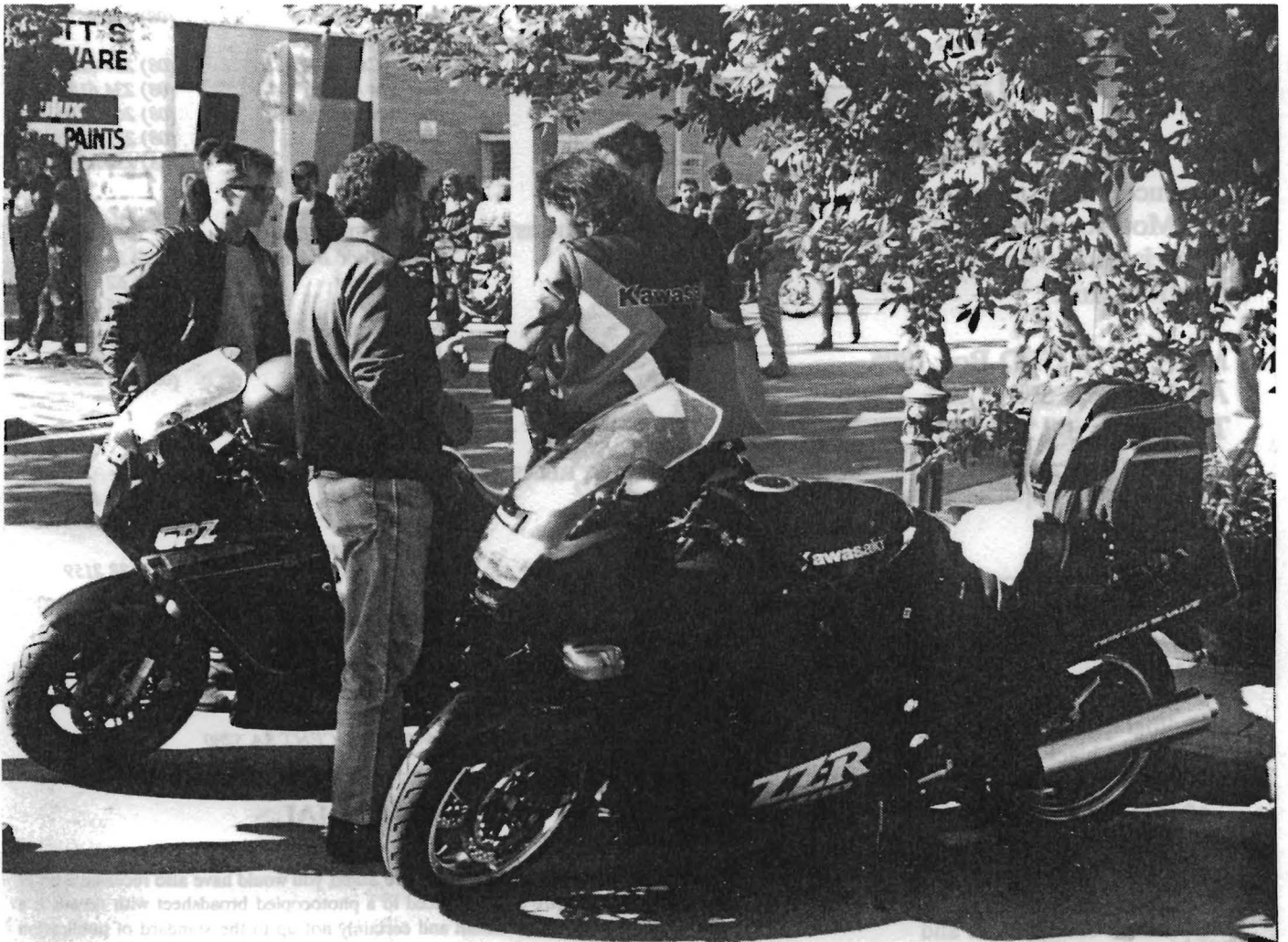


CENTRE STAND

JUNE 1993



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MRA CALENDAR

AB'S

OFFICIAL JOURNAL OF THE MOTOR RIDERS ASSOCIATION OF S.A. INCORPORATED
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Let those who ride decide.

M.R.A.
MOTORCYCLE RIDERS'
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EDITORIAL

When you received this issue of *Centre Stand*, you would have also received a bit of a shock. The *Centre Stand* reduced to a photocopied broadsheet with no ads is a bit much to bear I must admit and certainly not up to the standard of publication which we feel our members deserve. But before you put pen to paper to complain, here's the story. . . .

After much deliberation, the MRA Committee decided that amongst our members we had the skills and the will to publish the magazine ourselves. We would then have the opportunity to produce some income for the organisation by controlling the sale of advertising in the magazine. We did not previously have this option. We also now have the opportunity to develop a more modern style for the magazine and to try out different layouts, type-faces etc, which will ultimately give you a better magazine to read.

This issue provides us with a chance to experiment in various ways at a low cost. We will actually be saving money with this issue. The September issue will be presented to you in all its new glossy glory. So until then, let me know of any particular changes you would like to see.

Ride Safe

Harald

MRA S.A. NOTES

THE TOY RUN COMMITTEE for 1993 is now meeting monthly at the North Adelaide pub. The general format of the day will be similar to past years with the run from Glenelg, bands, BBQ, trade displays etc. We will be trying to get some celebrities involved and the poster is undergoing a style revamp. If you have any ideas, or want to help, the next few meetings are on Monday July 5, August 2 and September 6 at 7.30pm. Come along and join the pit crew.

THE BIKE EXPO for 1993 is currently being worked on. The plan is to hold it in October to coincide with a Motorcycle Awareness month. The holding of the Expo will be dependent on finding a suitable venue and sufficient sponsors. No raffle is planned.

RAFFLE . . . Did someone mention a raffle? In answer to the many queries received from members, the winners of the raffle in conjunction with the 1992 MRA Port Adelaide Football Club drawn on April 2 were:

FIRST: Kawasaki 750 - #10310 Michael De Candia;
SECOND Honda Dominator - #1059 Maurizio Tinti;
THIRD - Yamaha Trail - #2365 Tim Taylor;
FOURTH - Leather Vest - #4438 Christian Murphy.
Thank you for all the support from members in selling tickets and to those who bought.

BBQ RUN. Keep Sunday June 27 free for a BBQ run. This will be the first of a couple of runs held this year to link up with the country registers and meet their members. This will be a BYO meat show and will be limited to MRA members only. More details are available on the insert sent with the magazine.

How many of you threw last month's *Centre Stand* into the bin when it arrived, thinking it was junk mail? We know of at least one prominent MRA member who did and then complained that his copy wasn't sent. Well, for those who have commented, they like receiving the magazine flat.

Still no photos coming in. What do I have to offer to get you to send me photos? I know. . . the first person to send me something photogenic of themselves with their favourite machine will find themselves on the cover of the September issue of *Centre Stand*. Committee members and hangers on can't get in on this act.

We are currently talking to the Minister for Tourism, Mike Rann, regarding the production of a motorcyclist's guide to SA roads. His comment so far is "...evidence so far suggests the motorcycling tourist market in South Australia is relatively small." We'll keep you posted.

FOR SALE

Women's waxed cotton jacket 80cm chest; sleeveless jacket and scarf;
pair of Rossi Boots (brand new), size 5;
Pair of winter and summer gloves (small);
\$200 ono the lot, will separate.

Ring LISA (08) 258 7164

BIKE BITS

(This month, from our roving reporter in Oslo, Norway)

Harley Davidsen loves his Harley Davidson so much that he legally took the name of the famous motorcycle as his own. The only hitch was that Norway's strict name laws prevented him from spelling Davidson with a 'son', because that was considered a Swedish name. Instead, he had to use the Norwegian suffix 'sen'.

It started out as a joke with fellow members of the Viking Motorcycle Club in the southern town of Skien and he went all the way. Harley didn't want to reveal his old name to our roving reporter as he hadn't told his Mum about it yet.

BIKE FATALITIES - WHAT'S GOING WRONG ?

from Denise Keane, MRA General Committee, Adelaide

There has recently been interest from the electronic media in Adelaide with the tragic high number of motorcycle deaths on South Australia's roads.

This year, at the time of going to press, there have been 20, which includes the deaths of 2 pillion passengers: 20 weeks, 20 deaths, 1 every week. It's a scenario which will hopefully not be repeated in the latter half of the year, not ever.

The truth is though, TV news is not interested in the reasons *contributing* to the deaths, but rather the interest a story can generate with its selected footage of carnage, wrecked, or tightly-cornering bikes.

The angle? Well, it could be the media is trying to point out we get away with more on the road than we should; that we're over-represented in injuries/fatals; that the financial cost to the community of death or injury is not acceptable or merely that bikes are just plain dangerous, their riders risk-takers who should not be on the road.

Risk taking? Well, maybe they're right. Obviously, some risks don't pay off for some, but it's the stuff local TV news reports love. Question is: is the media pre-occupied with promoting bikes as dangerous weapons on our roads, perhaps paving the way for even more restrictions by ill-informed governments and their bureaucrats, as a quick-fix response to the current statistics, or are bikers just getting careless?

Whatever the answer, the numbers of motorcyclists losing their lives on our roads cannot and must not, be ignored. The Road Safety Centre in Adelaide is at a loss to explain why either. It deals with statistics on a daily basis, and they claim this is an anomaly, an irregular hiccup in the usual run of numbers.

But why? Where are the answers? Is it just a bad run of luck for bikers? Are riders becoming inattentive, or do all the road safety strategies promoted by governments around the world amount to very little after all?

As with any other road users, we have any of the possible explanations of speed, alcohol, drugs, road surface, inexperience, environment, driver error, etc, for these fatalities. But no generalisations can be

made, and without accident reports from the SA Police Department, it is unwise to speculate or make judgements on the actual cause of each fatality. Speculation is often best left to the media, because they will ensure the biker mythology is kept alive, i.e. that bikes are dangerous beasts that cause death.

SA Transport Minister, Barbara Weise, recently got some coverage too when she issued a media release "expressing grave concern" at bike fatalities and called for car drivers to pay more attention. At least she clearly doesn't believe all bikers are kamikaze experts. Drivers must share the blame.

I suppose such concern helps, but where's the serious, long-term strategies, the on-going negotiation with the MRA and other motorcycle groups which would be useful. It's certainly not been through want of trying. The MRA's been around in SA for over a decade, but there's not a similar local history of 'consensus' with those spending the funds and changing the rules.

A look at the Australia-wide statistics table on page 5, reveals a 10-year history in fatals, for bikes and cars. There are many explanations for significant drops in fatalities during that time.

But the statistics for South Australia alone are not good for motorcyclists.

In terms of category registrations at the end of April this year, bike fatalities represented .05%; car fatals only .006%, and bike registrations were down 3.3% on '91 figures. Car registrations were up 2.1% on '91 figures! Ending April '93, there were 28,945 bike and 729,552 car registrations for South Australia.

Overall, a poor scene. Car registrations are up - fewer fatals, bike registrations down - but more fatals. And motorcycles represent only 3% of motor vehicle registrations (excluding trucks and vans) in this state.

How many of these 20 fatalities this year have *really* been single vehicle accidents, and how many have involved other vehicles? Of those claimed to be single vehicle fatalities, an unknown driver may have *caused, but was unaware* of his/her involvement, or the result. There is simply no way for any of us to know.

**COMPARISON OF NATIONAL ROAD FATALITIES
BY ROAD USER CATEGORY
FOR TEN YEAR PERIOD 1983 - 1992**

	1992	1991	1990	1989	1988	1987	1986	1985	1984	1983
Motorcyclists	179	227	241	268	293	321	365	359	346	374
Pillions	19	21	21	30	30	38	40	46	44	36
TOTAL:	198	248	262	298	323	359	405	405	390	410
Drivers	819	915	936	1123	1145	1095	1134	1142	1035	1035
Passengers	566	548	634	781	776	736	730	763	756	688
Pedestrians	351	344	419	501	548	494	537	538	541	512
TOTAL:	1736	1807	1989	2405	2469	2325	2401	2443	2332	2235
Bicyclists	41	58	80	98	87	79	78	83	90	103
Other	1	0	0	0	9	9	4	10	9	7
TOTAL	1976	2113	2331	2801	2888	2772	2888	2941	2821	2755

Source: Federal Office of Road Safety

S.A. CLUBS LISTINGS

ATUJARA MCC 16 Gregory Cres Seaton 5023	MT GAMBIER MCC PO Box 879 Mt Gambier 5290	VETERAN/VINTAGE MCC OF NORTHERN YORKE PENINSULA (088) 21 1407
BAROSSA VALLEY CLASSIC MCC PO Box 490 Nurioopta 5355	PHOENIX MCC OF SA PO Box 18 Willaston 5118	VIETNAM VETERANS MCC SA (08) 271 8893
BMW OWNERS' CLUB OF SA INC PO Box 193 North Adelaide 5006	PORT PIRIE MCC PO Box 91 Port Pirie 5540	WIMA SA (08) 297 7766
BSA OWNERS CLUB OF SA Bas Hodgson (08) 278 7646	REDBACK TOURERS 28 Kingsley Ave West Croyden 5008	YORKE PENINSULA VINTAGE, VETERAN, AND CLASSIC MCC (088) 5186; (088) 52 1725
CAFE RACER CLUB OF SA PO Box 704 Prospect East 5082	SA FLAG MARSHALLS ASSOC. PO Box 24 Hindmarsh 5007	
DUCATI OWNERS CLUB OF SA PO Box 561 Beulah Park 5067	SA SIDECAR CLUB Tom Griffin (08) 269 6741	
FLINDERS TOURING MCC PO Box 892 Port Pirie 5540	SA VINCENT/HRD OWNERS CLUB Union Hotel, Weymouth St Adelaide	This is an abbreviated version of club listings. Clubs should advise of preferred information.
GREEN GINGER GUZZLERS MCC PO Box 109 Modbury North 5092	SCOOTER CLUB OF SA (08) 336 4404	
HARLEY OWNERS GROUP AH (08) 212 1494	SOUTHERN CROSS MCC SA (08) 271 8893	As space permits, more will be added.
HONDA GOLDWING CLUB OF SA PO Box 235 St Agnes 5097	SUZUKI MCC OF SA (08) 248 4894	
LEVIS MCC 33 North Pde Royal Park 5014	TRAILER CLUB OF SA (08) 43 8381	
M/CYCLE TOURING CLUB SA PO Box 12 Goodwood 5034	ULYSSES CLUB (ADELAIDE) 15 Mumford Ave St Agnes 5097	

BJ.'s CORNER - WHAT COST SPACE ?

I used to believe parking inspectors to be the lowest form of life, sneaky, sly, modern day tax collectors. Then I was persuaded by various public relations exercises that they were all just people doing a job that had to be done. I was persuaded that their function was not to extract money from me, but rather to ensure that I had a fair crack at getting a park when I needed one by stopping others from hogging what is after all a finite resource.

I have had varying experiences of parking inspectors. I had one occasion where I had to park my bike in Adelaide and found that I had no change to feed the meter. This was no real problem as the park was right outside a deli, trouble was that there was a parking wallah just a couple of spots down booking someone. To play safe, I decided to wait until he had passed before ducking into the deli to get change. As he passed me he gave me a dirty look but kept on walking. I waited until he was around the corner and went to go into the deli. As I entered the door of the deli, I glanced down the road and just spotted the bastard's head ducking back round the corner. He was just waiting for me to step away and he would have had me. I stepped back to the bike and gave him the finger. This time he really left, I got my change, fed the meter and went about my business. This bloke's attitude reinforced my belief that they were all a mob of mongrels.

On the other side of the coin, I had occasion to pop into a bike shop to pick up a part which was already ordered and paid for. It would only take a second, but wouldn't you know it, I had no change and there was the brown bomber just meters (metres) away. I waited for her, explained my predicament, and asked is she would ignore me for a minute while I ducked in to pick up my bits. She not only agreed not to book me, she volunteered to wait for a minute to make sure her partner didn't cop me. Now I could be cynical and say that her intention was to check that I was only gone a minute, but whatever, when I got back I found her and her mate both waiting and no ticket, I got this rush of good vibes toward female bombers, thanked them profusely and notched my opinion of parking inspectors up several marks. It is obvious that without them there would be a case of get in

early or forget it as far as parking in the city goes, but it would be easier to see them as human if their bosses weren't so blatantly money grabbing, profiteering, sons of bitches.

The commodity they are selling (renting actually) is space. If you rent that space it should not matter a damn what you do with it for the time of your rental agreement. Space is space, and it should not matter if you park a mini minor, a three ton truck, or three motorbikes in that space. It might make sense if there was a proliferation of under-utilised parks available, but to force one bike to travel in frustrating circles looking for a second (probably non-existent) space, while his mate waits in the one available space that could easily hold both bikes, is crazy in the extreme.

The only reason I have heard that even half makes sense, is the possibility of an inconsiderate biker blocking an earlier arrival. This is a minor problem but could be prevented easily by positioning your own bike such as to prevent anyone parking in front unless it is your mate.

This idiotic nonsense has now been exacerbated by the introduction of ticket vending machines. So John Haddaway (City Engineer, Adelaide City Council for those wishing to piss in the big chief parking inspector's ear), says they will soon have a plastic ticket holder available. This I have yet to see, but I don't quite understand how that's going to help stop rogues from lifting my ticket and it does nothing about multiple vehicles in one park. Anyway surely this magic cure-all should have been introduced at the same time as the ticket machines.

Harald (in the last Editorial) has prompted us to express our opinions on the matter and mentioned "more direct" action, I don't know what you have in mind Harald, but you've got my support! This is one of those small problems of mainly nuisance value that should be easily resolved if those in charge have any inclination to lift a finger. I expect from past experience that the bureaucrats will find any number of bullshit reasons for not shifting their bums an inch, so let's try to kick them into action.

BJ. ROBERTSON

TREASURER'S REPORT

February 9 - April 12, 1993

OPENING BALANCE \$1574.25

Received

Memberships	\$402.00
Sale of stock	86.50
Postage	2.50
Memberships	300.00
Sale of stock	171.60
Postage	4.80
Monster Bike lottery	<u>\$325.00</u>

\$ 801.40

EXPENDITURE

AMP Insurance - quarterly	124.15
Australia Post - mag. postage	263.63
Poly Products - Heat sealer/bags	331.20
Copyfax stationers - computer labels	33.80
V. Jonathan - Telecom part payment	75.00
- enquiry postage	45.00
H. Lindemann - print post stamp	13.20
- secretariat postage	41.00
Australia Post - membership postage	83.25
Advertiser Newspapers - run promotion	30.40
Pt. Adelaide Football Club - bike lottery	675.00
D. Jonathan - fuel for Malalla	30.00
T. Griffin - Telecom payment	20.00
- poker run cards	12.50
P. Bevan - Stock postage	9.00
FID - Feb/April	3.93
GDT - Feb/March/April	<u>10.30</u>

\$1801.26

CLOSING BALANCE \$574.38

April 13 - May 10, 1993

OPENING BALANCE \$574.38

Received

Memberships	\$ 402.00
Sale of stock	86.50
Postage	2.50
Donation - Nth Adelaide Hotel	260.00
MRA Aust - National Rally shortfall	2000.00
Poker Run proceeds	210.00
Quiz Night proceeds	55.00
GP Shop - Mail Out request	<u>315.90</u>

\$3331.90

EXPENDITURE

AMP Insurance - quarterly	\$ 125.58
Poker Run - prize & float	400.00
Australia Post - returned articles	7.08
- mail out	254.75
- PO Box rental	110.00
Simply Mac - Printer & Cable	505.00
T-shirt City - 15 Official t/shirts	180.00
Adelaide Advertising Services - March mag.	<u>250.00</u>

\$1832.41

CLOSING BALANCE \$2073.87

MEMBERSHIP UPDATE

At the 1993 State Conference, it was suggested that we should have a membership drive in the second half of this year. I would be most interested in receiving ideas in this regard. I would envisage the campaign running from September to December. Your thoughts and opinions are needed on: possible rewards for the member who signs up the greatest number of new members; incentives for new members to sign up; possible venues to generate new members; schemes, plots, plans and intrigues to entice, lure and attract new members. . .in fact, anything which may possibly be relevant in a campaign to expand our membership.

Milo, Membership Secretary

STOCK UPDATE

Over recent months, the General Committee has been examining numerous stock ideas aimed at improving and modernising the image of the MRA. Currently we are considering a billboard style of t-shirt, incorporating a 3-colour shirt and up to twelve printed company logos in addition to the usual MRA logo. At present, this concept is still under development and we would be willing to discuss inclusion of any company on such a promotional t-shirt. So, if you (of the company you work for) are interested in becoming involved please let us know.

A few other ideas under consideration are: t-shirts of graphic design rather than the usual black MRA item, polo style t-shirts with collars and pockets (the MRA logo would be placed on the pocket), multi-coloured t-shirts and windcheaters, MRA logo baseball caps, MRA printed boxer-shorts and MRA logo jackets.

We have recently floated the idea of a MRA member sticker which would be available at no charge to either new members or when a current member renews their membership. As this sticker would not be available for purchase, it would become a method of member identification - an area we have tended to overlook in the past. The General Committee would greatly appreciate your thoughts and opinions on these suggestions and are always open to new ideas.

Paul Bevan, Stock Controller

GLADIATORS & SPECTATORS. . .from CC Bunyipson, the Fifth Columnist

New Minister, but past baggage remains. . .

What does the appointment of Bob Collins to the Transport portfolio mean for bike riders? Has it heralded a new era of open discussion between us, the Minister's office and the Federal Office of Road Safety, or will it simply mean the continuation of an obdurate and uncompromising line pushed by former Minister, Bob Brown?

Methinks it will be neither. Collins has a lot more mettle than Brown ever had as has been baldly demonstrated almost daily in recent months in his battles with the Opposition over the Pay TV tender licence fiasco. Despite the enormity of that issue, the Opposition barely laid a glove on him.

Collins does have a track record of listening, in spite of his comments last year about scraping bikers off the road in his earlier life as an ambulance attendant. He is open to negotiation, but that doesn't mean we will always win. At least he does consider, and that alone will be a change. The enormity of our, (yes your) battle, is with the unwieldy Dept. of Transport & Communications. It is monolithic, has long had its own agenda and a succession of Ministers who end up fighting it, not steering it.

Who is Collins? At 47, youngish, 16 years a Labor pollie, 10 in the NT, 5 as Leader of its Opposition. Senator for 6, Minister for 3. A most competent and able speaker on his feet (check out 'Order in the House' & Question Time - top viewing). Quick-witted, passionate, venomous, often droll, definitely not a speech reader. See how he goes in time.

Learn the art of lobbying, but learn it well. . .

Bikers have long been unimpressed with being regularly scorned by temporary holders of political office, and not unlike the Opposition, are eager to make some ground this year, unhampered by earlier losses, wrangling and negative point-scoring.

But I'm not referring to politicians. Isn't it time some bike groups around the country invested in a self-evaluation of their skills. Lobbying proficiency is not exactly up there at the top, because it's eminently clear there's much room for improvement. Time to eliminate the all too obvious pushing their own barrow and the cutting down of other groups' efforts much too painfully

obvious in some quarters. Time to get the word out that bikers' gains are not the preserve of single groups to be privately safeguarded, not to be left to obsessive diehards, intent on a personal agenda. The almost now totally forgotten Federal election was a case in point. A Newcastle pre-election ride to unseat former Minister Brown was politically naive and ill-conceived theatre. Reported in the media as part of a week-long campaign to overturn ADR 19.01, the rally essentially went nowhere.

Apparently, it's aim was to cause a significant swing against Brown or even unseat him, but little chance of that fanciful notion. A quick bit of number-crunching on the pocket calculator would have answered that one real quick. Brown held the 13th safest Labor seat in the entire country, a massive 13.8% swing to lose. Instead, he actually increased his primary vote over 6%, comfortably winning his seat outright, with no need to go to preferences. It now requires a 17% swing to unseat him!

But back at the bike rally, just how inspiring is a very long queue of repetitive speakers, each one waiting to exhort the listener to varying degrees of rage, passion or another cigarette? Is it satisfying?

Let's face it, no amount of rage was about to unseat Brown, or indeed, even make him the slightest bit uncomfortable. But a good lesson for bikers though, if it was learned: too much energy squandered for too little media coverage and precious little else. But perhaps the group felt they should do something, regardless of the outcome. If it made them feel good, then great, paydirt!, but in terms of making ground for bikers, well. . . .

In the legislation arena, are bikers hopes fading fast for a promised repeal of ADR 19.01 by the Coalition? The ALP now has an increased majority in the House of Reps, and up in the swill-packed Senate, the Democrats have not been overly forthcoming in their undying support either. With Parliament in winter recess until Budget week in August, no Private Bills seeking to repeal the ADR will see the light of day till after then. And the ensuing hot debate? Well, don't hold your breath. Neither Mr Hawker's (former Shadow Minister for Land Transport), nor Senator Panizza's 1992 Private Bills got up at all last year.

(CC Bunyipson - Continued)

Melbourne's MRAA . . . slightly derailed?

Just prior to the Federal election, the media carried a story regarding a rift between members and President of the Victorian-based MRAA. It reported disquiet regarding unconstitutional actions by President, Damien Codognotto and that some on-the-ball members had argued that he had contravened its Constitution by assisting and providing active MRAA support for the Liberal Party candidate for the totally unwinnable seat of Gellibrand in her futile attempts to unseat Labor stalwart and high-flying Finance Minister, Ralph Willis.

The report claimed concerns by MRAA members that its resources should not have been used to aid the Liberal Party's campaign, because the Constitution prescribed an apolitical stance. And a fair comment too, but if the MRAA membership list was handed over to the Liberal candidate in that seat, as has been stated, where is the judgement in such an imprudent action?

If it is true, MRAA members have every right to question such a politically gullible action, as they would wonder what kind of representation they were getting. Presumably members can expect the Constitution to be upheld, otherwise why have one?

But what rights do members really have if any President, at whim, decides to ally their organisation with a political party? Perhaps a Coalition assurance made long ago to repeal ADR 19.01 was sufficient enticement to make the MRAA sympathisers of the Liberals during the election campaign? And what if the situation were reversed, would the ALP get the list?

And all for what? The seat of Gellibrand has been strongly held by the ALP for over 44 years, for the last 21 years by Minister Willis. It required a swing of nearly 19% to lose, second safest Labor seat in the country! Willis increased his primary vote by over 14%, got over 75% of the preferred vote and now needs a 25% swing to lose next time. Dream stuff for both the Liberal Party candidate and any MRAA President, but nightmare stuff for MRAA members worried about their organisation being used as a political pawn. Foolish action can only be judged for what it is, but politically foolish it remains.

If MRAA members claims reported in the media have substance, then one cannot help but wonder if Mr Codognotto aims to be taken seriously in the motorcycling world. If so, he may elect to join the Liberal Party in some long overdue navel gazing.

In analysing his total lack of political nous, he may just find that his pie-in-the-sky-Gellibrand dreaming was quite inappropriate. Motorcyclists deserve more informed decision-making than that, otherwise we are no better than the bureaucrats and politicians we are so quick to reproach.

"GOANNA"

Due to general requests that I can't refuse, I'm back, but I don't know for how long!

At the wedding of Mike Engel and Michelle Rault back in April (yes, I got an invite), I couldn't help but notice a bloody lot of past and present MRAA Committee members. I won't mention names or positions held. A quick head count showed - 2 Presidents; 2 Vice-Presidents; 1 Chairperson; 1 Correspondence Secretary; 3 Minutes Secretaries; 3 Treasurers; 2 Magazine Co-Editors; 3 Stock Controllers; 2 Toy Run Co-ordinators; 1 Santa; 1 Pixie; several Sub-Committee members of Biketober, Fundraising, MAM, Toy Run and Road Safety; founding members of SAMRATS - 1 Life Member; 2 4B's Co-ordinators; 2 4B's Secretaries. I must point out here that several members held more than one position on the Committee!

Several persons attending were that dressed up no-one recognised them for a while.

While on weddings, at the 'Engel' (MRA) wedding of the year, there was another quiet celebration going on in the corner. It was that of Daryl and Vanessa Jonathan's 22nd year of wedded bliss. As Daryl pointed out later, and I quote "You don't get this much for murder!" and one from Vanessa, "How long do you have to wait for long service leave"? Congratulations to both couples.

How many MRAA Committee Members are also members of the SA branch of the Ulysses Club (Old Buggers Club for Bikers)?

'Til next time, keep the shiny side up.

MOTORCYCLE PARKING HIT BY BIG SQUEEZE

The following article appeared in the 'City Messenger' (21/4/93) following an interview with MRA Road Safety Officer, Steven Fry, and the MRA's attempts at getting some sense out of our backward-thinking, unprogressive, Adelaide City Council (ACC).

Motorcycle riders are being forced into nooks and crannies across the city in an effort to find a parking space, the MRA says.

"The MRA has spent several years lobbying the ACC for more motorcycle parking in the square mile, with spaces being eaten away daily."

The number of motorcycle car parks in the city recently dropped from 230 to 120, with 100 taken out from behind the Adelaide University. That number of parks is virtually useless for the number of motorcyclists on the road.

According to the MRA, there are 30,000 registered bikes in SA and 14,750 registered within 40kms of the GPO.

"The Council talks about wanting less cars in the city and yet motorbike riders prefer to drive their car because you can't find a motorbike parking space.

"If you have to pay the same to park your bike as your car for the day, I would rather sit back and listen to music while I'm driving than bring my bike in.

Mr Fry said motorists were also angered by motorcycles filling up a car space. He said the MRA had called on the Council to use its undercover carparks more efficiently by using "empty corners" and "space under ramps" for motorcycles.

A Council comment was unavailable.

Unfortunately, some incorrect stats. were printed in this story. Bike park spots have not recently dropped from 230 to 120, this has happened over a number of years. ACC recently removed about 20 parking spots from Kintore Ave replacing them with paving bricks, right outside the Migration Museum. Despite promises made, no additional spaces have yet appeared in the Ave.

The fact remains: bikes still have to compete for insufficient exclusive parking spots with cars; trailers; yes, even a semi-trailer, and City Council mobile vans!

SOUTH AUSTRALIAN ROAD RACING FIXTURES

August

15: Levis Club, Theo Nixon Road Trial Star Award, Mallala

16: Cafe Racer Club, 2 + 4 Road Race, Mallala

29/30: Phoenix Club Road Race, Mallala

October

17/18: Mt Gambier Club, Road Race Round 1, Mt Gambier

November

14/15: Phoenix Club, Road Race Round 2 SA Championship, Mallala

December

5: AVA Club, Road Race Round 3 SA Championship, Mallala

January

2/3: Mt Gambier Club, Open & Classic SA Championship, Mt Gambier

11TH ANNUAL STATE CONFERENCE REPORT

1993

A successful 11th MRA(SA) Annual State Conference was held in Adelaide on April 17. Representatives from Adelaide, the Mid-North and South-East registers attended, some travelling many hours/kilometres from places far flung to participate in the action! Reports from each register highlighted the needs and activities of each group, and ensured the importance of keeping all members informed of specific programs. The need for positive and open communication was also emphasised, with more inter-register activities sought. Minutes will be available from the Secretary in coming weeks.

RALLY ROUND-UP

TROT TO MAMBRAY RALLY - JUNE 12/13/14

Rally turn-off 20k north of Pt. Germein. A back to basics rally: wood/water/badges/ trophies. Please, no glass/dogs/cars. Food available ex. local petrol station, Mambray Creek, beer from the pubs in Pt Augusta and Pt Germein (cans please). A 3-day rally & great site, signposted from highway. **Entry fee: \$10 pre-paid, \$12 late.** Write to 2 Brodie St, Whyalla Norrie 5608.

HORSE N CART RALLY - JUNE 19/20

Rally turn off is 5km south of Marrabel on the Kapunda Road (sign posted). Once on the dirt road, watch for signs. No cars, no dogs, no glass. Fresh water, toilets, firewood, tea and coffee on site. Hotdogs - but no other form of catering on site. Basic supplies available from Marrabel Gourmet Supplies from Kapunda, or BYO. Proceeds to MS Society. Usual rally trophies apply for sidecars/solo's. **Pre-paid entries by June 12, \$8, late entries \$10.00.** Cheques: Green Ginger Guzzlers, PO Box 109 Modbury Nth 5092.

RADIATA RALLY - JULY 9/10/11

Hosted by the South East MRA register, will be held at the usual site - 5ks east of Rennick Vic (on the SA/Vic border near Mt Gambier). Drinks available. BYO food. Fresh water/BBQ facilities supplied. Usual rally awards, gymkhana, and more. No dogs/glass/firearms. Limited badges. **\$8 prepaid or \$10 late.** Any enquiries ring Vicki (087) 354 287 or Erica (087) 332 792. **Entries to: Rally Organizers, South East MRA(SA) Register, PO Box 909, Millicent SA 5280.**

S.A. TOURERS M.C.C. - 24/25 JULY

SA Tourers invite you to their 7th Annual Rhynie Pub Run, to be held at the historic Baker Springs Hotel and Coach House, now known as the Rhynie Hotel. Located 100k north of Adelaide on the Clare Road, it offers: top host,

good country cooked counter meals, grassed camping site next to hotel, gymkhana, Saturday night bonfire, Clare Valley wineries nearby. Limited badges available at **\$8 prepaid or \$9 on the day**, pre-paid closes July 12. **Entries: Secretary, SA Tourers MCC, PO Box 186 Nth Adelaide 5006.**

R.R.R. . . . ASTRAL RALLY - ENTRIES CLOSE JULY 31

The Green Ginger Guzzlers are organising the Astral 'Not So Right Royal' Rally (RRR for short) this year. (See full details in recent mail-out all MRA members received). On somewhere in the U.K. Usual prizes for not turning up, longest journey to not get there, etc. **Costs: \$5.** All profits to Multiple Sclerosis Society. Remember: if you don't have a badge, how can you prove you didn't go???? Limit of 500 badges. All cheques to **Green Ginger Guzzlers MTC, PO Box 109, Modbury North SA 5092.**

WORLD'S END RALLY - SEPT 25/26

Warren Gorge, 21k from Quorn. A family social rally. Awards. **\$12 entry.** No cars, dickheads or dogs. Write to: **The Organizers, PO Box 12, Goodwood, 5034**

REDBACK RALLY - OCTOBER 2/3/4

Millawa, Vic. Follow signs from Paringa Hotel. Back to basics. No catering/glass/cars. Water gymkhana, wood and trophies supplied. **\$10 pre-paid, \$12 late.** 100 badges only. **Paul Morgan, 28 Kingsley Ave, West Croydon 5008, (08) 346 0663.**

OVERSEAS RALLY - KANGAROO ISLAND, S.A. - OCTOBER 29/31

Planned at this stage for October 29-31 (weekend before Grand Prix). Will have to be pre-paid due to boat bookings. **Cost about \$100**, but hopefully less if numbers high. If interested, let **Green Ginger Guzzlers** know and full details will be forwarded when available.

LETTERS TO THE EDITOR

Dear Readers,

In the early '80s I was a member of the MRA. I did not renew membership when patch club riders were banned from becoming members, even though their support was always strong on protest runs and the Toy Run.

The Victorian MRA said "they were too scruffy" and "did nothing to improve the image of motorcycling". A large slab of the people I happen to proudly call friends are from various Melbourne clubs. Many are also from the "honourable though scruffy" breed, riding mostly the BMW's and BSA's, Ducatis, Triumphs etc.

How offensive it is after years of keeping the traditions of motorcycling alive, to be told by squeaky clean, pimply faced new chums that your support is no longer needed as they now prefer to believe the lies of the pollies.

Well, they may have listened, but they made laws we didn't want and brought them in anyway: lights-on laws, helmet laws and lies, lies lies. Wake up, the MRA is not a charity organisation. If you want to do charity work, join the Salvos.

Let's get our fingers out and make the MRA what it was intended to be, a protest organisation. Let's park to rule, let's "sit in" on the R.T.A. Building etc., before they put us out on the street with charity cans.

Sue O'Donnell, Dudley Park

It's important to realise that the Vic. MRA, i.e. the MRAA Inc, does not set its policies in conjunction with the other state MRA's. The MRA (SA) has never held a policy banning patch club riders from its membership or events. We have always valued the support which individuals from all walks of life in our state have given to our programs, particularly the Toy Run and the various protest runs which we have organised. The MRA is not a charity organisation. Its aims clearly show a breadth of concern over a range of issues and this is reflected in its programs. If you are not happy with the policies of the MRAA Inc. then I suggest you join the MRA (SA). Ed.

Dear Harald,

I am writing in response to a letter written by Charmaine Johnson and published in 'Centre Stand' March, 1993.

The concept of a wife as the possession of her husband is medieval. The Family Law Court of Australia no longer upholds this view. If you want to ride your bike, or attend meetings, you do not need permission. He is not your keeper.

Just do it. You'll be happier and a more interesting partner if you follow your own interests. Don't be boring, ride, meet new friends, go for it.

When he's got you totally under the thumb he'll go and find someone happier and more confident and interesting. So negotiate your time off from family responsibilities and enjoy your bike.

Yours sympathetically,
Bridget, Brahma Lodge

Dear Harald,

To Charmaine Johnson. Ignore your chap's views and get your own life girl! I would speculate that numerous other women MRA members don't feel constrained by their spouse/partner's views. The chaps certainly don't! The MRA has no gender. If your fella' has retarded views - that's his problem. He's just a prisoner of testosterone and can't help it! Get out there and ride - it's 1993! Try to be involved and get amongst MRA activities, develop your own interests. Your Mr Johnson sure sounds like he could use a little enlightenment! You could even bring him along: who knows - he might even enjoy himself, but if not, too bad - leave him at home!

Henrietta Jackson, Adelaide

It should be noted that the MRA (SA), subject of course to the hardliners on Committee, follows a non-sexist policy in terms of meeting procedure, elections and advertising in 'Centre Stand', so Charmaine, you are welcome as a member. Ed.

LETTERS TO THE EDITOR

Dear Sir,

Re: Kawasaki ZXR 750 J2

I wish to draw your attention to a problem I have encountered with the above bike. Three months ago, I purchased a new bracket to replace one on my 13-month old bike that broke as I put my foot on the foot peg.

The broken bracket normally mounts the left foot peg and the gear change actuating lever to the frame of the motorcycle.

On April 14, after making a turn on a corner, the new bracket broke. Fortunately, this time, I did not have a pillion passenger as I did the previous time.

I contacted the motorcycle shop where I purchased the bike and they informed me that Kawasaki would not be able to help, nor would they take any responsibility.

I offer this information for your members to warn them of a potentially dangerous situation which the manufacturers are either unaware of or do not wish to know about.

Adam Rosie, Bordertown

The following two letters appeared in the 'Sunday Mail' in response to an article on motorcycle accidents:

Thank you to reporter John Church for his article *Motorcycle Madness* (SM 28/3/93), it was well put together.

As a motorcyclist with some 23 years experience, may I offer my own humble suggestions for reducing the tragic bike road toll.

I support Paul Morgan of the MRA where he says 'motorists should be subjected to the same stringent training bike riders undergo'. But I don't think that training goes far enough.

The 250cc limit for 'L' and 'P' plate riders is a total farce, and has not kept up with motorcycle

technology. Many 250cc machines today have a higher power-to-weight ratio and better handling than all the 750cc plus superbikes of 20 years ago. We should also control the weekend warriors - the Adelaide Hills are not racetracks.

I would recommend the State Government look at courses conducted by the Stay Upright organisations in Victoria and NSW, as an excellent model for motorcyclist training.

Peter Robins, Meadows

I wish to add my voice to those in your article 'Motorcycle Madness' (28/3/93) calling for better car driver education.

It is unfortunate that Road Transport Department official, Peter Johns' statistics give the impression that almost all motorcyclists involved in the 1991 fatalities either had no licence, were inappropriately licensed, or had been disqualified from holding a licence at the time of their accidents. I believe these statistics could be misleading.

My brother was one of those motorcyclists, who, in 1991, died as a result of a collision with a newly licensed car driver (P-plater). He did hold an appropriate current motorcycle licence at the time of the accident.

My brother had ridden motorcycles from boyhood on our family farm and had owned and ridden large road bikes for more than a decade. As I understand it, and according to the police, my brother wasn't speeding and wasn't being irresponsible.

I commend the MRA's involvement with the Federal Office of Road Safety and their advertising campaign to make drivers aware of motorcyclists. I believe this is where the focus should be.

Judith Carson, Hackham West

MEMBERSHIP FEES TO INCREASE

Due to constantly escalating costs and the ever decreasing purchasing power of the dollar, the Motorcycle Riders' Association of South Australia Incorporated is unable to sustain its current membership fee structure.

This decision is taken reluctantly, but as the last fee rise was 4 years ago, in June 1989, the Committee believes that members have not been faced with sudden and undue increases in costs. In fact, a rise in membership fees was approved following the 1992 State Conference, but were held at current levels for a further twelve months without increase, to reduce the impact on members. However, this could not last indefinitely, and membership fees will rise as of August 1, 1993 as set out below:

STANDARD MEMBERSHIP

	Individual	Family
	\$20	\$30
2 years	\$38	\$57
3 years	\$56	\$84

CONCESSIONAL MEMBERSHIP

Individual	Family
\$16	\$24

Note: Family Membership covers members, partners and children to the age of 16 - once the children are able to obtain their own driver's licence, they are not covered under Family Membership.

Concessional Membership is available to those members who are not in permanent employment and includes students and those in receipt of pensions and unemployment benefits. Naturally, some form of proof such as an Entitlement Card number or Student Card is required to access these concessions. Concessional Membership is available only on a yearly basis.

BLOOD RUN - BE THERE OR MISS OUT!!

MRA(SA) members will meet at 8.30am, August 14 at the K-Mart Kurrulta Park carpark to ride to Red Cross house, Pirie Street to donate blood.

MEMBERSHIP FORM (Cut out & post)
(Please note: current membership fees will be accepted if received BEFORE August 1, 1993, otherwise new fees will apply.)

OFFICE USE ONLY Meeting Run Magazine

Function Other Card Issued Stock Issued Entered

MEMBERSHIP FEES: CIRCLE ONE

	Single	Family	Single C/cession	Family C/cession
	\$15	\$23	\$12	\$20
2 years	\$29	\$45	\$23	\$39
3 years	\$43	\$67	\$34	\$58

DATE: ___/___/93 Register _____

Please tick appropriate box:

New Member Male Membership No: _____
Renewal Female _____

SURNAME: _____

FIRST NAME: _____

ADDRESS: _____

P/CODE _____

TELEPHONE: () _____

OCCUPATION: _____

BIRTHDATE: _____

I agree to abide by the Articles, Rules and the Constitution of the MRA Inc of South Australia.

Signature: _____

Comments: _____

ARE YOU A BLOOD DONOR ? YES NO

MRA STOCK ORDER FORM:

Windcheaters (black only)	\$24.00	Sizes 12-24
MRA T-Shirts (Black/white)	\$12.00	
MRA Singlets (Black only)	\$10.00	Postage & Packing \$3.50 Windcheaters \$2.50 T/s & singlets \$1.00 Badges/patches \$0.60 Stickers
MRA Metal Badges	\$ 6.00	
MRA Cloth Patches	\$ 4.00	
MRA Stickers	.50	
MRA Reflective Stickers	\$ 1.00	

Stock required: _____

: Please allow 28 days for delivery. Price subject to alteration without notice.

: Cheques or Money Orders made payable to MRA SA Inc

M.R.A. (SA) CALENDAR

JUNE

- 7 Toy Run Meeting
- 10 4B's Meeting
- 14 **GENERAL MEETING**
- 24 South East Register Meeting
- Mid North Register Meeting
- 27 BBQ Run
- 28 Committee Meeting

JULY

- 5 Toy Run Meeting
- 8 4B's Meeting
- 12 **GENERAL MEETING**
- 26 Committee Meeting
- 29 South East Register Meeting
- Mid North Register Meeting

AUGUST

- 2 Toy Run Meeting
- 9 **GENERAL MEETING**
- 12 4B's Meeting
- 14 Blood Run
- 22 Committee Meeting
- 26 South East Register Meeting
- Mid North Register Meeting

SEPTEMBER

- 6 Toy Run Meeting
- 9 4B's Meeting
- 13 **ANNUAL GENERAL MEETING**
- 26 Committee Meeting
- 30 South East Register Meeting
- Mid North Register Meeting

PROGRAM

- 27 June BBQ Run
- 16/17 October Bike Expo
- 17 October Awareness Ride
- 21 November Economy Ride
- 11 December Toy Run

ANNUAL GENERAL MEETING

The MRA(SA) AGM will be held on Monday September 13, 8pm, Nth Adelaide Hotel, Tynte Street. All Committee positions will be declared vacant and the 1993-1994 Committee elected. Positions include: President/Vice President/ Secretary/Editor 'Centre Stand'/Treasurer/Publicity Officer/Membership Secretary/Minutes Secretary/Stock Control Officer/Sub-Committee Representatives/Register Liaison Officer/Road Safety Officer/Up to 8 General Committee Representatives.

All financial members of the MRA (SA) Inc. are eligible to stand for election to one or more of the above positions. Nominations should be made in writing to the Secretary prior to the AGM. The Meeting will also consider changes to the Constitution of the Association, copies of which may be obtained on request to the Secretary of the Association. Copies will also be posted to all members with the September issue of 'Centre Stand'.

Harald Lindemann, Secretary

STOCK PRICE LIST

MRA Windcheaters (black only)	\$24.00
MRA T-Shirt (black only)	\$12.00
MRA Stubby holders (wet-suit type)	\$6.00
MRA Patches (Members only)	\$4.00
MRA Badges (Members only)	\$6.00
'Lights-On' T-Shirts (black only)	\$10.00
National Motorcycle Month '85 badge	.50
Biketober '87 Badge	\$3.00
Biketober '88 Badge	\$4.00
Biketober '89 Badge	\$5.50
Toy Run '89 Badge	\$5.00
Toy Run '90 Badge	\$5.00
Toy Run '92 Badge	\$6.00
Reflective MRA Stickers	\$1.00
All other stickers	.50

ADD POSTAGE TO ALL:

Windcheaters \$3.50ea;

T-Shirts \$2.50 each;Badges .80ea;Stickers only - S.A.E.

MRA DISCOUNT

Please support these shops and our advertisers, as they support us.

Please show your membership card when requesting discount

Boltons	10%
City Cycle Electric	10%
C & D Motorcycles	10%
GP Motorcycles	10% Parts & Accessories
Honda World	10%
Magic Motorcycles	Available on request
Peter Steuans	15%, not on specials
Pitmans - North/South	Available on request
Ranco Yamaha	10% - not on specials
Sharps	10% Parts & Service
Sthn Vales M/cycles	10%
Southern Yamaha	Up to 10%

4 B'S REPORT

Well, another three months has come and gone.

Daryl, Vanessa, Gary & myself all travelled to Eastern Creek for the Grand Prix. We had a great time, except for five sleepless nights (the organizers mixed cars and bikes together, not like Phillip Island, they could do with some lessons here) the car yobbos behind us partied all night and every night, did not attend the race, just slept all day to save themselves for the night's activities.

Journeyed on to Canberra after the race and met up with some Ulysses Club members who were returning from their Annual General Meeting held in Shepparton.

The Super Bikes were racing at Mallala last month and Daryl was there doing the bike pick-ups. The MRA tent was set up and stock was sold.

The bike pick-ups are still going strong. We still only charge \$30 in the metropolitan area, but please remember our time is voluntary. Speaking of bike pick-ups, last week Gary picked up a BMW with a broken shaft. Marcel (Mac) the owner, stayed with us for 2 days. He is from Switzerland and is touring around the world, a very interesting chap indeed.

Hospital visits are still the 4B's priority, but with the wards being closed down in Public Hospitals, it is very time consuming looking for patients, so if you know of anyone who is in hospital, please let us know as it will help us greatly.

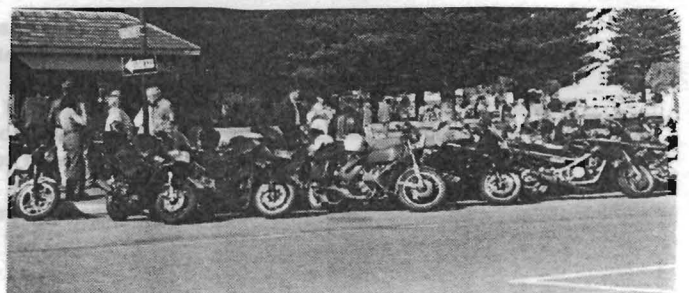
The Blood Run was held on the 29th with a good turn up. Our meetings are still held at the Flagstaff Hotel on the 2nd Thursday of the month, starting at 8pm. Everyone is welcome to attend. *Rosemary*

APRIL POKER RUN REPORT

A hearty thank you to everyone who made this a roaring success. The first MRA Poker Run for the year was held on April 18 and what a day it turned out to be! Superb riding weather for the run to Meadows, Mt. Compass, Goolwa and finally to the Victor Harbor Reserve. Over 130 riders were champing at the bit at the North Adelaide Hotel carpark to get cracking for the morning, only to find the card dealers (the Jonathans) hadn't quite arrived, following their stupendous mental effort at the MRA Quiz Night the evening before!

Onward, ever onward to the slick dealer team at Meadows, where the Mounts were keeping the queue short(ish). President of Vice - Paul Morgan, dealt wildly at Mt Compass; Uncle Purvie was getting blisters at Goolwa and Denise and Dave fanned the pack as riders arrived in over an hour or so for a rest, lunch and the blues musos. at the Hotel Victor. (Thanks to Duncan Richardson at the hotel for his assistance).

The beaming winner, Ducati rider Andy Warne from Maylands took the prize (\$100) for the best hand. Some riders played it steady with only the one hand, while the more daring card sharps dealt in for 5 or more. It was a fun day, with lots of riders already queuing up for the next gathering. Over 150 riders in all helped to make it a success.



MRA
4B's

Motorcycle Recovery Service

Daryl
264 9810

Gary
43 8381