

# CENTRE STAND



OFFICIAL JOURNAL OF THE MOTOR RIDERS ASSOCIATION OF S.A. INCORPORATED  
PRINT POST APPROVAL PUBLICATION NO. PP: 530028/00014

**SEPTEMBER 1993**

**INSIDE:**

**RALLY ROUND-UP**

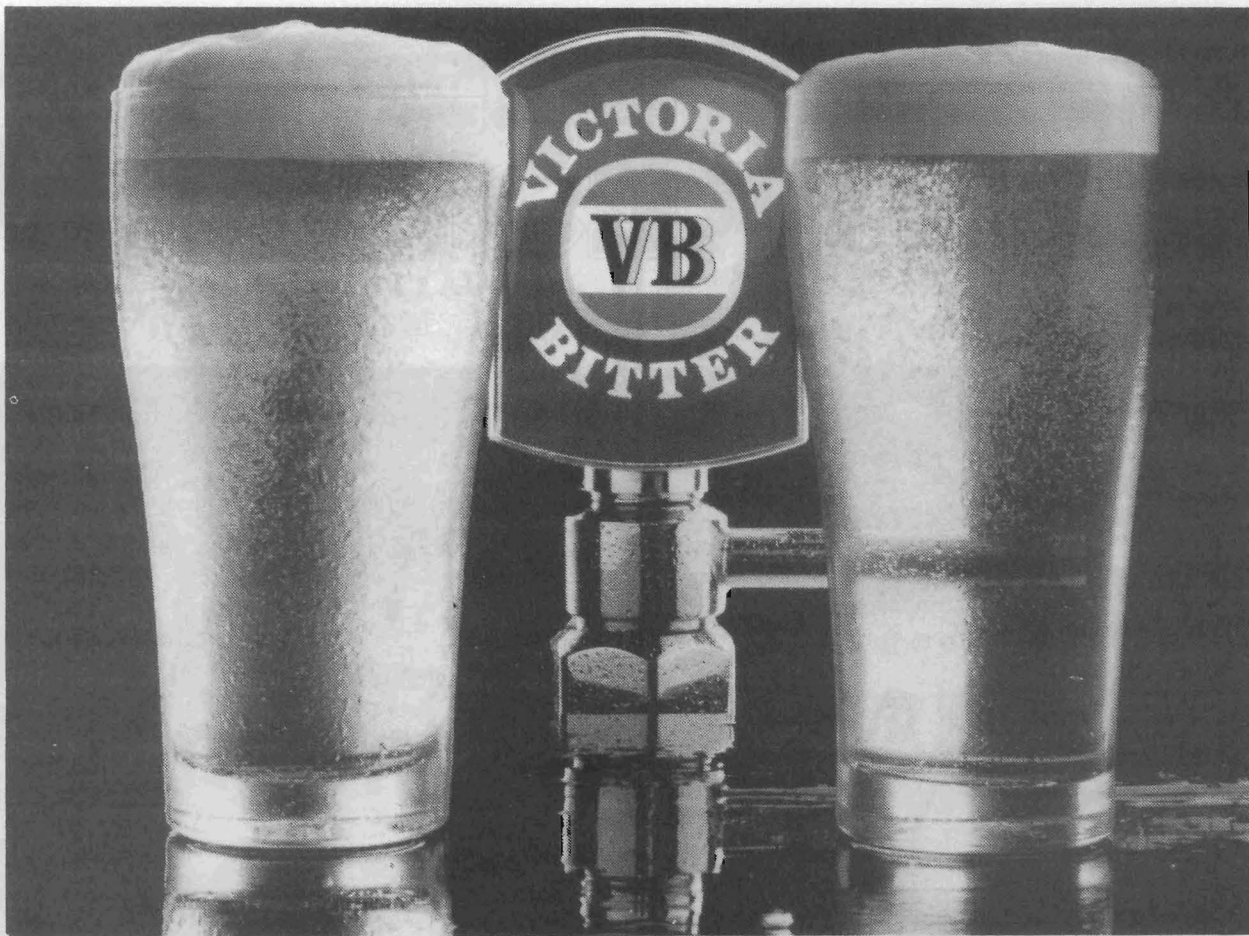
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**ELECTION LOWDOWN**

**MRA CALENDAR**

**CC BUNYIPSON**

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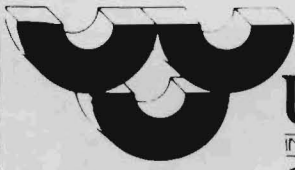
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MOTORCYCLE RIDERS'  
ASSOCIATION INC.

VOL. 9 NO. 4  
SEPTEMBER 1993

Produced and published by the  
Motorcycle Riders' Association  
Inc. of South Australia. Printed  
by Bridge Print, Murray Bridge.

MRA (SA): GPO Box 1895  
Adelaide SA 5001  
Telephone: 08 264 9810

All advertising enquiries to the  
above address.

- Contributions welcome.
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- Photographs welcome: colour or black/white prints will be returned after publication. Please identify with return address on back.
- Opinions: contributors and advertisers opinions do not necessarily reflect the view of the Association.
- Deadline: 1st of month previous to publication.

**COVER PHOTO:**  
MRA Tent at Mallala Races

**PUBLICATION: Quarterly -**  
March, June September and  
December.

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## EDITORIAL

Elsewhere in this issue is a report on the new safety aspects of road steel plates. The MRA has successfully lobbied enough so that the E & W S came up with a very sensible and effective idea for making roadworks safer. As with the non-slip paint there will be efforts made to develop a national standard for steel plates based on the new design. This is in the future, but for now the lottery involved in riding over wet, muddy or sandy steel plates will soon be a thing of the past.

The MRA has also been having direct contact with the Minister of Roads, Barbara Wiese and is being consulted by her Department on the kinds of information needed in order to ascertain why motorcyclists are being killed on the roads and how it might be possible to cut the toll. One result will be a survey sent out to all people when they register their bikes with the aim of building up an accurate profile of riders. Watch for it when it comes and spend a few minutes filling it out. It could help us save a few lives.

To help us advise the Minister, we have designed a questionnaire of our own which will give us an idea of some of your riding habits. So return it with your membership number on the back of the Freepost envelope and be in the running for the mystery prize.

**Ride Safe, Harald**

**MRA(SA) 'CENTRE STAND' - September 1993 -**

## MRA(SA) NOTES

- **BIKE SHOW** The MRA Bike Show has been put on hold for this year and we are looking at holding it in March 1994. The main reason for this is that the second half of the year is traditionally a busy time for the MRA and we are unable to cope with the load this year so we are looking towards a quieter time when a few more people can get involved.
- **MRA RALLY** This will be held in May 1994, is currently planned as a 'Back To Bascis' Rally and hopefully will satisfy the yearnings of those who look back to the good old days of the Mini Rally and the Son of Mini Rally, that is, both those who went and those who missed out. More details in the December 'Centre Stand' as the planning proceeds.

**P.S.** We need a Rally name and someone to design a suitable badge. A suitable negotiated recompense in cash, kind or warm fuzzies to whomever can help us out. The state of the Committee's collective mind is such that all suggestions to date have been too indecent to put into this family magazine!

- **MRA RUNS** The Jolly Good Run Committee led by 'I've now got my bike back' John Gazard is planning a social run for October, so come to the AGM for details or watch the 'Club Notes'.

### LICORICE ALLSORTS

- The best wishes of the MRA are extended to Vanessa Jonathan who is now at home recovering from her op. We hope to see you whole and hale at meetings again very soon.
- The June edition of the newsletter of the Red Cross Blood Transfusion Service 'Circulation', notes that: *"From the early 1930's, the South Australian Blood Transfusion Service Incorporated. . .was warmly supported by the Motorbike Riders' Association".*

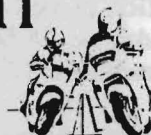
This was before the Red Cross became involved in the Blood Transfusion Service in the state. It is good to know that we are continuing to carry on a long tradition.

## MONEY MATTERS

MAY - AUGUST 1993

<b>Opening Balance</b>	<b>\$2073.87</b>
<u>Major Income:</u>	
Memberships	\$495.00
Sale of stock	\$159.50
<u>Major Expenditure:</u>	
V. Jonathan - Telecom part payment	\$ 75.00
Poly Products - magazine plastic bags	\$ 40.00
Advertiser - promotion	\$ 34.20
Australia Post: magazine postage	\$228.00
membership postage	\$ 13.50
returned items	\$ 4.66
AMP General Insurance	<u>\$125.54</u>
<b>Closing Expenditure</b>	<b>\$2165.47</b>

## STAY UPRIGHT AT MALLALA, S.A. OCTOBER



### Here is your Chance !!!

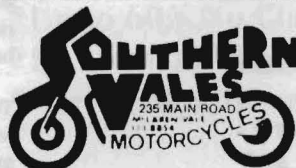
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## CONSTITUTIONAL CHANGES

At the Annual General Meeting of the MRA on September 13, members will be asked to approve a new Constitution for the Association.

This has become necessary as the old constitution contained many anachronisms which were no longer relevant to the way in which the Association was being run and were actually limiting the kinds of things which the Association could do by the inflexible nature of the wording.

The new constitution provides a more up to date version of the Committee structure, extends the membership provisions, clarifies the election requirements, clarifies the status of the Registers and does away with all references to the now defunct MRA Australia, of which the Association was once a part. All other parts are drawn directly from the old constitution.

Members will have the chance to discuss the new constitution at the meeting and to propose amendments which will be voted on at the meeting. If the meeting approves the new constitution it will then be presented to the Corporate Affairs Commission for approval.

Any amendments approved at the AGM and made subsequent to that meeting will be posted in the next issue of 'Centre Stand'.

**Harald Lindemann**  
Secretary

## 1993 ELECTIONS

Elections are about as exciting as going through a speed camera, as stirring as a Frank Blevins speech and as necessary as a front number plate. There we are - got it in one.

I know that it is hard to get most people excited about elections for all the various right and wrong reasons, but I'm going to try by telling you a bit about what each position demands of the incumbent in the hope that you might say to yourself "Hey, that sounds like me!", or to your mates "Hey, that sounds like you"! So here goes.

**PRESIDENT** - is the head of the organisation and guided by the Executive Committee in the running of the Association. Chairs meetings of the Association. This person is expected to provide ideas and leadership for the Association and follow up on any tasks set by the Committee either by doing it themselves or by getting someone else to do it. The President is also expected to chase up people who are slack in doing things which they said they would do and generally keep the finger on the pulse of the Association. This may sometimes involve giving interviews, signing letters and talking to polities.

**VICE PRESIDENT** - represents the MRA when the President is unable to, helps the President do their job and undertakes special projects for the President or the Executive Committee when necessary. Is not necessarily expected to be the heir aspirant.

**SECRETARY** - Controls the correspondence in and out of the Association, keeps the records of the Association in order, writes letters for the Executive Committee and its members as necessary and does any other jobs as and when needed. Needs to know the difference between 'Cut the crap' and 'I am instructed to respectfully inform you that the view of the Committee is currently directly divergent to your submission'!

**TREASURER** Keeps the books, runs the check account, does the banking. Provides regular advice to the Executive Committee and the membership on the state of the financial affairs of the Association and has to learn how to say the phrase 'And where's the money coming from then?' as well as having no plans for a new bike or a house extension.

**MEMBERSHIP SECRETARY** Keeps the membership list up to date, sends out reminder notices and membership cards. Needs to be willing to become computer literate and looks after the MRA Mac.

**'CENTRESTAND' EDITOR** Collects writes and edits copy for the magazine. Pushes and prods people to get their stuff in on time, or at least just in. Needs to develop an understanding of the needs of the printer of the magazine and a sense of layout. This is a job which can be done by more

than one person. Also needs skills in spelling and grammar.

**STOCK CONTROLLER** Looks after the MRA stock, makes recommendations regarding the purchase of extra stock when lines are depleted and puts forward ideas for new lines. Gets quotes when necessary and needs to know where the stock is at all times. Arranges stock sale displays when necessary. Helps if you can count.

**ROAD SAFETY OFFICER** Attends to any business which may arise regarding matters of road safety. This could mean reading reports, liaising with government departments and the relevant Ministers regarding road safety issues and generally keeping informed of developments. We guarantee not to check your bike before accepting your nominations.

**REGISTER LIAISON OFFICER** The personal contact between the registers and the Main Branch. This person will be the registers' spokesperson at the Main Branch meetings and is expected to keep the Registers informed on any issues which they may have queries about. A willingness to wear out a bit of rubber for the MRA is always appreciated by the registers as well.

**PUBLICITY OFFICER** Writes and delivers media releases of activities and provides bike magazines with any information regarding the MRA which they need. Also makes sure that our notices get into the Club Notes.

**RUN CO-ORDINATOR** Heads the Jolly Good Run Committee and organises social runs i.e. BBQ, Poker and Mystery Runs etc for the MRA. At least four runs per year are expected and there is no shortage of people willing to help on this.

**MINUTES SECRETARY** Takes the minutes for all MRA meetings (excepting the Toy Run which is separate), types up the minutes, gets copies made for the next meeting and ensures that the Registers receive their copies ASAP. Typewriter supplied if needed.

**SUB-COMMITTEE** The MRA will on occasion set up sub-committees for various purposes, generally to see through projects. These are open to the general membership as and when they are

needed to be formed. The MRA has two permanent sub-committees in the 4B's and the Toy Run Committee.

#### **GENERAL COMMITTEE**

**REPRESENTATIVES** Up to eight reps may be elected. These are people who don't particularly want the responsibility of an Executive position but want to be involved where they can be of assistance. These people are generally of help to the Executive Committee in that they represent the views of the membership on the Executive and can on occasion take some of the load off Executive members in helping to organise events.

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#### **ANNUAL GENERAL MEETING**

The MRA(SA) AGM will be held on Monday September 13, 8pm, North Adelaide Hotel, Tynte Street, Nth, Adelaide.

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 MRASA 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'.

Nominations in writing to be presented to the Secretary prior to the Meeting.



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## THE KALAHARI'S STILL THERE, BUT WHERE ARE THE TOURERS?

by Denise Keane

A 10,000k journey around southern Africa shortly before a history-making national election may not be everyone's cup of Rooibus, but then life in Adelaide can sometimes be just a tad quiet to keep a balanced view of life. A Kenyan who ran a pub near Mtunzini likened my visit to a holiday in Lebanon!

A return journey to Africa, mission to visit Namibia's Fish River Canyon (no. 2 after the Grand Canyon) and the black-maned lions of the Kalahari-Gemsbok National Park where Botswana, Namibia and South Africa meet. But, not by bike: game watching does not lend itself to two wheels when driving through the hundreds of kilometres of roads in Southern Africa's numerous game parks. It's not possible to set-up photographs, focus the binoculars, evade lion, baboon or elephant interest and control your vehicle all at once. But we all know these things are possible when behind a wheel.

I decided that motorbikes had become an endangered species on the great continent, because in over 5 weeks and over 10,000 k's of freeway and backroad travel, only 3 tourers flashed by - all BM's: near Tzaneen, in Swaziland and outside Capetown. And I mean flashed. With a 120kph road limit, most users sit on 150-160. A Lotus screamed by at well over 200, but into the radar trap waiting up around the bend!

The roads are built for touring. Our own hapless polities could well take a lesson from South Africa's book on road funding. Getting around is very easy. The signage is first class, the system easy to follow. There is a road convention which could work here, but it involves courtesy, so that might be difficult. On most major roads, there is a marked line to the left and all slow vehicles must move across to it when anything approaches from behind so that traffic is impeded as little as possible. There may be 2 or 3 lanes, but you've still got this other useable space too. There is a massive fine if the police catch you impeding traffic flow. It works too. Mind you, with most cars flashing by at 160k, you wouldn't want a Mercedes up your kyber. No-one drives in the right hand lane unless they are Fanzio. I was amazed how well it worked and how courteous drivers were. Only once did a driver not move over, a far cry from the

situation here, where you may as well have "Right hand lane only" signs. Few roadhogs. Courtesy. Very impressive.

With a climate similar to our own, and a temperature range from -6 up in the craggy Drakensberg Mountains near Lesotho, to a balmy 28 on the Durban coast, winter only partially explained why so few bikes were out and about. In towns, hundreds of small, older 2-stroke commuters were evident, though lots of big bikes were getting around especially in Capetown, Durban and Johannesburg. What was obvious however was because of increasing levels of random violence and murder, 'the trouble' as most people referred to it, no-one was unnecessarily on the roads. Sightings of international visitors were rare.

Africa was colonised by violence, and those trying to co-exist in South Africa now appear to do so at their own peril. Throughout the country many hundreds were murdered, black and white alike in the weeks I was there. Farmers, supermarket shoppers, blacks with the 'wrong' political view were killed; murder and violence a daily ritual. There was much military presence (armed troops, Buffel and Caspir armed personnel carriers) on some roads, especially on the eastern freeway into Capetown near the Khayelitsha township, where motorists had been stoned, resulting in death and injury. People were told to travel in convoys, not to enter the Transkei and Ciskei homeland areas because law and order could not be guaranteed. As with any travel, you take things as you find them. Africa continues to function, areas unaffected by the surrounding disorder.

The Canyon? Spectacular and worth the journey on some of the worst track I've been on. The Kalahari black-maned lions? No rain there since '86, water and lion scarce, but reward came with endless red dunes, hunting cheetah, bat-eared fox, silver-backed jackal, graceful gemsbok, skittish blue wildebeest, suricate and springbok. This is the Africa that endures.

---

!!STOP PRESS!!

Notice just recieved - Stay Upright will be giving a 20% discount to MRA members.

## MEMBERS ONLY BBQ RUN JUNE 27, 1993

Despite predictions that no one would show up for a Members Only Run (particularly in June), 26 eager riders fronted at the Gepps Cross Hotel car park.

A brief conference with the organisers brought about the decision not to ride under the direction of the Run Marshalls as it was felt that the group was small enough to maintain some semblance of order without having to resort to direction and intervention.

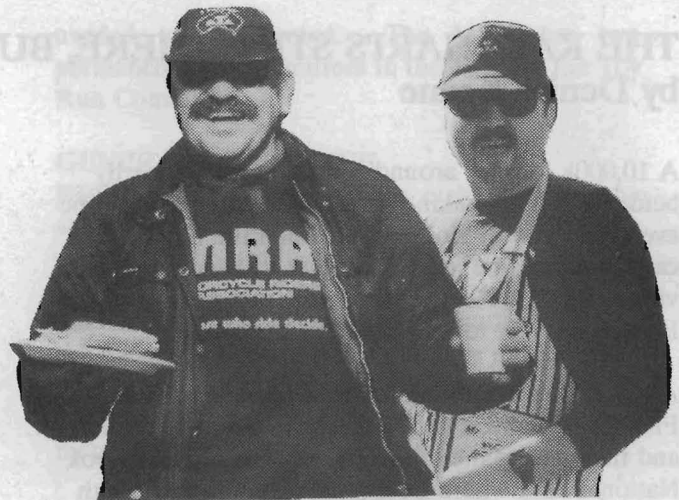
Following this minor pow-wow, it was off to Seppeltsfield. Naturally enough, one could readily assume that this 35 km cruise to the Barossa would be completed in under half an hour. NOT SO!! Enter the organising team and away went any thoughts of a short but merry run through the splendid winery vales. We would go to Seppeltsfield sure enough, but it would take 2 full hours and 160km of riding to do so!

The participants quietly wandered down Main North Road to the One Tree Hill turnoff, then followed 150 glorious kilometres, covering vastly different riding conditions ranging from rolling hills with a few tight corners between One Tree Hill and Mt Pleasant; a wonderful stint of rapid acceleration between Sedan and Sanderson (where lesser mortals eased back to below MACH 1) and eventually on to a series of switchback hairpin bends on the road to Angaston; arriving at Seppeltsfield without major incident.

The Members Only Run was designed in part to act as a gathering between Main Branch and Mid North Register members. However, when we arrived at Seppeltsfield, we were somewhat surprised to learn that the Mid North component on the Run had degenerated to a MEMBER Only Run. Due to work and family commitments, only Greg Stevens was able to represent the register members. Nonetheless, Greg acted as a worthy agent for the Mid North.

Despite the lack of members in attendance, the Run was judged a success. Weather was fabulous - although it was cold on the open road, the BBQ was all the more appreciated as a result.

Bouquets and thunderous applause to the organising team of Milo, Paul Bevan and John Gazard - a great run with lots of variation in both terrain and riding conditions.



Look Dave! A Yellow Bellied Shrike.  
So 'tis Pervle, So 'tis.



Cold, Mountain Pleasant



Greg & Gary share a quiet moment amid  
the bustle of the day.



---

## LETTERS TO THE EDITOR

One member wrote to the Adelaide City Council, raising the issue of bike parking. What follows is a response to that letter and a further letter to the MRA. Read on:

*Dear Mr Haddaway,*

*I would like to know why only one motorcycle is allowed to park per ticket parking space.*

*I agree with Mr BJ Robertson's letter dated 9 September 1992 in regards to this matter. It would seem logical to allow more than one motorcycle to use such a space, particularly given the limited on-street parking available to motorcyclists. I have often had to use a ticket parking space as the motorcycle only parking areas have been full or too far away from my destination to be practical.*

*I do however agree that a motorcycle should not be parked next to a car in a parking space as this can potentially make it extremely difficult for the car to be driven out of the park.*

*I would also like to know whether the plastic card holders you mentioned in your reply to Mr Robertson are available now and how secure they will be. Unless I can be sure that a plastic card holder will only be able to be removed from my bike by myself, there is no point in obtaining one.*

*I look forward to receiving your reply.*

Angela Slizus, Payneham

---

*Dear Madam,*

*Thank you for your recent correspondence addressed to the City Engineer regarding motorcycle parking.*

*Within the state of SA, parking is controlled by the provisions of an Act of Parliament entitled the Local Government (Parking) Regulations 1991. Under the provisions of this Legislation, only one vehicle is permitted to occupy a marked out parking space. Since a motorcycle is a vehicle under the terms of the Legislation it is*

*subject to this provision.*

*Following objections raised during discussions with motorcycle organisations, the decision has been made not to proceed with the production of a 'luggage label' type ticket holder for motorcycles.*

*The Legislation requires that a ticket be purchased and clearly displayed on the vehicle. However, in view of the varied construction of motorcycle models, it is not possible to provide specific direction on where to display the ticket, since what may be practical on one machine may not be possible on another.*

A S Darkin  
For Director of Corporate Services, ACC

---

*Dear MRA,*

*I am concerned about the lack of motorcycle parking in the city centre. In the two most recent 'Centre Stand' magazines I read correspondence with the City Engineer and was prompted to write to him myself. His reply was far from satisfactory.*

*Since the local government does not seem inclined to change the definition of 'vehicle' so as to allow more than one motorcycle to park in any car size park, myself and my partner agree with what you so aptly described as kicking them into action.*

*Both my partner and I imagined something along the lines of an early morning take over of all the on-street car parking available in the city centre by motorcycles; one per park as the current rules require, of course. A Saturday morning would probably produce the best effect. We though this would show how ludicrous it is that parking space is an issue in the city for both cars and bikes. I imagine it would bring the problem to the attention of people who only drive cars and perhaps even gain us their support.*

*We'll be interested to see what you and other MRA Members think.*

Angela Sluzas, Payneham

## LETTERS TO THE EDITOR

Hello Harald.

I was surprised to receive a photocopy of the June 'Centre Stand'. As I had been quite impressed with the March edition. It had been the first one I had seen.

After reading the editorial, the reason became clear. And I'd like to offer to help if I can be of any assistance.

Shame the Bike Fatalities article needed to be written. It made me feel the need to recommend that all riders join in an ambulance fund, as I have stumbled and used the ambulance service. But the real shock came with a \$375 bill.

For just \$30 yearly subscription, I would have been covered. I am now!

I don't plan on using the service again and hope nobody else needs to either.

Keep up the good work.

Laura Adele, New Member

## OPEN LETTER TO BMW RIDERS

Have you or do you know of anyone who has been a member of the BMW Owners' Club of SA?

If so, could you let us know their name, address and phone number, or get them to contact us, as we are planning a reunion of past and present members in October '94.

We don't know where it will be held yet, as we are still in the early stages of planning.

Contact: Marg Potter (08) 263 1538

Tom Griffin (08) 269 6741

or write to:

"Reunion", PO Box 193, North Adelaide 5006

## BLOOD RUN

This will be held on Saturday, September 18

## RALLY ROUND-UP

### BUSHPIG RALLY 11-12 SEPTEMBER

Mid North MRA Register  
Shadwell Gap Rd (5k W of Snowtown)  
Booze & Tucker available, gymkhana at 4pm  
Saturday. No glass/firearms/aggro. Boars/Sows  
\$10. Piglets free. Late pigs \$12. Cheques to:  
Mid North MRA, PO Box 37, Snowtown 5520.

### 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.**

### DUCATI OWNERS' CLUB OF SA OPEN WEEKEND - MACNAMARA PARK

Long weekend. All makes welcome. Track time  
available. Graded sessions: touring/fast  
touring/quick/racing. \$50 for weekend camping  
and track time. \$20 weekend camping only.  
Contact: DOCSA PO Box 561 Kent Town 5071.

### 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.

Meet at the Kurraltal Park K-Mart Car Park  
for an 8.30am departure to Red Cross  
House, Pirie Street.



## NEW STICKER

On the right is the design of the new MRA Member sticker. The sticker clearly promotes the MRA with the traditional Pump lettering and identifies the wearer as a member of the Association in South Australia, by the dual identifiers of the map of the state and the words "South Australia" on the bottom crescent of the circle. The contrast of the mix of the black on white and the white on black motif makes for a bold and eye catching design. We hope that you like it.

This weather durable sticker will be sent out free to all new and renewing members with their membership cards. Members who can't wait should send a stamped self-addressed envelope to the Stock Control Officer and quote their membership number. If the sticker is popular, we may consider making it into a patch.

Thanks to Paul Morgan for his help with the design.



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MRA(SA) 'CENTRE STAND' - September 1993

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## THIRD TIME LUCKY. . .from CC Bunyipson, the Fifth Columnist

### Lights. . .Action. . .Well Maybe!

'Lights-On', that won't-quite-go-away-and-die-in-the-corner piece of legislation has once again been revived in the Australian Parliament.

Like the silent but deadly business in the nappy and the sticky flies at the barbie, this 'Lights-On Bill' keeps coming back to plague the Government.

David Hawker, the former Liberal Shadow Minister on Transport, introduced a Private Member's Bill into the House of Representatives on August 19 which again attempts to repeal the Australian Design Rule requiring compulsory lights-on with engine ignition.

His Motor Vehicle Standards Amendment Bill 1993, seeks to amend current regulations. It says in part: *"Despite Motor Vehicle Standards Order No. 3 of 1990 determining, under section 7, that ADR numbered 19/01 is a National Standard, clause 19.6.106.9 (Electrical Connections) of that ADR is not part of a National Standard"*.

Savvy? Well, in good old plain English - it just tries to point out that ADR Section 19 should be reversed. Yes, I know, in legal jargon it leaves me completely disinterested too, but there you have it in a nutshell.

It's another try, perhaps even another defeat, because the numbers are still in the Government's favour in the Repts, but up with the swill in the Senate, life is really hitting the fast lane, and general business just could become jolly for a change. So when a similar Private Bill is introduced there in coming weeks, we might see some success - IF the Independent/Democrats/Greens can be convinced it's worth supporting the Coalition on.

At present in the Senate, the numbers have changed since the election. There are 76 Senators in total. The Government has just 30, the Liberals/Nationals 36, the Democrats 7, the Greens 2 and there is 1 Independent. Easy to see why the Government has to be nice to the Democrats and the Greens to get any of its legislation through!

In any case, re-introducing this 'Lights-On' Bill won't be easy, because many Democrats are still sitting on the fence. Hope they read David Hawker's speech where he mentions that the Italian Government has banned ALL daytime running lights on ALL vehicles, which they did in January this year. The Fiat-zapping Polizia apparently believe that daytime lights *increase* the risk of accidents. (I would have thought that no matter what time of day or night, it was suicide on Italian roads)! But, Don't You Worry About That. At least the Coalition is still in there batting on this mess, despite the lapse between runs.

### Hollow Victory for the Boy Who Would Be King

Grim Pickings at the MRA Australia's Melbourne Annual General Meeting in recent weeks. Appears the Self Proclaimed National President of All Motorcyclists managed to keep his crown by just the one vote, 51-50.

Hardly a strong victory, even for Mr Codognotto's vivid imagination. One wonders what happened to the many thousands of supporters Mr Codognotto claims to have dotted about our vast continent. We're all but 100 out to lunch? (I assume Damien did vote for himself).

It seems life in that Melbourne camp is full of revelations, which does not come as a surprise to anyone who keeps even half an ear to the ground about what's really going on in the world of two-wheeled lobbying.

But he deserves the prize for persistence. Damien still tries to impress on anyone who'll listen that he is the saviour of the biking universe and only He and His Very Own Organisation will be able to open them pearly gates for we sinners and sufferers. It's a sad day when an organisation shows it's not happy with its leader by giving only a one vote majority. (What did I say last edition about learning the art of lobbying)? One can never afford to be complacent: there'll always be someone there waiting to steal the crown, especially if one thinks it has one's own name on it). Methinks Mr Codognotto will at least be learning how to do his numbers next time if he wishes to stay King of the Kids.



## ROAD SAFETY INITIATIVE RECEIVES MRA APPROVAL

Steven Fry, Road Safety Officer

MRA members recently tested a new skid-resistant metal road plate which will be used by the E & W S in their road trenching works.

The plate was given both thumbs up and was deemed a success by all riders.

The Manager of the Adelaide E & W S Commercial Services & Works Division, Robert Bok, some weeks ago invited the MRA to test the prototype skid resistant metal plate developed for use on roads undergoing works around South Australia.

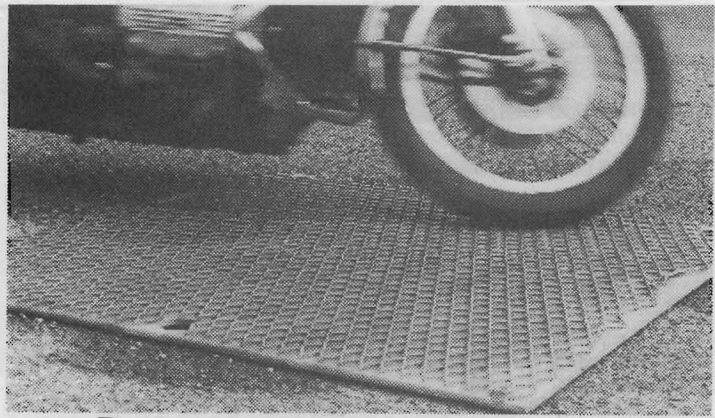
The development stems from the concern for potential liability for injury or damage caused from existing road works plates, an issue which the MRA has attempted to bring before agencies such as the E & W S and others, for many years now. Whilst this initiative is applauded, there is still concern that other agencies have shown no such vision for the safety of motorcyclists, and other road users.

The large plates (well known to motorcyclists) will eventually replace those large, cold, slippery beasts when the E & W S have road trenching works in progress. They will be the sole users until other agencies which plaster our roads with injury and death traps come to their senses, or are sued for injury.

The directional plate has a Lysaught expanded metal galvanised grid in a diamond pattern welded onto the existing plate to create grip in both wet and dry, including muddy conditions.

A number of riders tested the plate at the Road Safety Centre at Oaklands Park and all agreed on the plate's high degree of skid resistance. A range of bikes (Peter Mount's much-loved Goldwing, a Ridersafe Instructor's 185 off-road, Denise's BM, John Gazard's ZZR 1100 and Steve Tyler's Kawasaki all found the surface excellent for an immediate grip. All bikes tested the plate at speeds faster than one would normally approach these plates.

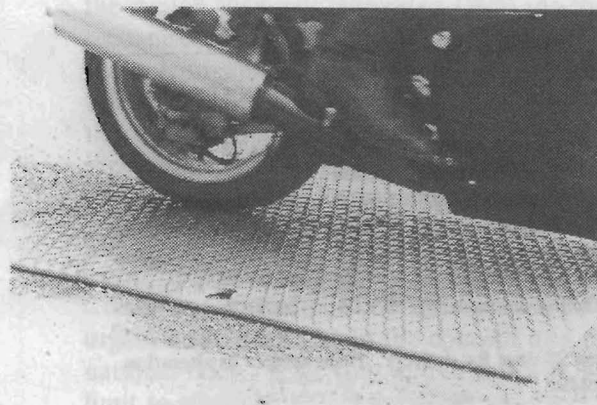
As bikers know, the existing plates which can be quite large, are merely hot-rolled mill steel and are unprotected by paint or other coatings. They can (and do) over time, develop a high degree of polish which causes a very slippery surface when in contact with tyres.



The Goldwing crossing a wet plate.



Peter Mount, Steve Tyler & Steven 'Camel' Fry of the MRA inspect the prototype skid resistant plate.



The ZZ1100 under brakes.

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## M.R.A. (SA) CALENDAR

### SEPTEMBER

- 13 GENERAL MEETING
- 18 Blood Run
- 27 Committee Meeting
- 30 South East Register Meeting  
Mid North Register Meeting

### OCTOBER

- 4 Toy Run Meeting
- 11 General Meeting
- 14 4B's Meeting
- 18 Toy Run Meeting
- 25 Committee Meeting
- 28 South East Register Meeting  
Mid North Register Meeting

### NOVEMBER

- 1 Toy Run Meeting
- 8 General Meeting
- 11 4B's Meeting
- 15 Toy Run Meeting
- 21 Economy Run
- 22 Committee Meeting
- 25 South East Register Meeting  
Mid North Meeting

### DECEMBER

- 6 Toy Run Meeting
- 9 4B's Meeting
- 12 TOY RUN
- 13 General Meeting  
End of Year Drinks

### PROGRAM

- |             |                |
|-------------|----------------|
| 17 October  | Awareness Ride |
| 21 November | Economy Ride   |
| 12 December | Toy Run        |

### WANTED

Someone to collect advertising for the Centre Stand on commission. Apply in writing to the Editor.



## AMC REPORT from Peter Mount, Chairman

The Australian Motorcycle Council has not been idle since the report in March 'Centre Stand'. Indeed, the more effective we become, the more credibility we achieve; the more credibility, the more we are asked to represent motorcyclists at the highest levels.

Sound structural and management principles along with a cohesive, determined and balanced approach to issues by AMC members and the Executive are responsible for this increasing strength, and the AMC is expected to continue its growth as the major national lobby force of Australian motorcyclists.

The new Australian Design Rule (ADR) for trikes has been officially approved, including an increased weight limit to 450 kg, which will allow even the largest bikes to be modified into trikes. This ADR should be in effect by October. The only problem encountered to date is in some states not allowing home-grown (as opposed to factory-built) trikes which comply with the ADR, to be registered. This is irrational and inconsistent and will be addressed at the September Australian Transport Advisory Council (ATAC) meeting with the Federal Minister and State Ministers of Transport.

The AMC is preparing a brief to have helmet standards revised to include many superior helmets available overseas whose use is not permitted in Australia. We would like any new standard to include alternative fitment systems. To argue our case well, we need feedback from members giving details of crashes in which the helmet came off. Contact your state branch with any information you can provide.

Although the AMC is advocating a skid-resistance standard for road marking paint to Standards Australia meetings, there is resistance to its introduction. The AMC will continue to seek solutions, but in the meantime we recommend that state motorcycle groups encourage local and state road authorities to introduce skid resistant paint into their regular maintenance cycles.

The development of non-skid steel plates for use in roadworks, by the SA Office of Road Safety is like the skid resistant paint, a national first, and like the paint, the success with the plates must largely be attributed to the persistence and drive of the SA(MRA).

The Federal Government has given the AMC an assurance it has no intention of introducing type

approval (ie the requirement that only manufacturers' recommended parts, tyres etc. may be fitted to a motorcycle. However, other restrictive and discriminatory proposals have been made (and in some cases, implemented) in Europe, such as speed limiting devices and power limitations. We will be watching these developments closely, for often the ability to accelerate quickly is a motorcyclist's ace in the hole when it comes to avoiding errant drivers.

Although final assessment of the 'Take Care, Be Aware' campaign showed it to have little impact, other ideas were generated. Drivers, for instance, might become more aware of motorcyclists and their problems on the road if the messages appeared to be directed towards motorcyclists. A campaign might also address how a marked change in attitude to other road users might be effected. We welcome your ideas.

The Lights-On campaign amendment bill is still alive and going through the Lower House at present. A similar bill is planned for the Senate in coming weeks. AMC Executive members have personally seen the Minister, Shadow Minister, many Senators and Members in recent weeks, so it is still a hot issue. We shall continue to slog away at this.

AMC, through ARTA, (Australian Rider Training Association), is involved in the development of national competency standards for rider training instructors. Core training curricula will probably change slightly also, in line with national conformity.

The AMC is one of the groups involved in the development of the National Road Safety Strategy, its aim to improve all areas of road safety to the year 2000. It encompasses extensive areas and issues pertaining to road usage including strategic planning, road trauma, enforcement and vehicles, and the traffic environment.

Work has been going on apace, and the first phase of the Action Plan will take us to 1995. As the recognised and accredited national body, the AMC is the only organisation representing motorcyclists at this level and the importance of being a member of the Action Taskforce, of having direct access to the proposals and providing contributions from the motorcyclists' perspective cannot be overstressed.

The effectiveness of the AMC stems from the support of its members. This has been reliable and consistent - testimony to the faith the state groups have in the organisation itself and in the concept of a united national body. If we continue in this way, there is no limit to what can be achieved. ■

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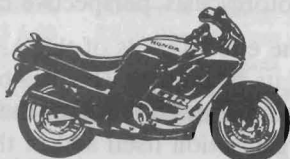
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