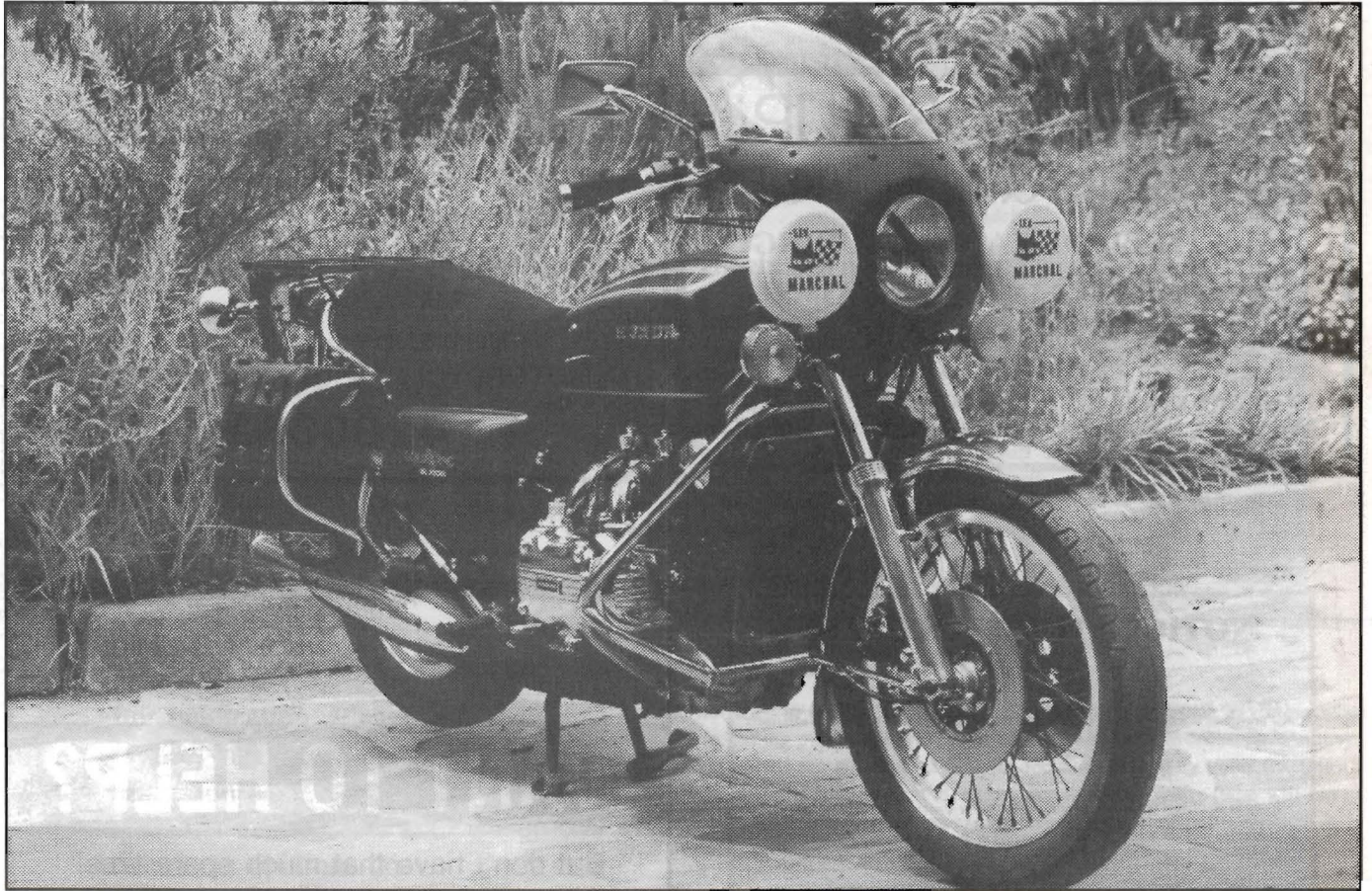


CENTRESTAND

JUNE 1994



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

INSIDE:

AMC REPORT

B.J. ROBERTSON

BUNYIPSON

AGM

10 YEAR BADGE

BLOOD DONOR BADGE

STATE CONFERENCE

FUEL ECONOMY RUN

Let those who ride decide.

AUTO CUSTOM TRIMMERS PTY LTD

*Retrim & All General Trim Repairs

*Specialising In Motorbike Saddles

961 SOUTH ROAD MELROSE PARK SA 5039

PHONE 297 2050

SYKES BIDSTRUP BARRISTERS & SOLICITORS

ALL FIELD OF LAW INCLUDING:

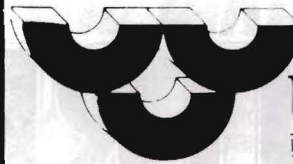
*ACCIDENT INJURY CLAIMS

*CRIMINAL LAW

*FAMILY LAW

77 ANGAS STREET
ADELAIDE SA 5000

223 4172



Western Underwriters

INSURANCE LIMITED INC. in W.A.

The Insurers

108 KING WILLIAM STREET ADELAIDE 5000

Consider the Benefits....

*Replacement Policy on New Bikes.

*Up to 60% No Claim Bonus.

*\$5,000,000 Third Party Cover.

*Agreed Sum Insured

RING WENDY FOR YOUR NEXT
MOTORCYCLE INSURANCE QUOTE ON

4100033

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 carefully.

It can be an offence for anyone to engage, in trade or commerce, in conduct "misleading or deceptive". In particular Section 53 contains prohibitions from doing any of the following in connection with the supply of goods or services or in connection with the promotion, by any means, of the supply or use of goods or services.

- Falsely represent that goods or services are of particular standard, quality or grade, or that goods are of a particular style or model.
- Falsely represent that goods are new.
- Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have.
- Represent that he or it has a sponsorship, approval or affiliation he or it does not have.
- Make false or misleading statements concerning the existence of, or amounts of, price reductions.
- Make false or misleading statements concerning the need for any goods, services, replacements or repairs.
- Make false or misleading statements concerning the existence or effect of any warranty or guarantee.

PENALTY

For an individual — \$10,000 or 6 months imprisonment.
For a corporation — \$50,000.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication.

IN CASE OF DOUBT CONSULT YOUR LAWYER



WANT TO HELP?

But don't have that much spare time!

Become a MARSHAL for the Toy Run

We need your help for the Toy Run. It is only for one day, Sunday, December 11, 1994.

If you can spare the time and want to help your club, or need more information, please phone:

**PAUL MORGAN on 346 0663 (H), 206 2181 (W)
or Fax: 262 2151**

M.R.A.

MOTORCYCLE RIDERS'
ASSOCIATION INC.

VOL. 10 NO. 3
JUNE 1994

Produced and published by
the Motorcycle Riders'
Association Inc. of South
Australia.

MRA (SA):
GPO Box 1895
Adelaide SA 5001
Telephone: 08 262 2150
Fax: 08 262 2151

All advertising enquiries to
the above address.

- . Contributions welcome.
- . Subscription gratis to members.
- . 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:

PUBLICATION:
Quarterly - March, June
September and December.

COMMITTEE MEMBERS 1993 - 1994

<i>President</i>	<i>Denise Keane</i>	(08) 49 8010
<i>Vice-President</i>	<i>Steve 'Camel' Fry</i>	(08) 234 6151
<i>Secretary</i>	<i>Harald Lindemann</i>	(08) 260 4461
<i>'Centre Stand' Editor</i>	<i>Harald Lindemann</i>	
<i>Treasurer</i>	<i>Ian 'Milo' Marlow</i>	(08) 268 3654
<i>Memberships</i>	<i>Ian 'Milo' Marlow</i>	
<i>Road Safety</i>	<i>John Gazard</i>	(08) 266 0120
<i>Publicity</i>	<i>David Povey</i>	(08) 264 4453
<i>Minutes Secretary</i>	<i>Laura Adele</i>	(08) 261 0551
<i>Register Liaison</i>	<i>Steve Tyler</i>	(08) 261 7971
<i>Stock Control</i>	<i>Paul Bevan</i>	(08) 252 4583
<i>Run Co-ordinator</i>	<i>David Vaselli</i>	(08) 349 5992

MID-NORTH REGISTER COMMITTEE MEMBERS

<i>President</i>	<i>Stuart 'Toot' Bunnell</i>	(086) 36 2689
<i>Vice President</i>	<i>Jackie Berry</i>	(086) 62 4163
<i>Secretary</i>	<i>Greg Stevens</i>	(088) 65 2120
<i>Treasurer</i>	<i>Barry Stoneman</i>	(088) 25 3065
<i>Stock Control</i>	<i>Pat Townsend</i>	(086) 36 2598
<i>Publicity</i>	<i>Loren Seidel</i>	(086) 36 2597

POSTAL ADDRESS: PO BOX 37 SNOWTOWN SA 5520

SOUTH-EAST REGISTER COMMITTEE MEMBERS

<i>President</i>	<i>Vickie Eales</i>	(087) 35 4287
<i>Vice-President</i>	<i>Alan Masters</i>	(087) 33 2792
<i>Secretary</i>	<i>Heather Butler</i>	(087) 34 4124
<i>Treasurer & Stock Control</i>	<i>Karina Blackall</i>	(087) 38 2159
<i>4B's</i>	<i>Andrew 'Crazi' Butler</i>	(087) 34 4124
<i>Rally Co-ordinator</i>	<i>Trevor Blackall</i>	(087) 25 4184
<i>Publicity - Mt Gambier</i>	<i>Trevor Blackall</i>	(087) 25 4184
<i>Publicity - Millicent</i>	<i>Erica Masters</i>	(087) 33 2792

POSTAL ADDRESS: PO BOX 909 MILLICENT SA 5280

EDITORIAL

I would not want to tar our State Government as any worse than any other when it comes to cutting public spending (i.e. curbing waste) in order to save money. State Governments are all affected in their decision-making by voter reaction (will it lose votes, seats, the next election), economic necessity (who will pay, will they take their money elsewhere), opportunism (can we get away with it, bluff our way through) or a combination of the lot.

As individuals, we have the most influence by threatening their existence at the ballot box. Did you know that one letter to a polly is counted as worth the opinion of about 40 people, a phone call about half that amount?

The prospective closure of the Woodside Ambulance Station is an issue which we should all get behind. The decision is likely to be made on economic grounds with effective patient care a "necessary" victim of this kind of rationalism. Most stations in the city are within 10 minutes of a major hospital. Most accidents in the Hills need to come into Adelaide for patients to get the emergency care they need. These people (including motorcyclists) can't wait an extra 20 minutes for an ambulance to come from Mount Barker.

Let local member, John Olsen know you are against the closure, particularly if you live in the electorate, and let the Minister responsible for the possible closure, Wayne Matthews, know also. **Ride Safe Harald**

MRA SA NOTES

ROAD PEEVES

- A letter from Angele Sliuzas highlights the point that there are road problems of various kinds that effect some of us in different ways. If you have a corner or a stretch of road which you feel needs a little or a lot of attention to make it safer or more manageable write to Centrestand and we will print it for the edification of our readers. This may be the first step in getting some action taken by the relevant authorities.

(see the letters page for more. Ed)

OFFICIAL: MOTORCYCLES DON'T EXIST

- The television program "Holiday" recently did an item on the merits of travelling to Tassie on the ferry "Spirit of Tasmania". After the big build up the ferry prices for taking vehicles on board were given; for bicycles, cars and camper vans. Now you will forgive me if I am now under the impression that motorcyclists do not travel via ferry to the Apple Isle or that I think that there is no room on the ferry for motorcycles. Maybe there were no motorcycles carried on that particular trip or is it that motorcycles are classed as (the horror, the horror) bicycles. Maybe we just don't exist.

TRAINING WHEELS NOT NECESSARY

- Heard at a recent MRA Committee meeting recently - the group was discussing the organisation of a up coming run and a number of suggestions were being made to ensure that participants understood the instructions which would be given out. Evidently the suggestions were going a bit far for one wit who asked that motorcyclists be given some credit - quote " We can't hold their handle bars for them!" unquote.

THANKS

- Committee member Linda Scrivener has had to resign from her position on the Committee as she has taken up a job in Geelong. She says its too far to come to meetings. Good luck and thanks Linda. We'll keep sending the mag.

BLEEDERS COME OUT

- The MRA is producing a badge for members who are blood donors. It will feature a map of South Australia with a drop of blood (red) superimposed on the map. Limited edition, get one while they last. Remember, on sale only to blood donors.

See the picture of the badge on p11

RED CROSS RECOGNITION

- The MRA is to be honoured by the Red Cross for its work in promoting blood donation. The MRA regularly holds Blood Runs where members get together to donate blood as a group and also actively assists the Red Cross in promoting awareness of its needs amongst its membership. We will join other prominent organisations and companies such as ETSA, TELECOM, SAGASCO, the Taxation Office, Social Security, Levis, Prospect Rotary, Marine & Harbours, ANZ Bank, Texas Instruments and Target to receive a Certificate of Appreciation. This one's yours folks - you know who you are.

HOLLER FOR A MARSHALL OR TWO

- The 1994 Toy Run needs marshalls. The run is now getting so big that we need more people for traffic control. in order that the run remains orderly and safe. We need about 20 people willing to give their time from 8am to 1pm. This includes traffic control at Glenelg, during the run to Woodside and at the Woodside Oval. Ring Paul Morgan interested. 346 0663 AH

TV IS ACE

- Adelaide's newest television station ACE TV found on channel 31 on your UHF dial (next to SBS) has been transmitting motorcycling videos as part of its programming with one of the first transmissions being the Rider Safe video. Congratulations are in order and encouragement to keep on supporting motorcycling.

TEN YEAR MEMBER BADGE

- Not enough room here - see page 22 for details.

PRESIDENT'S REPORT

TANTANOOLA STATE CONFERENCE

I guess as far as most people are concerned, one State Conference is as good as another - a gabfest, a frenzy of biker-speak perhaps, or a forest of papers.

Your 1994 Conference was held only recently on May 21, hosted by the south east Register at Tantanoola. At last year's conference it was agreed that the Registers should participate a little more and the South East agreed to host this year's. Next year will be the Mid North's turn.

I was successful because it was well planned and involved lots of people who were happy to help. Adelaide sent four on the day - John Gazzard, Ian (Milo) Marlow, Harald Lindemann and I. Heather Butler Vicki Eales, Katrina Blackall and Alan (Pastie) Masters showed the South East colours. Steve Tyler and George Osis were there and other supporters organised children, food and coffee. Unfortunately, the Mid North missed out - delegate Greg Stevens had fuel trouble and only got as far as Adelaide and the other delegate Craig also failed to arrive.

The South East Register were supportive of more activities and are planning to really turn the South East around with focus and planning of their events. A lot has been happening and members like to hear what other groups are doing. They're keen to have their own 'Pick Your Date' which will be of advantage to their own members and this is fully supported. The recipe just requires details.

The message coming from the meeting is that good things are happening and progress is being made at geeing up members.

WHAT ARE WE UP TO?

One thing which often comes up at any kind of discussion with members, non-members or

people who know about the existence of the MRA, is comment about what's happening and funnily enough, it's often aimed by those

who are not otherwise involved at those who are most active.



Someone will get a bee in their helmet about some perceived wrong of which they are sure the MRA is guilty, but when you get to the heart of the matter, there is little weight to the claim. Most often the substance of the criticism is confused or even unfounded.

The MRA is often criticised for not being social enough, of being too social, of not being politically active enough, of being too politically active, of running dud activities and of its leaders having too big egos. I guess that means that we are something to everyone. Funny thing criticism, it's often misplaced and steeped in misinformation and lack of involvement.

The MRA has had a good year. Lots of different kinds of activities have meant that more riders who have previously had nothing to do with the MRA have come along and been involved on Poker Runs, Scavenger Runs, Fuel Economy Runs, return to rallying and Mystery Runs.

There are always other ways of doing things. But if you don't like how it's done, don't grumble to your friends, grumble out aloud. Get along to a meeting and don't hold back! Let's hear some substance to any gripes. Alternatively, come in and help organise something. We are more than willing to let anyone have a go.

Denise

BJ'S CORNER

BIKE BRAKING VS CAR BRAKING

I have always believed that a bike stops faster than a car because it has less mass. All sorts of people have quoted statistics to "prove" that in fact cars can stop quicker. I liked best the comment from one canny character that it doesn't matter who can stop the fastest, you should always assume that the vehicle in front has better brakes than yours and the one behind has none.

The most interesting thing that I noticed was that those who backed cars as better quoted scientific tests and statistics and proved conclusively that cars were better. Those who backed bikes relied on personal experience. Hardly likely to persuade politicians if they had to are they? The pro car lobby quoted moments of inertia, coefficient of friction, tyre area, centre of gravity and the sort of bull that polities love because no one else understands it either.

One advocate said that bikes stop quicker than cars because bike riders have more incentive, which is getting close to the truth.

No one mentioned the fact that for a bike to stop you just clench your right fist. To stop a car you have to raise your foot 5cm off the throttle, move it to the left some six inches (sorry 15 cm) and then press down about 3 cm. All this after you finally realise it is really necessary. Not only is the car application 23 times the distance (assuming bike fist clench of 1 cm) and hence takes 23 times longer to do, but it's done with the foot which is further from the brain and less active than the hand.

All this means that at the most important time (while your speed is highest and you are moving at more metres per heartbeat) the car takes longer. Later on when all anchors are out and your speedo is winding back the car may start to gain, but by this time prayer is more important than milliseconds.

ROAD DUELS

I suppose that everyone has read the story in the paper about the bike/car duel north of Adelaide where the car finally ran the bike off the road and into a stobie. I doubt that there is much accuracy in the report, certainly I could see gaping holes in what was supposed to have happened.

I have however, been involved in this sort of thing often enough to know that it does happen out there. Sometimes a young (or not so young) hot blood is so pissed off with your vehicle's inherent performance advantage that he tries to change the rules to your disadvantage.

Only once (the first time) have they actually got me, but I have had several close ones. The one they got me on was my third bike, a 650 BSA Thunderbolt with my wife (then fiancée) on the back. I don't remember what I did to upset them but they ran me off the road into the soft dirt at the side by coming alongside and just moving over gradually. Luckily I kept it upright, but by the time I had recovered they were miles away.

Before this I didn't believe someone would actually try to kill you for such trivial reason. Make no mistake about it, whether they realise it or not these people are trying to KILL you.

This may be another reason I am still around, I never assume that the other bloke is a rational humane person. If you lane split, red light drag or react in any way to unprovoked aggro, always watch the mothers for homicidal tendencies. Never assume that they won't try to ram you, open their door, or throw things at you. All these have been tried on me.

As for fining the bastard a mere hundred dollars or so for wrecking a bike, bouncing a body down the road and then trying to carry on like nothing had happened (under the most lenient point of view isn't this 'leaving the scene of an accident' or something) that's real bullshit!!!

B.J. ROBERTSON

ANNUAL GENERAL MEETING

The MRA(SA) Inc. AGM will be held on **Monday September 13, 8 pm, at the Peppertree Restaurant, North Adelaide Hotel, North Adelaide.**

All Committee positions will be declared vacant and the 1994 - 95 Committee will be elected.

Positions to be elected are:

President	Vice President
Secretary	Editor 'Centrestand'
Publicity Officer	Treasurer
Membership Secretary	
Minutes Secretary	
Stock Control Officer	
Register Liaison Officer	
Road Safety Officer	
Run Coodinator	
Sub-Committee Representatives	
Up to 8 General Committee Reps.	

All *financial* members of the MRA(SA) Inc. are eligible to stand for election to one or more of the above positions and to vote in the election. Nominations should be made in writing to the Secretary prior to the opening of the AGM.

Note: Any member unable to be present and wishing to vote in support of any candidate in the election may present a vote in writing to the Secretary prior to the starting time of the AGM and have their vote recorded in the election.

The procedure for the evening will be:

- General Meeting Business
- Break for refreshments
- Election of Office Bearers

PRESIDENT - is head of the organisation and guided by the Executive Committee in the running of the Association, chairs meetings of the

Association and expected to provide ideas and leadership and follow up on any tasks set by the Committee. May involve some letter writing and talking to pollies.

VICE PRESIDENT - represents the MRA when the President is unable to, helps the President do their job and undertakes special projects.

SECRETARY - controls the correspondence of the Association, keeps the records in order and writes letters when necessary.

TREASURER - Keeps the books of the Association, runs the check account, does the banking, provides regular advice to the Executive Committee on the state of the financial affairs of the Association.

MEMBERSHIP SECRETARY - Keeps the membership list up to date, sends out reminder notices re subs and information to new members.

CENTRESTAND EDITOR - Collects, writes and edits copy for the magazine. Ensures that production is to schedule and that advertising is being collected.

STOCK CONTROLLER - looks after MRA stock, recommends new purchases, get quotes, arranges sale displays at meetings etc.

ROAD SAFETY OFFICER - Attends to any business regarding road safety ie reading reports, liaising with govt depts for information, keeping informed of developments.

REGISTER LIAISON OFFICER - contact between Main Branch and Registers, keeps Registers informed of Main Branch issues in which they have an interest and vice versa.

PUBLICITY COORDINATOR - Writes and delivers media releases, makes sure our notices get into the club notes.

MINUTES SECRETARY - Takes minutes at MRA meetings, types them up, gets copies made and ensures that the Registers get their copies ASAP.

RUN COORDINATOR - heads the Jolly Good Run Committee and organises all runs (4 per year)

GENERAL COMMITTEE REPS - take an interest in the running of the Assoc. and generally help out.

MRA RALLY REPORT

The "Great Escape Rally" was built upon the memories of the past MRA SA "Mini" and "Son of Mini" rallies held in the last decade. It was time for the MRA to do something it had been good at and hold a no frills rally.

The rally was held over the long Anzac Day weekend with time allowed for participants to get home in time to attend their favourite Anzac Day ceremony. For us it meant loading the tents and other equipment onto the trailer on Thursday night and carting everything up on Friday morning for the set up. This was preceded by fairly intense organising over the last few months by the rally team.

The rally was held just outside of Marrabel 17 k north of Kapunda on the property of Murray Murray, well known to motorcyclists for his support of rallies on his property in the past. The trip up was slow, with the old Volvo (yes, you read it right) towing nearly a ton of cold room and packed with goodies for the rally. Traffic up the Main North Road was heavy but once onto the Gawler bypass the road opened up we were even able to get up to 100kph.

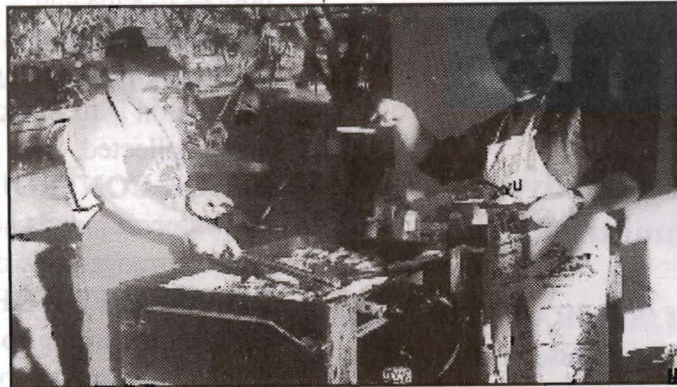
The landscape up to and past Kapunda is pretty featureless and monotonous, not really a biking road. We were however, buoyed up by the fact that the fire ban period for the area had ended two weeks prior and we would be able to have fires at the rally. This was reinforced by the cloud of burn-off smoke greeting us on the trip to the site.

The site was located at the top of a hill which was reached via a cow paddock and an obstacle course

of trees, rocks and bomb craters. Okay during the day but providing a few surprises at night.

By the time we finished setting up late in the afternoon bikes were rolling in and the barbeque was fired up. Some 12 bikes and 20 people spent Friday night at the site, eating, drinking putting up the toilet and telling jokes around the fire. This session was different to other rallies which I have attended in that the SNAGs apologised before they told their jokes. This was put down to an ameliorating effect induced by the SA MRA President, our local version of SWMBO.

The morning of Saturday came bright and early with the obligatory man holding up a tree before breakfast and the firing up of the doughnut machine.



ENJOYING THE RALLY

The day was interspersed with bikes arriving, old friends meeting, new ones being made and more eating and drinking. Chester being his usual self did his best not to fall in the fire, to everyone's relief.

The general consensus was that the brilliance of providing a cold room for the coldies was only surpassed by the menu provided on site. The choices were between bacon and egg sandwiches, sausages, ham steaks, shaslicks and donuts produced on demand.

The gymkhana saw a number of bottles of the now famous Great Escape Port (guaranteed strained through dirty socks etc) being carried off to various locations on the site, to be savoured by the victors at their friends leisure.

Saturday night was a repeat of Friday night with more fires to visit by nomadic bikers and more bullshit flying around on the soundwaves than there

was on the ground. We finished off David's port and retired to a well earned rest.

Some fairly harsh respiration during the night by new and old friends drove some of us to seek new sleeping berths and to eventually start up an early breakfast.

The usual trophies were handed out before everyone wandered off home and after an auction of an Aussie Grand Prix umbrella and Wayne Gardner T-shirt. The Longest Distance Award went to a visitor from Germany who rode his bike to the rally overland - over 25,000k. The Red Back Tourers took out the Club Award and the and the Highest Combined Age Award went to an 84 year old member. The Rat Bike Award went to a guy who left before the ceremony so it was given to the remaining contender.

Everyone had a good time and agreed that the atmosphere and the facilities were great. The MRA made a profit of around \$600 on the event and learned a lot about running a rally. Watch out for the Great Escape Rally 1995.

Thanks to David Povey for the loan of the Volvos and trailer, Russell Johnson for his brilliant scrounging, Dave Vaselli, Paul Morgan, Steve Tyler, Crazie, Denise Keane, Milo, Uncle Pervie and Peter Mount for all their hard work and also West End Meats and Atlas Hire Service for their support.

THE SOUTH EAST REGISTER



Front/centre/clockwise:Crazie,Vickie,Marjorie,Katrina,Pasty, Ellen, Frank, Danny, Bob, Bill, Trevor, Dolly and Heather.

HIGH SPEED DOES NOT KILL!

"Ninety miles an hour is the speed at which a man falling from a moving motor-cycle is least likely to injure himself". This declaration was made by the medical officer at Brooklands race track at an inquest on a man who died from a fractured skull after falling off his motor-cycle while travelling at forty-five miles an hour.

"I have come to the conclusion after a long experience of racing accidents, that the greater the speed, the lighter the fall," the medical officer stated." A man falling from his machine at 25 miles an hour is in greatest danger of injury, a man falling at 60 miles an hour is in much less danger and a man falling at 90 miles an hour is comparatively safe. At 90 miles an hour we do not have to attend the rider. At 60 miles an hour we dress bruises and cuts. At 45 we take him to hospital.

The reason is simple. A man parting company with his machine at ninety miles an hour flies almost straight through the air and lands more or less parallel with the ground. at sixty miles an hour the angle of incidence is more acute and there is consequently risk of striking the head and shoulders. The angle is still sharper at lower speeds and yet there is sufficient momentum, plus the weight of the body, to cause serious injury or death.

I am not advocating that motor-cyclists should travel at ninety miles an hour 'for safety's sake'. I am merely describing the operation of a simple physical law. It must be remembered that road conditions are different from those of race tracks. There is always the danger on the road of a man who has fallen from his machine, at whatever speed, striking against a telegraph pole or other obstruction.

My advice is to drive moderately and sit tight."

THE WORLD'S NEWS 21/8/26

Thanks to Let Those Who Ride Decide Nov. 1993 MRA Tasmania for this gem.

LETTERS

Dear Harald

Firstly, well done to all the people who organised the Toy Run in '93. It was great! The only thing that could be improved I think is the speed with which bikes move up the freeway.

I had to pull over about half way to Woodside because there was too much stop starting over short distances. It would be more practical in the long run to actually organise to have the freeway closed off to other traffic, at least for an hour or two which would enable the smooth passage of the majority of riders on the day. This would of course, need to be well advertised along with alternative routes that cars, etc could travel on whilst the freeway is closed to them. Or perhaps more police directing traffic would facilitate a smoother run and negate problems such as I and others experienced along the way to Woodside.

I wanted also to make a comment about Laura Adele's letter in which she mentions problems in activating traffic lights. I too have had a problem with that at the Arthur Street and Glynburn Road corner. The area where the bike needs to be looks like a series of dark thin lines on the road in a sort of geometric pattern. They indicate where the mechanism for activating the lights is located. The best thing

that I've found in that situation is to move the motor-bike into this area as much as possible and that should activate the lights.

Lastly, I would like to reiterate Trish Howling's sentiment in relation to car drivers. I totally agree that it would be appropriate for car drivers to have to undergo some kind of training along the lines of the Rider Safe course such as motorcyclists are already compelled to do. The fact that this is not already in place is typical of the government's lack of commitment to solving the problem of bad driving on the roads.

Unfortunately it is easier to target a minority group which is disproportionately affected by such bad driving as evidenced in the number of motorcyclists and pillions who are killed or injured in accidents involving other vehicles.

Angela Sliuzas

BLOOD RUN

We are meeting at K-Mart Kurralta Park to ride to Red Cross House, Pirie Street, City to donate BLOOD!

Why not come along - first time bleeders welcome.

**DATE: Saturday June 25
TIME: Meet at 8.30 am**

**TRAFFIC LIGHT
DETECTORS EXPLAINED**

Dear Harald

I was reading a copy of your March '94 Centrestand when I found a letter from Laura Adelle in the "Letters To the Editor" regarding detection problems with her small motorcycle.

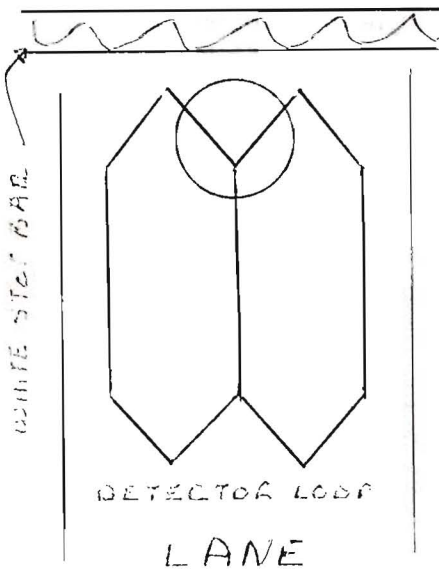
Our Traffic Signals Maintenance Section checked the sites mentioned and found the detectors to be in working order, but there is a catch to being detected if a small motorcycle or bicycle is being ridden. The detectors (wire loops buried in grooves cut in the road surface) are tested by placing a bicycle on the centre of the loop and ensuring that the bicycle is detected.

The most sensitive part of the detector loop is on its centre line, at the front of the loop. If a bike does not stop inside the loop, then it may not be detected. The detectors are activated by the presence of metal, so the more metal there is combined with the closeness of the metal to the loop, will determine the sensitivity of the detector.

Laura may see a couple of freshly painted white lines or dots on one or more of the lanes which she has mentioned. These denote the most sensitive part of the detector loop. The diagram shows a typical detector loop shape within a lane at an intersection. The circle is the most sensitive area of the loop.

(cont. next page)

LETTERS CONT.

TYPICAL DETECTOR
LOOP LAYOUT

Note that, in a wide lane, there may be two loops in parallel. Stopping a bike outside of the loop, eg between the loop edge and the median strip, will almost certainly result in the bike not being detected.

This explanation is not a complete solution to the detection of bikes at intersections. The Road Transport Agency (formerly The Department of Road Transport) can be called at any time on FREECALL 008 018 313 to report any traffic signal fault. In the case of detector faults, the intersection location, exact lane and the time of day would need to be quoted.

David Gammon
Special Projects Engineer
Electronic Systems
Road Transport Agency SA.

MORE ROAD RAVES

Dear Harald

When you ride a motorcycle you learn to see things from a different angle, especially the road surface and the condition of the road ahead. Your eyes are always busy scanning the road ahead looking for future obstacles such as pot holes, raised or sunken man hole covers, oil at traffic lights or patches of gravel to name but a few.

Dangerous or poor road conditions should not be tolerated by motorcyclists. If you come across a problem on one of our roads, report the matter as soon as possible for the sake and safety of other motorcyclists.

The Road Transport Agency is responsible for *all* main roads in South Australia and the other smaller roads are the responsibility of one of the 121 Local Councils throughout the state.

Once you find out who's road it is, ring them and then follow this up with a letter if possible. If the situation doesn't improve, ring back every week or every month until something gets done.

Our maintenance crews and workers drive utes, cars and trucks and are often not aware of the potential dangers that motorcyclists face - until we motorcyclists bring it to their attention.

The Road Transport Agency are approachable and can be

contacted by telephone on 343 2222 or by writing to:
P.O. Box 1, Walkerville 5081

Regarding which roads and lanes are better for motorcyclists: Main North Road from Gepps Cross to the Scotty's Motel, both north and south bound traffic, motorcyclists should always use the right hand lane. The left lanes have man hole covers and pot holes.

Happy and safe motorcycling to everybody.

Trish Howling

MRA BLEEDERS BADGE

The "Bleeders" badge is for members to wear to show that they give blood and are proud of it. You don't have to come on Blood Runs to be able to wear it, just give some evidence that you donate occasionally.

The price for the badge will be sorted out soon and the size will be approximately half the size of the illustration below.



BUNYIP'S COLUMN

A TRAVELLER'S TALE

The Bunyip's back from the trip away to see the rellies and my Postcard from the Edge of the Out of Their Mind Bikies apparently didn't make it to the editor's desk in time for the March edition.

Australia Post boys probably nicked it for their tea room collection! Agghhhh.

I met a fellow traveller around the traps during my escape from the nest. She was on her way around the continent on her medium sized off-roadster. Other travellers (not riders I might add) kept telling her it was dangerous (for a girrrr!), that it was too far, that she'd run out of petrol, that it was unsafe, that she'd have an accident etc, etc. Cripes, what sort of reluctant travellers are out there on the highways of life? Doesn't anyone encourage travel any more? Lucky this girrrlie just kept on, she was more than half way around our little island when I pulled over. She said that she'd met heaps of friendly riders along the way and no calamity had befallen her.

Mother Bunyip gave me a book when I was a little bugger - it was about a bunch of animals who wanted to go to the other side of the mountain to see what they could see. I read it to death. Reckon that's why I hop on my two wheels and rack off every chance I get. I used to take it to my nest and read it even when I was grown up and knew what all the big words meant. Reckon we should serialise it in the Centrestand and make sure riders keep doing just that: riding just for the blast.

Politics is a strange place for bikies and greenies.

ACTION STATIONS

I hear that the Man Who Would Be King (not that Liberal leader bloke Alexander Downer - hey, how's that a name to play around with?) but that Victorian MRA one. Mr Codognotto is still beating his drum about a united umbrella group of bikers. He'd be superking if he could do that. But I reckon bikers are not unlike everyone else on the planet - it's a good idea until you have to vote for it, then forget it! Too hard!! Too many different opinions. Too many ways of doing something. Too hard to muster enough well supported enthusiasm to get things changed.

Well, if this bloke can do it, good on him, but don't hold your collective breaths. Politics is a strange place for bikies and greenies for that matter. Look how long that Senator Norman Sanders from Tasmania lasted - been and gone at the change of a gear.

Standing on a biker platform hasn't exactly got bells on it parliament's a lot more tedious than one can imagine I reckon. What else do you do in the years between debate on say, 'Lights On'? Yep, it's been some years since that one rose above the muck - despite all the promises from the Opposition about private members' Bills.

Check out the never camera-shy Bronwyn Bishop - now it's Bronwyn Who?

S'pose some good comes of rattling the chains from time to time, but in the end, wouldn't you rather be out riding your bike than pouring over a wad of legislation. That's why I reckon the Australian Motorcycle Council deserves our support. It sits in on lots of meetings where the nitty gritty of legislation content is first thrown around. I suppose, that while meetings in themselves are often tedious and tiring, you do get the chance to thrash out the pros and cons and they do it for us. by the time it gets to the Parliamentary floor, all deals have been done in the Party Room and it's all over Red Rover.

C.C.BUNYIPSON

WHAT IS THE AMC?

The Australian Motorcycle Council is made up of various state members including both MRA and non MRA groups. The AMC represents its members on the following governmental committees:

ACVEN	Hal Caston
CARS	Hal Caston
NRSS	Peter Mount
SA	Dave Closs
TLG	Cameron Jamieson
Light Vehicle Working Party	Cameron Jamieson/Albert Bowden
RUSAC	Blythe Osborne
ARTA	Blythe Osborne
Con Com	Albert Bowden

The AMC fights to limit the amount of restrictive legislation that is passed Federally and thereby to keep motorcycling as a legitimate means of travel and way of life. It ensures that the voices of motorcyclists are heard not only by bureaucrats but by their political masters. Ministers need to see that motorcyclists are a serious threat to their easy terms in parliamentary portfolios. This is not restricted to the Transport Ministry but includes other departments such as Environment and Overseas Trade.

The most important thing which the AMC has to do in the future is to keep motorcycling as a legitimate form of transport and recreation.

The AMC is the only motorcycle group that is recognised by the Federal Government and as such is the only motorcycle group invited onto Government committees. Its status is further demonstrated in that in the reshuffle of the TLG Committee it was the one of the stayers whilst large and important lobby groups like the After market Association were deleted. This does not mean that the AMC can afford to rest on its laurels, it continues to work at becoming more professional and representative.

The most important thing which the AMC has to do in the future is to keep motorcycling as a legitimate form of transport and recreation. Whatever is necessary to achieve this must be done. Most importantly the AMC must learn to use the political system to its advantage and not miss any opportunities to press this advantage.

Ministers need to see that motorcyclists are a serious threat to their easy terms in parliamentary portfolios.

Some achievements of the AMC over the past ten years:

- i) ADR package 17, 19, 21 on trikes
 - ii) ADR 19/01 Headlights On. Although this is considered by some to be a loss, significant wins were made. In its original form motorcyclists were to be forced to have yellow lights flashing at the front of their vehicles. Then it was to be twin lights mounted at either side of the headlight. There were other variations too numerous to name. The AMC fought them all and eventually ADR 19/01 was left. It was a victory in every sense of the word.
 - iii) ADR package on motorcycle trailers.
 - iv) Noise emission levels. If the AMC had not been in there fighting then the levels would have been more restrictive than they are today.
 - v) Helmets. The SA was convinced to reconvene its helmet committee.
 - vi) Rider Training Standards. The AMC was one of the instigating parties pushing for uniform rider and trainer education.
 - vii) Right Rider Education. The AMC was one of the main proponents in the early eighties of rider education.
- The list is by no means exhaustive and there are many others in which the AMC has been either a major player or has played a bit part.

Thanks to Albert Bowden, AMC Chairman for the information contained in this article.

(SEE PAGE 17 FOR A GLOSSARY OF THE ACRONYMS USED IN THIS ARTICLE)

HILLS AMBULANCE SERVICE AT RISK

We discovered a couple of weeks ago that there was a good probability that the Ambulance Station at Woodside would be closed down. As part of one of the many reviews into the ambulance service over the past 18 months and supported by the recent state audit into public spending it has been noted that the Woodside station is "uneconomical" and it was recommended that it close.

Our information is that State Cabinet met last week to consider this matter, which remains currently unresolved. The Ambulance Service Management will keep the station open if funding is made available but this will depend on the State Government. Funding is currently available to the 27th June.

The station is wholly dependent on professional staff to run as there is no volunteer division in this area. The current staff are mostly relieving, not permanent, because of the state of limbo in which the station has found itself over the last 18 months.

The Woodside Ambulance Station services a large part of the hills area and we believe that this encompasses up to 85% of the hills black spots. If the station was to close down then the nearest station which would answer the call out is Mount Barker, which would add, on average, an extra 20 minutes to the arrival on an accident scene.

As motorcyclists who enjoy riding in the hills as part of our recreation, it should be of grave concern to us that on economical grounds the station should close. Because of its situation in servicing the Hills area, the Woodside Station could mean the difference between life and death, between serious and chronic injury to any one of us.

The station is an essential community resource which should continue to function in the future and all readers are asked to put some pressure on the government to ensure that the next time Cabinet

continued on page 21

MONEY MATTERS**TREASURER'S REPORT 29/3/94 - 25/04/94**

Opening Balance : \$ 3 595.94

Recieved :

Advertising		
- Dec Centrestand	\$ 120.00	
Memberships	166.00	
Sale of Stock	.50	
Postage	.60	
		\$ 187.10

Expenditure :

SAMRATS A/c		
- Rally Badges	\$ 500.00	
Australia Post		
- PO Box Rental	115.00	
- Freepost Collection	3.76	
- Mship/Treasury Postage	45.00	
- March Centrstand Postage	229.36	
Alsafes Safety Products		
- Marshalls Vests	193.40	
Purchase of Second Hand Tent	500.00	
David Vaselli		
- Ropes/Stays for Tent	44.75	
Harald Lindemann		
- Rally Catering Purchases	200.00	
Ian Marlow		
- Envelopes	7.60	
- Reinking of Stamp Pads	12.40	
Atlas Party Hire		
- Cool Room For Rally	150.00	
Cash Payment		
- Rally Cash Float	325.00	
AMP General Insurance		
- Quarterly Payment	126.16	
G.D.T. - April	2.90	
F.I.D. - April	0.72	
		\$ 2 456.05

CLOSING BALANCE : \$ 1 326.99

Ian Marlow Treasurer 25/04/94

STATE CONFERENCE EXPERIENCED

My State Conference started a couple of days before the day when I put the CX in to the bike shop to get what seemed to be an ignition problem checked out. Bad news - the stator needs rewinding and a couple of the stator points need replacing, potential bill \$650. Sorry, I can't afford to help the economy that much, time to get a new bike. A quick call to Milo and a lift on the ZZR1100 was assured.

5.30 Saturday morning and I am in for an experience or two, my first ride on a ZZR and my first ride as a pillion for I've forgotten how many years. Not bad, Milo is being gentle with the throttle and I don't slip backwards much. The prospect of hanging on with one hand for 400 ks didn't thrill me too much, but at least the ride was smooth. We hit 200 kph before Tailem Bend and I didn't even notice.

After a coffee and some breakfast I changed to John's bike, also a ZZR1100, but with a few more miles under the belt. A top box to lean against meant that I didn't have to hang on and could balance and enjoy the ride. The lump of lead that John calls a seat made me wish for the nearly empty wine cask in the fridge at home.

The weather was fine but rather windy and we made good time. Off the main highway the road deteriorated to further emphasise the ZZR's lack of suspension. I looked forward to our fuel stops.

An uneventful trip brought us to Millicent where the map came out and we plotted a course to Crazie's place. He, we discovered, was to sleep right through the Conference having just come off 12 hours of night shift. We were welcomed by members of the Register, had a coffee and got down to business.

Reports were presented by the President, Secretary, Editor, Membership Secretary and Treasurer. Main points brought up included:

- the MRA is currently more financial than it has been in past years due to better controls on our fund raising activities,
- the profile of the MRA is improving as evidenced by the numbers of non-members coming along on our runs and the number of enquiries regarding motorcycle activities directed to us,
- while membership is not as large as in previous years, there is a steady flow of new and renewing members and a need to have a membership push in the near future,
- political activity by the MRA continues with links to the AMC, discussions with the State Transport Minister, related government departments and the Adelaide City Council,
- better links with the Registers can be achieved, particularly in the sharing of information and ideas related to activities and activism,
- better use of the Centrestand as a forum for the Registers to blow their own trumpets was heartily supported.

Lunch was organised by Heather Butler and I noticed that everyone went back for seconds. Thanks Heather for your fine hospitality. Everyone agreed that the Conference had been constructive and worthwhile. We did however, miss the presence of the Mid North delegates who due to misadventure were unable to make it.

As the sky got greyer, Crazy got up and gave us a tour of the paddock that he calls his back yard and we set off back to Adelaide with the skies threatening to open up any second. The trip back was more wind and plenty of rain. Dinner at Tintinara gave us a chance to chat about the conference and to question our sanity in doing an 800k round trip for a three and a half hour meeting.

After dinner I took up Denise's invitation to ride the R65 back to Adelaide. Light steering, no fairing and a high beam searching out the Southern Cross is not what I am used to, but the BMW seat was welcome. We got back about 9 pm, tired and stiff and ready for a hot bath. Till next year.

HARALD LINDEMANN DELEGATE

AMC REPORT

Mr Neil O'Keefe, Parliamentary Secretary to the Federal Minister for Transport wrote to State and territory Ministers on April 15 about the recent short term rise in the road toll.

Mr O'Keefe was seeking to establish whether there have been identifiable changes in the pattern of crashes in the past nine months. He also asked whether officials of the National Road Safety Strategy Implementation Taskforce meeting on April 21 could recommend whether priority actions highlights in the National Road Safety Action Plan or other measures should be brought forward as a matter of urgency.

The Taskforce, of which the AMC is a member, considered this request in some detail and has made a number of recommendations which it considers will help reverse the recent trend.

In reaching these recommendations the Taskforce noted that:

- a) In all States and Territories, with the exception of Tasmania, the number of road fatalities had increased over the past nine months when compared to the same period a year earlier.
- b) The average increase was just over 10% although the range was from 6.5% to 50%.
- c) The significant reduction in Tasmania in 1993 followed a 5 year plateau in the road toll. While the reduction may be a statistical aberration, it must be noted that the introduction of speed cameras in March 1993 was considered to be responsible for a marked effect on behaviour.
- d) Despite the recent increases, the downward trend over the past five years has actually been better than had been predicted when the National Road Safety Strategy was formulated.
- e) It had been recognised in recent years that up to one third of the reductions in fatalities since 1990 could have been due to the impact of the economic recession.

f) As the economy recovers from the recession, increased pressure will be placed on the road toll. The amount of travel is expected to increase as is discretionary spending available for recreation and holiday activities.

g) The time lag in finalising serious injury statistics does not permit an accurate assessment of whether serious injuries have increased in the same way as fatalities.

h) While it was difficult to assess any specific changes in the nature of crashes in the past year alone, it was noted that the principal changes had been an increase in drivers/riders killed (12.5%) and increases in deaths in the 21-25 age group (17.5%) and 40-49 age group (60%).

i) The 1993 sales of petroleum and diesel rose for the first time since the 190 levels.

The Taskforce considered that short term road safety gains can be made. However, any short term measures should be introduced in conjunction with the priority medium and long term measures identified in the National Road Safety Action Plan (see previous AMC report).

Short term initiatives should focus on measures which will quickly and efficiently change road user behaviours. They should be feasible and have high cost-effectiveness and widespread effect.

The Taskforce considered a range of specific actions and recommends that federal, state and local governments give consideration to early implementation of the following measures:

1. Introduce increased differential excises and license fees on alcohol products according to alcohol content to encourage consumption of low alcohol products by drivers and riders.
2. Introduce nationally "no liability" legislation governing the operation of Standards Australia approved personal breath testing equipment in licensed premises. This will encourage licensees to install breath tester in the knowledge that they will not be liable for any subsequent apprehension of a patron for a drink driving offence.

AMC REPORT continued.

3. Fast-track the nationally consistent introduction of alcohol ignition interlocks for serious drink driving offenders.
4. Given the known and early benefits which flow from black spot programs, agree on a coordinated black spot program with support from all tiers of government to ensure that those areas of government with responsibility for funding are involved.
5. Invite all police forces to examine the potential for the more systematic application of enforcement resources.
6. Develop a coordinated media and public education campaign for the second half of 1994, with all levels of government sharing resources.
7. All States and Territories will implement enhanced enforcement and public education programs to increase seatbelt wearing rates in areas or with groups with reduced wearing rates in conjunction with the Federal Office of Road Safety.
8. Accelerate, for early Government consideration, the finalisation of a national report on urban speed management which is examining ways to improve the safety of vulnerable road users such as the elderly, pedestrians, bicyclists and motorcyclists.
9. Accelerate the completion of a strategy to address specific road safety problems in rural and remote areas.
10. Develop a cost effective, safe and appropriate program to reduce fatigue crashes which includes accelerating the use of audible edge lining, identifying roads with a history of fatigue crashes, the removal of hazardous roadside objects and the increased number of rest areas.
11. Accelerate the adoption of road safety audits of the road network which identify existing and potential safety problems and provide cost effective solutions.

It will be evident to those who have been following the AMC reports on the national Road Safety Action Plan that many recommendations listed here are drawn directly from prioritised actions but

whose time frames have been accelerated. Others are new ideas which nevertheless are expected to have a positive impact on the road toll. History will determine the effectiveness and practicality of all these measures.

Some of the recommendations which will affect motorcyclists in particular have already been raised by the AMC in formal discussions with FORS during its six month Consultative Committee meetings. These include a new publicity campaign aimed at reducing the use of alcohol by motorcyclists and an educational program regarding speed, which is also likely to include a relationship to the national urban speed management program (but if so, more from an aspect of safety rather than management).

Rest assured, both the AMC and your state group are continuing to represent motorcyclists where it counts and are maintaining a close watch on Federal and State activities to ensure, to the best of their abilities, that motorcyclists are not disadvantaged or discriminated against. More than that, through these groups motorcyclists are recognised as legitimate road users and contributors to society who hold valid opinions and who warrant consideration.

PETER MOUNT

ACRONYMS from page 13

ACVEN	Advisory Committee for Vehicular Emissions and Noise
CARS	Committee to Advise on Recall and Safety
NRSS	National Road Safety Strategy
SA	Standards Australia
TLG	Technical Liason Group
RUSAC	Road User Advisory Committee
ARTA	Australian Rider Trainers Association
LTCC	Licensing and Traffic Code Committee
Con Com	Consultative Committee (Federal Office of Road Safety and Motorcycle User Representative Groups)

THE BRAINS TRUST

**S.A. OFFICE OF ROAD SAFETY'S SPEED
LIMIT DISCUSSION PAPER**

Deadline for comment: July 25 to advisory group.

Big questions: what is the most appropriate speed limit for local areas? Will this affect motorcyclists in any way?

Minister Laidlaw's Office of Road Safety has issued a discussion paper which looks at the potential for decreasing urban speed limits. Four out of five residents surveyed in the Unley Speed Limit Trial said they supported a 40k/h limit, even though it is widely known that only small speed reductions had been achieved.

Well, why the need for a lower speed trial? Some residents claim that they feel intimidated by excessive speeds, public safety has been eroded, the prospect of road crashes in the immediate vicinity is not welcome and the prospect of severe injuries should be lessened.

The report reflects a view that radar cameras have shown high numbers of drivers exceeding the 60k/h limit on some arterial roads in urban areas. As a consequence, 12 lengths of metropolitan roads now reflect a 70k/h limit.

These and other concerns will be looked at by the Minister's Advisory Group, established with the very task of making a recommendation on an appropriate speed for urban areas. A concern appears to be that local streets are carrying traffic more appropriate for arterial roads and the consequent speeding problems are evident.

Traffic management schemes have been a favourite with many local councils in an attempt to control speeding traffic.

We've seen an array of speed humps, roundabouts, planter boxes etc which have been introduced to

inconvenience, deter and delay through traffic. However, some other problems emerged from this - like higher exhaust emissions from slowing traffic negotiating the obstacles and noise.

It was initially believed that by lowering the speed limit local traffic management problems would be resolved.

Unfortunately, this has not been the case and it is generally held now that there is little point in pursuing lower speed limits for local areas.

The reasons for a lower speed limit appear to be that many local streets are not designed for safe traffic operation at 60k/h. A vehicle's stopping distance from 60k/h is almost twice that required from 40k/h, thus increasing the danger in residential areas to cyclists, pedestrians, children and the elderly. It is claimed that the average severity of pedestrian injuries increases rapidly with increasing vehicle speed above 30k/h with injuries usually severe or fatal at speeds above 50k/h.

The paper argues that Australian general urban speeds are among the highest in the world. In Europe it's 50k/h but in local areas in several countries and in the USA 30k/h is quite common.

The perception of through drivers differs markedly to that of those who live in the street where the lower speed limit is desired and this is a major factor to be considered in the decision making process.

You can obtain your copy of the discussion paper "Urban Speed Limits in SA" from forthcoming MRA meetings, or by contacting the Minister's office direct on (08) 218 2629.

Have a read at any rate. See for yourself the arguments in place for slower local speeds. Make your own informed decision on whether they will have any impact on you as a rider, driver, pedestrian, resident.

DENISE KEANE, PRESIDENT

FUEL EFFICIENCY RUN - 29 MAY

Sunday dawned fine and cool, but the sun was shining and by 10.30 am 30 bikes had registered for the Run.

We had a wide variety of bikes - two strokes, four strokes and 250s through to 1100s, solos and pillions, two sidecars and one with a trailer.

All bikes were weighed, courtesy of **JENDOR PLANT HIRE**, which caused some amusement to staff and clients. Some stayed just to watch and see the differences between machines. My Honda 750 with sidecar and trailer, rider and passenger topped the scales at 700 kilograms.

We all left for an orderly ride out through Golden Grove, Snake Gully, One Tree Hill and onto Kersbrook. Just after Kersbrook we had our first hill climb up Checker Hill Road. This is a steep climb which forced 2nd gear on some bikes. The view at the top overlooks Foreston and Gumeracha and is worth the climb.

From there we went on to Mount Pleasant and turned right to Tungkillo. We turned off just before Tungkillo towards Mount Torrens and some riders missed this turn and went towards Mannum. The Tungkillo to Mount Torrens Road was the spot for the 'Go Fast' riders to play. The road surface is excellent and the left and right sweepers are awe inspiring!

From Lobethal, the down hill run to Cudlee Creek was enjoyed by all, as was the section down the Gorge Road, where we turned right for our second hill climb. This was up Torrens Hill Road. The tight corner and the steepness had the bikes back to 1st gear at the bottom of the hill, but it is not so steep at the top.

Back to **BP ST AGNES** where all bikes were refueled and the amount recorded. Thanks to Martin and staff for their help.....continued page 21

MEMBERSHIP FORM:

OFFICE USE ONLY: CIRCLE ONE

Meeting Run Magazine Function Other Card Issued Stock
Issued Entered

STANDARD MEMBERSHIP

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

CONCESSIONAL MEMBERSHIP

	Individual	Family
	\$16	\$24

DATE: _____ 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: As per overleaf, or additional space here if you need it:

Please allow 28 days for delivery. Price subject to alteration without notice. Cheques or Money Orders made payable to MRA Inc SA

M.R.A. STOCK PRICE LIST

Most sizes available: 10,12,14,16,18,20,22,24

*new lines

MRA Windcheaters (black)	\$25.00
*MRA Windcheaters (white, colours)	\$25.00
MRA T-Shirt (black only)	\$15.00
*MRA T-Shirts (plain, tie-dyed),	\$15.00
*MRA T-Shirts (stonewash, multi-colour)	\$20.00
*MRA Polo shirts	\$20.00
MRA Stubby holders (wet-suit type)	\$6.00
*MRA '93 Toy Run Stubby holders	\$6.00
MRA Patches (Members only)	\$4.00
MRA Badges (Members only)	\$6.00
'Lights-On' T-Shirts (black only)	
(limited sizes)	\$10.00
*MRA Caps (see-thru mesh, closed-in)	\$8.00
National Motorcycle Month '85 badge	.50
Biketober '87 Badge	\$3.00
Biketober '88 Badge	\$3.00
Biketober '89 Badge	\$3.00
Toy Run '89 Badge	\$3.00
Toy Run '90 Badge	\$3.00
Toy Run '92 Badge	\$5.00
*Toy Run '93 Badge	\$7 Members
	\$8 Non-Members
Reflective MRA Stickers	\$1.00
All other stickers	.50
Take Care Be Aware Campaign Stickers	FREE

ADD POSTAGE TO ALL: Windcheaters - \$3.50ea; T-shirts - \$2.50ea; Caps - \$1.50ea; Badges - .80c ea; Stickers only - S.A.E.

Cheques made payable to: MRA(SA) Inc.
Tear off & post to: GPO Box 1895 Adelaide 5001

LIST ITEMS/SIZE BELOW, ADDING POSTAGE:

EG: See-thru cap = \$8.00 + \$1.50 post = \$9.50

SUPPORT OUR ADVERTISERS

Ian Williams Tuning	3761184
The Bike Factory	231 2301
Peter Stevens Motorcycles	212 1490
Adelaide Custom Body Graphics	369 0465
Complete Pest Control	369 0844
Sykes Bidstrup	223 4172
Auto Custom Trimmers	297 2050
Hanby's Motorcycle Tyre Service	298 8585
Western Underwriters	410 0033

MRA DISCOUNTS

Please support these shops, as they support our members. Don't forget to show your membership card when requesting discounts.

Bike City	10%	Parts & Accessories
Bike Centre Parafield	10%	Parts & Accessories
Boltons	10%	
City Cycle Electric	10%	
C & D Motorcycles	10%	
GP Motorcycles	10%	Parts & Accessories
Honda World	10%	
Peter Stevens	15%	Not on specials
Pitmans - North & South		Avialible on request
Ranco Yamaha	10%	Not on specials
Southern Vales Motorcycles	10%	
Southern Yamaha	Up to 10%	

RALLYS

WORLDS END RALLY

September 24-25

At Warren Gorge 21k from Quorn

September 24-25 \$12 Entry

No dogs, NO cars, No loutish behaviour.

This is a family rally. Awards for ;

Longest distance Bike/Combo

Oldest/Youngest rallyist

Best presented Bike

Send to: The Organisers

P.O. Box 12

Goodwood SA 5034

THE MAD HATTER'S TEA PARTY RALLY

August 13-14

Yes it's the Parilla Rallytime again. Tea party at Scrubby Springs halfway between Pinnaroo and Lammeroo.

Trophys for the zaniest & most imaginative hat plus the usual other awards.

No catering, so bring your own food.

Cost \$10 profits to Muscular Dystrophy Assoc.

Send to Rally Organisers,

P.O. Box 340

Hindmarsh 5007

Checks made out to:

"The Dave Curry Memorial Fund"

Courtesy of the Laidback Rally Organisers

WANTED

To Buy :

BMW R80RT.

All reasonable offers seriously considered.

Call Harald (08) 260 4461

.....

**CALLING ALL ADVERTISERS
DO YOU WANT TO ADVERTISE
SOMETHING USEFUL FOR
MOTORCYCLISTS?
CONTACT Peter Mount on 339 5400**

*WOODSIDE AMBULANCE STATION AT RISK
continued from page 14*

discusses it that a firm decision to allow it to continue is made. It is worth noting here that the fate of Woodside Station could affect decisions regarding a number of country stations currently in the same position.

Call or write to the Minister for Emergency Services Mr Wayne Matthews on (08) 226 4060, Treasury Building, 144 King William St. and the head of the Ambulance Services in South Australia Mr Ian Pickering on (08) 274 0400, 216 Greenhill Rd. Eastwood.

*FUEL EFFICIENCY RUN
continued from page 19.....*

We then moved on to the Highbury Hotel Beer Garden for refreshments and the awards.

Best Fuel Efficiency won by 'Frosty' on his BMW R45 with sidecar.

Second Best Fuel Efficiency won by Les 'Úncle Pervie' Dicker on his Kawasaki GT750.

Best Fuel Economy was won by a Motoguzzi 1000 ridden by a very gentle handed unnamed rider.

The worst Fuel Economy was won by David 'Yogi' Bohill on his XS 1100.

DAVID POVEY

SA CLUBS LISTING

ATUJARA MCC

16 Gregory Crescent Seaton 5023

BAROSSA VALLEY CLASSIC MCC

PO Box 490 Nuriootpa 5355

BMW OWNERS' CLUB OF SA INC.

PO Box 193 North Adelaide 5006

BSA OWNERS CLUB OF SA

Bas Hodgson (08) 278 7646

CAFE RACER CLUB OF SA

PO Box 704 Prospect East 5082

DUCATI OWNERS' CLUB OF SA

PO Box 561 Beulah park 5067

FLINDERS TOURING MCC

PO Box 892 Port Pirie 5540

GREEN GINGER GUZZLERS MCC

PO Box 109 Modbury North 5092

HARLEY OWNERS GROUP

AH (08) 212 1494

HONDA GOLDWING CLUB OF SA

PO Box 235 St Agnes 5097

LEVIS MCC

33 North Parade Royal Park 5014

M/CYCLE TOURING CLUB OF SA

PO Box 12 Goodwood 5034

MOUNT GAMBIER MCC

PO Box 879 Mount Gambier 5290

PHOENIX MCC OF SA

PO Box 18 Willaston 51188

PORT PIRIE MCC

PO Box 91 Port Pirie 5540

REDBACK TOURERS

28 Kingsley Ave..West Croydon 5008

SA FLAG MARSHALLS ASSOC.

PO Box 24 Hindmarsh 5007

SA SIDECAR CLUB

Tom Griffin (08) 260 6741

SA VINCENT/HRD OWNERS**CLUB**

Union Hotel Waymouth Street

Adelaide

SCOOTER CLUB OF SA

(08) 336 4404

SA TOURERS MCC (08) 352 44455

PO Box 186 North Adelaide 5006

SOUTHERN CROSS MCC OF SA

(08) 271 8893

SUZUKI MCC OF SA

(08) 248 4894

TRAILER CLUB OF SA

(08) 43 8381

ULYSSES CLUB (ADELAIDE)

15 Mumford Ave St Agnes 5097

VETERAN/VINTAGE MCC OF**NORTHERN YORKE PENINSULA**

(088) 21 1407

VIETNAM VETERANS MCC OF

SA (08) 271 8893

WIMA SA (08) 297 7766**YORKE PENINSULA VINTAGE,****VETERAN AND CLASSIC MCC**

(088) 5186; (088) 52 1725

Z OWNERS CLUB OF SA

PO Box 504 Magill 5072

(08) 389 6443

This is an abbreviated version of club listings. Clubs should advise of preferred information. As space permits, more will be added.

TEN YEAR BADGE

By the time the Annual General Meeting comes around in September we will have struck a Ten Year Member Badge. The idea has been around for a couple of years once it became known that a number of members would be approaching the ten year mark and it was felt that a personal and public commemoration of the occasion would be in order.

Those eligible for the badge, according to our membership lists, will be invited to apply to be recognised as such. Any other members who feel that they can substantiate a continuous ten year membership of the MRA SA are invited to contact the membership officer, Ian Marlow, to put their case. All claims will be given a sympathetic hearing.

For those who cannot claim a continuous ten year membership, a broken membership can be covered by the payment of a fee to cover the years of non-membership. Members claiming the Ten Year Badge will have to be current financial members of the MRA SA Inc. and will have to pay a fee to cover the cost of the badge. The Ten Year Badges will be presented at the MRA AGM each year so get those fingers out and start counting.

The design will feature the new state badge design (yet to be struck) with a map of South Australia with the letters MRA superimposed in the traditional pump lettering. Under the map will be the words "10 YEAR MEMBER". The colour will be black on white. You will remember the design as the one on the new sticker featured in a previous issue of Centrestand.

MID-NORTH REGISTER REPORT**BUSH PIG RALLY 1994**

This rally is open to all forms of motorcycles; trail, road, vintage etc.

Date: September 10 and 11

Venue: Same site as last year, 5 k West of Snowtown, 143 k North of Adelaide on Highway 1.

Cost: \$10

Badges: 100 only

You can only collect a badge if you attend the rally. We will not post them out. Also prepaid entries get priority.

Catering: Booze on site but **not food**.

We will supply wood, water and a gas BBQ to those who BYO tucker.

Gymkhana: 4.00 pm Saturday

Prizes: Bush Pig Port (We do not give out ornamentals).

Entries: Make cheques/postal orders payable to Mid North MRA and post to:

Mid North MRA

C/- Greg Stevens

P.O. Box 37

Snowtown 5520

NEXT MEETING

Thursday 23rd June 9.00 pm

The Mid North's next meeting will be held at the Yacka Hotel in Yacka if it is still open for business.

If not, then the meeting will be held at the Brinkworth Hotel, Brinkworth.

POKER RUN

A Poker Run will be held on Saturday 25th of June. For more information contact Greg 088-652120.

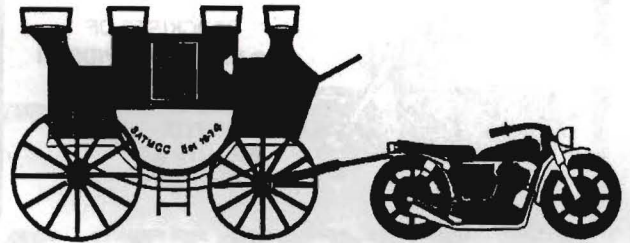
WEST COAST RUN

We are trying to organise a weekend ride to the West Coast in October. It has been put forward as a fishing trip. This will be a social function not a political function.

GREG STEVENS - SECRETARY

S.A. TOURERS M.C.C.**ANNUAL RHYNIE PUB RUN**

23.24 JULY 1994



The S.A. Tourers invite you to their 8th Annual Pub Run to be held at the historic Baker springs Hotel and Coach House, now known as the Rhynie Hotel.

Located approximately 100 kilometres North of Adelaide on the Clare road, it offers a number of good points which ensures a top weekend.

- Excellent host - "Bondy"
- Good country cooked counter meals
- Grassed camping site next to the Hotel
- Gymkhana
- Saturday night bonfire
- Clare Valley wineries nearby

A limited number of badges will be available at \$8.00 prepaid or \$9.00 on the day.

Prepaid entries close on the 12th of July.

Please address all entries to:

The Secretary

S.A. Tourers M.C.C.

P.O.Box 186

North Adelaide S.A. 5006

This is an informal weekend open to all motorcyclists. The standard of behaviour is left up to the individual, but don't spoil it for others as we want to be welcome next year.



BUY

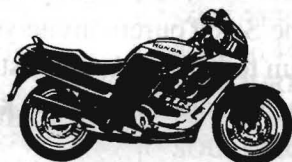
SELL



STOCKISTS OF
 ● HARLEY-DAVIDSON
 ● HONDA
 ● TRIUMPH
 ● NORTON
 ● PARTS &
 ACCESSORIES



PETER STEVENS
 MOTOR CYCLES



212 1494

FAX 212 7472
 400 KING WILLIAM ST, ADELAIDE

THE BIKE FACTORY

The Ducati Specialists

DUCATI SALES, SERVICE
 SPARES & ACCESSORIES

FULL WORKSHOP FACILITIES

COD SPARES SERVICE
 AUSTRALIA WIDE

DUCATI

AUTHORISED
 DEALER
 NETWORK



174 GOUGER STREET, ADELAIDE
 PHONE 231 2301 PHONE/FAX 212 6081

HANBY'S Motorcycle Tyre Service

FOR ALL DISCOUNT TYRES

UNIT 3

798 MARION ROAD, MARION 5043.

PHONE 298 8585

MIKUNI

carburettors, jets,
 manifolds
 spares, adaptors

KEIHIN

jets, needles, spares

K & N

air filters

IAN WILLIAMS TUNING

12 STARR AVENUE, NORTH PLYMPTON

PHONE: (08) 376 1184

FAX: (08) 376 0674

COMPLETE PEST CONTROL PTY LTD

All Areas

DOMESTIC & COMMERCIAL PEST CONTROL
 SERVICING MAJOR BUILDERS

SERVICES INCLUDE

- *WHITE ANTS
- *COCKROACHES
- *BEES
- *BLACK ANTS
- *SILVERFISH
- *SPIDERS
- *RODENTS
- *CARPET BEETLES

PRIOR TO PURCHASE INSPECTIONS

SHOP 1, 570 NORTH EAST ROAD HOLDENHILL

Phone (08) 369 0844

OR GAWLER OFFICE

Phone (085) 22 2500

After Hours R Robertson (08) 251 4412

MOBILE: 018 81 6335

TATTOO

(08) 369 0485

FINELINE
 TATTOOING.

MODERN
 STUDIO.

- Modern Colours
- 1,000s of Designs
- Sterile Conditions
- Private Sessions for Women

Members
 of P.T.A.A.
 Hours of Business
 Mon-Wed: 12 pm to 8 pm
 Thurs-Friday: 12 pm to 12 am
 Saturday: 12 pm to 8 pm

- Names & Rough
 Work "COVERED"
- CUSTOM WORK
- Single Needle
- Old Designs
 Reworked

Shop 5421
 Regency Road
 BROADVIEW

ADELAIDE
 CUSTOM BODY GRAPHICS