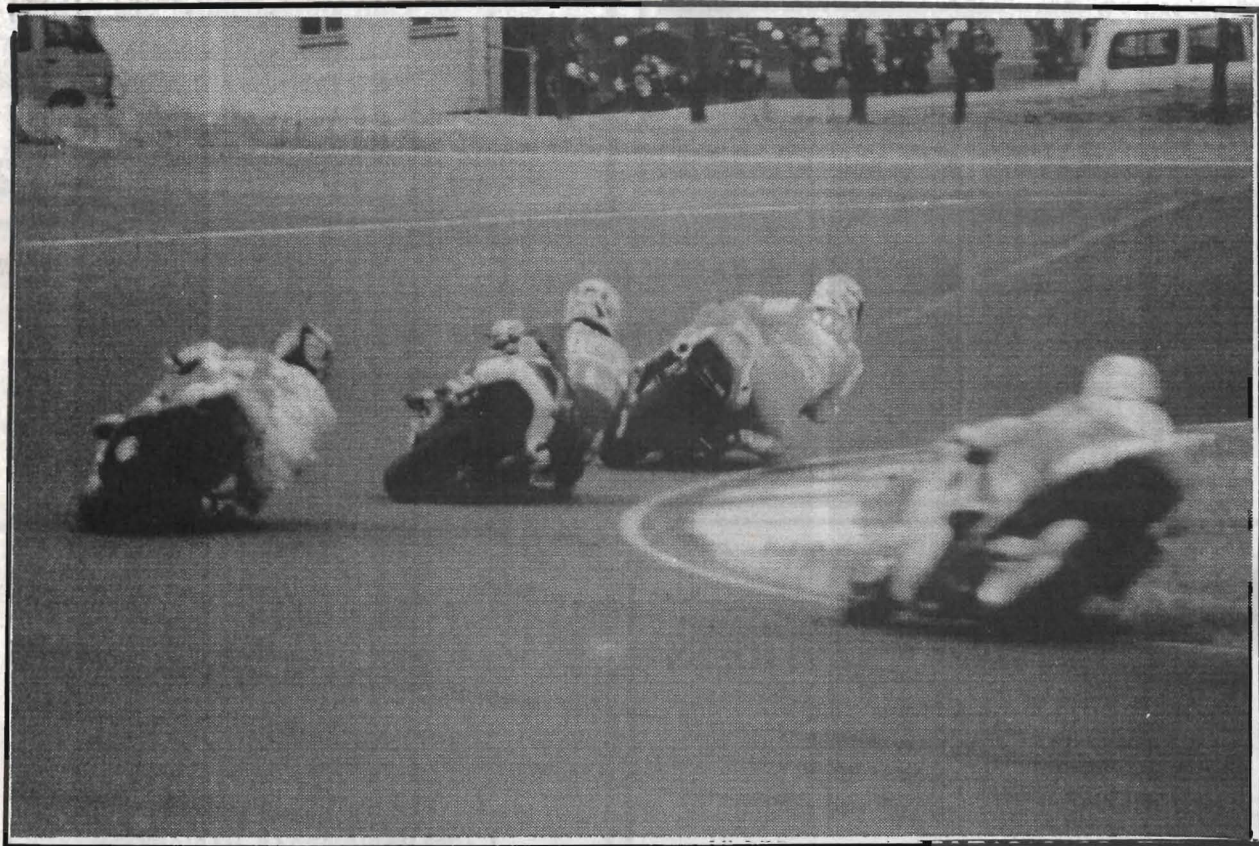


CENTRESTAND

JUNE 1995



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

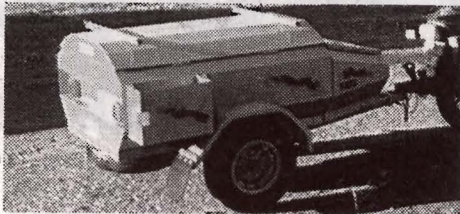
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MOTORCYCLE RIDERS'
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Superbikes at Eastern Creek, Turn 9.

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EDITORIAL

As a member of the AMC it is gratifying to receive confirmation of ministerial support for our national organisation. The current Federal Minister for Transport, Neil O'Keefe, has stated his preference for dealing with the AMC as the peak national motorcycle representative body. The AMC however, will have to show, by actions, that it is a committed and professional organisation. Over the next few months the AMC will be discussing ways to widen its scope of operation, its sources for funding and its relationships with other motorcycling organisations within Australia. The AMC continues to be an organisation worthy of our support as it finds ways to change and improve itself in an ever changing political world.

Ride Safe Harald

MRA SA NOTES

POKER RUN

- The MRA will be holding a Poker Run with BBQ to the Rocks Reserve via Balaklava on Sunday, June 25. This will be leaving Povey Motors, 140 Tolley Road, St Agnes at 10.30am. Join us for a 100k ride to the scenic riverside recreation area. Gas BBQ on site BYO everything else. There is shelter on site if the weather turns nasty. \$3 /hand For details call David 265 5388 or Steve 262 7971. See you there!

WORKERS COMPENSATION

- I have been informed that under the new legislation, workers compensation claims for injuries sustained during journeys to and from work will no longer be accepted. If you have been feeling pretty secure because you think that if you have a prang on one of these journeys then the pain is assuaged somewhat by the knowledge that you will still get paid while you recover, then think again. Like private health cover, you will have to find the policy and the extra bikkies. Any comments on this subject will be willingly noted in the mag.

MRA STOCK

- As we are starting to run a bit low on stock new stock will soon be purchased. We will be producing t-shirts with the traditional large "MRA Let Those Who Ride Decide" logo and windcheaters with a small version of the new MRA SA logo, the one with the map of SA on it. It was also suggested at a meeting that it was time that we produced another Toy Run t-shirt and we will be discussing this at future Toy Run meetings. The suggestion was for large version of the Toy Run Bear as well as some kids sizes. What do you think? Give us a call.

PROPOSED AUSTRALIAN ROAD RULES

- Recently the MRA SA was asked to comment on Federal Government proposals for the introduction of a uniform set of road rules for the nation. The idea is that with one set of rules, everybody will know them and no one will inad-

vertantly break them. Given the time which we had to reply to the suggested rules our comments tended to be on the road rule changes that specifically affected motorcycles and the particular changes which would affect the rules in our State. Anyone who would like to find out more about the changes let us know and we will get some info out to you.

ROAD SAFETY SEMINARS

- This month a number of our Committee members will be attending seminars on road safety. Three members will be spending 2 days finding out about the recent changes which are happening in our state and Peter Mount will be spending some time in Canberra on AMC work with the Federal Office of Road Safety. Last month Peter Mount also spent a week in Tasmania giving talks on road problems for motorcycles to road engineers. Members will also be travelling to Melbourne to attend the AMC AGM in July. Spare a thought for these people who are giving up their work and leisure time to become informed and become better representatives for you.

READ ANY GOOD MAIL LATELY?

- **RIDE WITH THE BALLS OF YOUR FEET ON THE FOOTPEGS.**

Recently, a motorcyclist in Perth literally leapt off his bike and over the car that stopped suddenly across his path. Without leathers and travelling at 60kph, he was lucky to walk away with no more than a fractured wrist and grazes. Both the car and the bike were written off. He thought up this tactic for just such an emergency and has ridden "Balls On" ever since. He is certain that it saved his life. Courtesy of the Razors Edge MRA WA

- "Think of all the living a bloke could miss out on if he stopped riding his bike."

John Rooth writing in Two Wheels magazine

- "This is what keeps you young, wearing shit like this and acting half your age."

Billy Thorpe, donning a leather jacket while doing a TV interview.

Razors Edge

PRESIDENT'S REPORT

I have just completed a planner of the activities of the MRA for 1995 and realised that somewhere in South Australia nearly every week of the year, there is an MRA activity occurring. This is quite incredible when you consider the small number of people who are involved in going to meetings and making all these things happen.

When I say small, I mean relative to the membership. Last week, I was gratified to see that the Committee meeting had drawn 13 Committee members along. Unfortunately this was about the same number of members that make it along to General Meetings of the Association. About this time last year, when General Meetings were being held monthly, we decided that as the same people were always coming along to Committee as to General Meetings that we would continue to hold Committee meetings monthly and would hold General meetings every two months. It was agreed that when the General Meetings got a bit more populous indicating a greater popularity then we would go back to monthly meetings. It also gave some of us an extra night off a month.

As the attendance at General Meetings has only increased marginally we have agreed to hold regular social sips between General Meetings. These will be evenings where you can just come along to meet people and have a few.....sips. They will be held every two months on the last Monday of the month from around 7.30 at the Peppertree Restaurant, Tynte Street, North Adelaide. The first one will be held on the 26th of June followed by 28th August and 30th October. I look forward to meeting you there.

Since the last issue we held the State Conference at Snowtown and the Great Escape Rally Mark 2 at Marrabel, reports of which you will be able to read elsewhere in the Magazine. The South East Register held their annual Warmth Run and next weekend will be the Annual pilgrimage and Poker Run to the Rocks at Balaklava information about which you will find on the last page of the magazine. Thanks to David Povey and friends for organising this one.

As usual this report is the last thing that I have to write before I lay the issue to rest at the printers and I find myself wondering why this issue feels that it has been harder than some of the others to put together. I realised that it is pretty normal for home life and work commitments to conspire to use up the time allowed between the deadline for copy and the mailout deadline so that the mag is usually out to you about two weeks late. This means a pretty busy two weeks for me.

But this time it was more than that. The only copy that came through the mail that wasn't normal mail were a few rally notices and a letter. Most of the articles in this issue I have had to write or adapt from elsewhere as well as crib together all the other fillers.

Come on folks, I need your help here! This is not just my magazine but yours as well. Write and tell me what you think about the state of motorcycling today, how much you enjoyed seeing Mick win his last race, what you did on last weekends run which just blew you away. The list goes on and on and ends with SEND PHOTOS! Make me happy, give me input!

I would like to note here that last month Peter Mount travelled to Tasmania at the invitation of the State Government to give a series of seminars to StateRoad Civil Engineers and maintenance personnell. He was asked to speak on the road related problems of motorcycles and how various solutions could be approached. The seminars were a success with the attendees getting a lot out of contact with someone who is a rider as well as an expert on motorcycle safety and someone who is not a boffin. I see this style of approach to road safety information sharing as being quite novel having the information coming from the bottom up as opposed to the traditional top down method. The invitation to Peter is a tribute to his expertise and he has our congratulations.

There is no AMC report this issue as Peter has been preparing submissions for Government Committees.

Ride Safe, Harald

10 YEAR MEMBER UPDATE

The following list comprises of currently financial members who will attain their Ten Year status during 1995. If your name does not appear on the list and you feel that you have also broken the Ten Year barrier, please contact Ken, our Membership Secretary pro temon (08) 369 1989 as soon as possible to clarify any misunderstanding. →

You should also be aware that the recent State Conference ratified a motion that family members who have current financial Family Membership are also entitled to wear the Ten Year Member Badge. Family Membership will also be taken into account when determining Ten Year status.

Ten Year Badges are presented at the Main Branch Annual General Meeting in September, so if you wish to purchase your badge, please contact Paul Morgan for the appropriate form.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Motorcycle Riders Association of South Australia will be held on Monday 25th of September 1995 at 8.00pm at the Peppertree Restaraunt North Adelaide Hotel Tynte Street North Adelaide.

All the positions of the Association listed below will be declared vacant and the 1995-96 Committee will be elected.

- | | |
|---------------------------------------|-----------------------|
| President | Membership Secretary |
| Vice President | Stock Control Officer |
| Treasurer | Publicity Officer |
| Secretary | Road Safety Officer |
| Editor 'Centrestand' | Minutes Secretary |
| Register Liaison Officer | |
| General Committee Representatives (8) | |

All financial members of the MRA SA Inc. are eligible to stand for election to one or more of the above positions. Nominations should be made in writing to the Secretary of the association prior to the beginning of the AGM.

- | | |
|--------------------|--------------------|
| Andrew ADAMS | Greg KESSELL |
| Robert ALLAN | Mike KETTERIDGE |
| Brian BAYLY | Stephan LAISTER |
| Peter BARNARDO | Craig LIEBELT |
| Kenneth BINNS | Phil LOCK |
| Alan BOREHAM | Russell MAC KENZIE |
| Charles BROWN | Chris MADIGAN |
| Andrew BUTLER | Kevin MARSHALL |
| Ian BUYS | Leslie MC MILLAN |
| Robert CHARMAN | Geoffrey MC RAE |
| Roger CLOTHIER | Robert MILLS |
| Ian CRICHTON | Gordon MILNE |
| David DALEY | Peter MORRIS |
| Allan DAWSON | Stephen MUTTON |
| Les DICKER | Garth OFFE |
| Adrian DORMER | John PARSONS |
| David FISHER | Jolyon PORTER |
| David GEORGE | Tony POTTER |
| Lance GILLIES | Raymond POTTER |
| Ron GODFREY | David RUTTER |
| Richard GRANEY | Alexander SCOTT |
| Bryan GREENHAM | Loren SEIDEL |
| David GREENING | John SOMERS |
| David GUNNER | Greg STEVENS |
| Aidan HANAFIN | Richard THOMAS |
| Patrick HANAFIN | Dale TREMAYNE |
| Malcolm HILL | Igor TRNOVSKY |
| Christopher HOLMES | Roger TRUDGEN |
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OPENING BALANCE	1758.00
RECEIVED	
Memberships	950.00
Sale Of Stock	299.35
Postage	8.80
Centrestand Advertisements	1929.15
EXPENDITURE	
Australia Post	
- PO Box Rental	115.00
- Freepost Collection	2.65
- March Centrestand Postage	182.31
- Membership Postage	45.00
AMP General Insurance	
- Recovery Trailer Ins.	311.05
- Quarterly Ins. Payment	126.30
Telecom Australia	
- Telephone and fax charges	21.66
- Service Charges	77.40
- Installation Installment	38.75
Big W - Stationery items	54.91
Centrestand	
- Plastic bags	39.93
- Advertising. Commission	445.50
- Printing March Issue	350.00
Cheque Account Stamp	16.45
G.D.T. - March/April/May	9.70
F.I.D. - March-May	1.59

CLOSING BALANCE 1838.14

TOY RUN ACCOUNT**Great Escape Rally Clearing House Account**

OPENING BALANCE	6882.05
RECEIVED	2114.55
EXPENDITURE	
Rally Costs	2225.44
Government Charges	2231.89
CLOSING BALANCE	6764.71

Ian Marlow Treasurer 29/5/95

TOY RUN REPORT

The first Toy Run Committee meeting was held on march 27. It mainly consisted of the same people who were on the Committee last year, with a couple of new faces

We have decided to put together a sponsorship package to enable us to give the firms that sponsor us with such things as mobile phones, transport etc. with a bit more exposure, such as free advertising in the December Centrestand and spots on the poster.

This year we are hoping to have enough funds to include more children's entertainment.

WANTED

Have you any colour photo's of last year's Run that would be suitable for the poster? The types of photos we are after are crowd shots or photos of Santa etc. if you have please give me a ring on 346 0663 (H), 2062181 (W), or you can post them to G.P.O. Box 1895, Adelaide 5001. The photos will be returned and if yours is used you will be credited on the poster.

COORDINATORS

The coordinators of this year's run are :

- Sponsorship - Milo Marlow & Harald Lindemann
- Marshals - David Povey
- Trade Sites - Brenton Mattiske

MARSHALS

We need about 20 marshals on the day to manage the traffic flow and ensure that the riding part of the run goes off smoothly. There will also be a few things to do up at the oval during the day. If you can help ring David Povey on 264 4453.

MEETING

If you want to be on the committee, or even just want to help on the day and the more people that can help the easier it is for everyone, come along to the next meeting which will be on Monday 19 June at 7.30 pm, at the North Adelaide Hotel, Tynte Street.

Paul Morgan
Toy Run Coordinator

STAYING ALIVE ON TWO WHEELS

Unlike automobile accidents, motorcycle accidents had never been seriously studied until recently. There are literally libraries full of automobile statistics that cover every possible factor and circumstance of what happens when cars crash. Yet, until Dr. Harry Hurt began conducting his Motorcycle Accidents Factors study, not one shred of hard information existed. Yes, there were numbers on the dead and wounded, but not much else.

For the motorcycle rider Hurt's report will become something of a survival manual. It should be required reading for anyone getting a motorcycle license.

Most drivers are just naturally programmed to notice only vehicles as big as those they are driving.

Dr. Hurt and his staff at the University of Southern California based their study on the critical analysis of 899 motorcycle accidents. Almost all the information was gathered at the scene of the accident and within 24 hours of the accident. Interviews with the drivers, riders, and witnesses determined time of day, location, weather conditions, age of rider, experience and so on.

Motorist At Fault

Perhaps one of the most startling statistics to have come out of the study is that motorists cause over half (51 %) of all motorcycle accidents. The motorist in this instance violated the motorcyclist's right of way. The classic example of this is the motorist making a leg turn in front of an oncoming motorcyclist at an intersection.

The study found that the overwhelming majority of drivers simply didn't "see" the motorcyclist coming. Even when a driver makes eye-to-eye contact with a motorcycle rider, it still may not register that something is bearing down on him. Most drivers are

just naturally programmed to notice only vehicles as big as those they are driving. In many instances this "mind set" is fatal to motorcyclists.

Interestingly enough, this inability to see a motorcycle coming had nothing to do with poor visibility or bad weather conditions. Of all the accidents studied, 75 percent occurred during daylight, on dry road surfaces (96%), under light or moderate traffic conditions (85%), in good weather (98%) and most significantly at relatively slow motorcycle speeds (78% at 50kph or less, 92% at 65kph or less).

Inexperienced Riders

One fact the researchers discovered had to do with the experience levels of the accident involved motorcyclists. It was found that they had an average of three years riding experience. This fact conflicted with the popularly held belief that most motorcyclists who crash have less than six months riding time.

Upon closer investigation, however, Dr. Hurt found that the typical accident involved motorcyclist had less than five months familiarity with his *new* motorcycle at the time of his accident. This particular statistic is particular proof of the lack of proper training most motorcyclists receive before they set wheel to the road.

Proper use of the front brake ... would have reduced the speed of the motorcycle before impact and probably reduced the motorcyclist's injuries.

A motorcycle is more demanding in its functions and operation than a dual track vehicle. It takes proper training for a motorcyclist to become skilled enough to make his machine behave in a controlled, responsive manner.

Riding a *strange* motorcycle vigorously, no matter how experienced you are, as Hurt has proved, is "asking" for it.

In the accidents that Hurt had analysed, he found that over half of the involved motorcyclists did not have a standard motorcycle operator's license. Of these, 10% did not even have a regular driver's license. Another disturbing fact was that 92% of the hundreds of accident involved motorcycle riders had been taught by friends or family members, not by someone specifically trained in motorcycle operation skills.

Poor Braking Ability

One area of riding skills in which Hurt found motorcyclists lacking was braking technique. Many of the victims had never really mastered the art of braking a two-wheeler in the shortest distance possible.

After careful analysis of hundreds of accidents, it was found that most of the hapless bikers did not know how to use the front brake effectively. (It is the front brake that provides up to 75% of a motorcycle's stopping power.)

In most of the intersection accidents, the motorcyclists jumped on the rear brake and under utilised the front brake. This caused the rear brake to lock up, the rear tire to skid and the rider to lose control of the motorcycle.

The study points out that, while proper use of the front brake would not have necessarily prevented the accident, it would have reduced the speed of the motorcycle before impact and probable reduced the motorcyclist's injuries.

Most motorcyclists ... are taught by friends or relatives in the "there's the gas, here's the brake" school of motorcycling.

Dr Hurt suggests that motorcyclists should regularly reacquaint themselves with the braking ability of their machines. This means hard braking practice runs in a parking lot or on a deserted road. It's also a good opportunity to check out the mechanical condition of the braking system. An accident situation is *not* the

time to find out that your brake cable has stretched beyond tolerance or that you are in need of new brake pads.

A Lack Of Training

Most motorcyclists have never been properly trained in the operation of their bikes. They are taught by friends or relatives in the "There's the gas, here's the brake" school of motorcycling.

Folk wisdom has it that there are only two types of motorcycle riders : those who have crashed and those who are about to crash.

According to the Hurt study, properly trained motorcyclists were under represented in the accident involved group and the improperly trained were over represented statistically.

This means, that all things being equal, the professionally trained rider has fewer accidents than the one who has been informally trained.

Folk wisdom has it that there are only two types of motorcycle riders : those who have crashed and those who are about to crash. The implication here is that every time you swing a leg over your bike you've got an even chance of crashing and if you don't get it on this trip, inevitably you're going to have an accident sometime in your riding career.

Statistically this isn't true. Not all bikers crash. Psychologically, however, riding with a crash attitude will probably keep you out of trouble.

This article was adapted from an article by Bill Hampton and Bill Sterner written for a Popular Mechanics issue in 1981. Although the statistics may have changed somewhat since then, the essential findings and the comments on motorcycle safety haven't. I hope you got something out of it. Ed.

LETTERS

Gravel Signs Letter No 1

Dept. of Transport
Manager of Traffic
Management Services

Dear Sir/Madam

I am writing regarding a warning sign on Humbug Scrub Rd (near the intersection of Karwin Rd, One Tree Hill) which states "WARNING GRAVEL ROADS - Surface conditions change often, drive carefully".

I have been advised by the Gumeracha Council that the sign is in the correct place, as there are cross roads that come off the main bitumen road which are gravel.

I believe that the sign is in the wrong place and I have also discussed the matter with officers from DRT, the Local Govt. Mutual Liability Scheme and others who advise me that the Gumeracha Council have put the sign in the wrong place - as it is on a sealed bitumen road.

As a motorcyclist I am always on the lookout for advance warning signs that indicate danger ahead. This sign indicates danger ahead and in fact there is no gravel until you get to Lobethal or Cudlee Creek (as these roads have been re-surfaced).

I would appreciate the DRT's assistance with clearing up this wrong, mis-informative and incorrect sign.

Trish Howling

Gravel Signs Letter No 2

Dept. of Transport
Manager of Traffic
Management Services

Dear Sir/Madam

I am writing to complain further about the incorrect signage that the Gumeracha Council appear to be placing on all roads leading into their Council area.

The bitumen road leading to Mount Torrens has one of the signs which reads "WARNING GRAVEL ROADS - Surface conditions change often, drive carefully" placed just before you come into the town of Mount Torrens. This road is all bitumen - no gravel.

I would also like to bring to your attention two roads which have been resurfaced with loose gravel. the Lobethal to Cudlee Creek Rd. and the Birdwood to Williamstown Rd. do not appear to have the correct signage at the beginning of the roadworks to correctly advise, particularly motorcyclists, of the danger. the first signs one sees upon turning into either of these re-surfaced roads is "No Lines Marked, Overtake Carefully". I believe this is in breach of the Road safety standards and request that somebody from DRT go out on site and inspect both of these potentially hazardous gravelled roads.

Trish Howling

Trish Howling is our Hills watchdog and does a great job watching out for motorcyclists. A few days after we discussed this matter in Committee the offending signs were removed. One member can make a difference. thanks Trish for your efforts. Ed

Oh, For a Top Up

Dear Harald

Over a period of some years, I have noticed the drop in the number of persons donating blood via the 'MRA Blood Runs'.

I can only guess why the lack of numbers: weather, they are working, too busy, moved without a forwarding address or, in recent times, worried about the lack of a local pain killer prior to the main needle being inserted.

As a blood donor of more than twenty years (over 45 donations) on and off, I write to assure other donors, new and old, that the process is less painful than before.

So, if you are a donor or thinking of becoming one, forget about the pain you think you might have had, get off your bums and give someone a chance at living. Being motorcyclists, you never know when it will be your turn to receive a top up.

See ya at the next BLOOD RUN on Saturday the eighth of July!

Tom Griffin

1995 GREAT ESCAPE RALLY REPORT

My day started on Friday morning of the Anzac Day weekend heading off to Povey Motors to borrow a Volvo for the Rally. After stalling 5 times I got out of the driveway (David had fixed the clutch) and off to the shops for some bread and milk and odds and ends for the BBQ. Next stop was Atlas Hire to pick up the donut machine. Back then to my place to load the car and meet the rest of the convoy - Paul in another Volvo with trailer, Les on two wheels and dean in his vehicle. We convinced Dean that it was worthwhile to ride the Harley to the Rally so off he went to collect it.

Finally on our way I had to stop at a servo to pump up the air shocks to help the handling. For me it was off the Greenock to pick up the fridge and then to a town (which will remain nameless for soon to be obvious reasons) where Paul's friend had offered to let us fill out water bottles for the Rally. "Are you sure this is the house Paul?" "Yeah! I got very clear instructions" OK We fill up with about 200 litres of water and Paul's friend's wife calls from across the street "What do you think you're doing over there Paul? We don't live there!" We had just raided the water tank of the local undertaker. This led to jokes about embalming fluid all weekend.

Lunch at the Kapunda pub was a welcome stop and by 2.00 we arrived at the Rally Site and were greeted by some early arrivals. We were certainly not short of helpers to set up. By 5.00 we had the tents up, the generator going and the BBQ happening.

About 20 odd people attended on the Friday night and boy, did they get stuck into the BBQ food. I had worked out the amounts fairly conservatively because we had lots left over last year, but it was clear to me that at some stage over the weekend we were going to run out of food. Clearly, either the food was too cheap or we were giving too much out. Next time we'll bring more.

The donuts were enjoyed by all again, except by Uncle Pervie who just couldn't get them to cook right.

The holes also kept closing up and they ended up in very peculiar shapes. We finally got them right.

We ended up with about 60-70 people joining us for the weekend. Some almost didn't. Like the chook rider who came in along the "Hero" track and kept going up and down because he couldn't find the gate. No wonder - we had forgotten to open it.

We all enjoyed the usual shenanigans of the Rally; the bad jokes around the campfire, the gymkhana, especially the egg throw, the ritual of the Whale Joke, the pagan rites of the Clit Tourers, the campfire stalker and the other optical illusions which various people suffered as a result of having a good time and staying up late.

The only sour notes of the Rally were the jerks who felt that they had to mark out their personal race track all Saturday night at maximum revs. The sheep chasing lark was also pretty dumb and might mean that we won't be welcome there again.

We did run out of food and coke late Saturday, so some of the lads went into town to get some extra and we had some left for breakfast on Sunday morning for those who needed it. Sunday morning started early and by 9.30 all those left were ready to consider taking a trophy or two home. Some missed out by not being there so their trophies were awarded by acclamation. Lots of prizes meant that nearly everyone went home with a raffle prize, some had three or four.

Thanks to all those who stayed on to help clean up. You did a good job. The place looked as if we had never been there.

The post mortem later on held that it was a successful rally even if we didn't make any money on it. The organisation was reasonably well planned, everything went smoothly, not much was forgotten and all the problems encountered were small. So all things going well we will see you all again there at the next Anzac weekend in 1996.


Harald Lindemann

4B'S REPORT

There's nothing much new to report with the 4Bs, with business as usual. Happily, we've had a quiet time at the hospitals recently. Sammi went to the RAH not long ago and was happy not to find anyone to visit. This happens rarely; for me twice since I started visiting. Hopefully, things will stay quiet!

Interest in the 4Bs has increased and a new member Dave has been accompanying me to the RAH for the last couple of months. Dave hopes to help Steve at Flinders later on. Welcome aboard Dave!

**MRA BLEEDERS
BADGE
\$5
SHOW YOUR
DONORS CARD**



**Available from any MRA meeting or at the
Blood Run**

There have been few bike pickups these last 12 months or so. Gary took the trailer out to Mallalla on May 14 to do pickups for the Cafe Racers and the Go Kart Club. It was a cold day and the event wasn't well attended, but it was good to see the 4Bs flying the flag there again. Thanks Gary!

The Blood Run on the 8th of April was a wet affair with only a few doing the ride from Kurralta Park to the Blood Bank. A dozen or so of us attended and afterwards we went for a ride up to Snowtown. We ended up attending the MRA State Conference.

Our next Blood Run is on the 8th of July, meeting at the Kurralta Park K-Mart at 8.30 am. We plan to ride to Victor Harbour afterwards. Hopefully, it won't rain. Hope to see you there.

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 July 8

TIME: Meet at 8.30 am

Don't forget, the 4Bs meetings on the second Thursday of the month at the Flagstaff Pub, Franklin Street.

See Ya, Greg Janzow
MRA 4Bs Coordinator

The South Australian Branch of the MRA has a
**BENT AND BUCKLED BIKERS
BRIGADE**
otherwise known as the 4Bs.

It is a self-supporting, non-profit making sub-committee set up to care for hospitalised motorcyclists and in this capacity we hope to broaden the services which the MRA SA already provide to the motorcycling fraternity.

The following are some of the ways in which the 4Bs will assist motorcyclists:

- Moral support through visits from other motorcyclists
- Lend books and magazines from our library
- Assistance in recovery and storage of motorcycles

All the members of the 4Bs freely offer their services and will help you in any other area where a need exists.

If you have a friend whom you think would like our support then phone us after 5 pm on
346 8068.

ROAD CRASH LECTURES

Drivers with a learner's permit or probationary licence who are convicted of drink driving after August 1 must attend a 90 minute lecture on road crashes. The lectures are delivered by a panel including people disabled in crashes and experts in road safety.

The SA Government is trialling the lectures as part of an initiative called The Driver Intervention Program. Minister for transport Diana Laidlaw says: "Driver attitudes and behaviour on our roads must be addressed in positive ways which reinforce the reality of what happens to people who drive without regard for the potential for serious harm, either to themselves or to others on the road."

Recent statistics by the Office of Road Safety indicate one in every ten probationary licence holders are involved in crashes and of these more than 60 per cent are responsible for the crash.

Age, lack of experience and an attitude that "it won't happen to me" appear to be significant factors contributing to the crashes.

At present the lectures are for drivers living in the metropolitan area only. If a driver does not attend a lecture within six months of a court order he or she will be fined \$100.

SA MOTOR NOV/DEC 1994

MOTORCYCLING SONGS

Just for interests sake I thought that I would compile a list of songs about motorcycles and motorcycling. Here are a few I have found. Let me know if you have any more. Drop me a line or leave a message on the MRA answering machine - (08) 262 2150. I'll print a fuller listing if I get a good response

The Byrds	Ballad Of Easy Rider
Neil Young	Motorcycle Mama
Arlo Guthrie	The Motorcycle Song
The Shangri-Las	Leader Of The Pack
Steppenwolf	Born To Be Wild
Sailcat	Motorcycle Mama

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

MRA STOCK PRICE LIST

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

MRA Windcheaters (black)	\$30.00
MRA Windcheaters (white, coloured)	\$30.00
MRA T-shirt (black, plain, tie-dyed, red, white)	\$19.00
MRA Polo shirt	\$24.00
Lights On T-shirts (black only) limited sizes	\$14.00
MRA Caps (see through mesh, closed in)	\$10.00

MRA Stubby Holders (green) wet suit type	\$ 8.00
1993 Toy Run Stubby Holders (wet suit)	\$ 8.00

MRA Patches (members only)	\$ 5.00
MRA SA Patches (members only)	\$ 7.00

MRA Badges (members only)	\$ 7.00
MRA Blood Donor Badge (donors only)	\$ 6.00
Toy Run 1993 Badge Members	\$ 7.50
Non-Members	\$ 8.50
Toy Run 1992 Badge	\$ 5.50
Toy Run Badge 1989, 1990	\$ 3.50
Biketober Badge 1989, 1988, 1987	\$ 3.50
National Motorcycle Month 1985 Badge	\$ 1.00

MRA Reflective Sticker	\$ 1.50
Let Those who Ride Decide Sticker	\$ 1.00
Motorcycle Aware Driver Sticker	\$ 1.00
Look Left, Look Right, Look Bike Sticker	\$ 1.00
Take Care Be Aware Campaign Stickers	50c

ALL PRICES INCLUDE RETURN POSTAGE
AND PACKAGING

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

LIST ITEMS BELOW

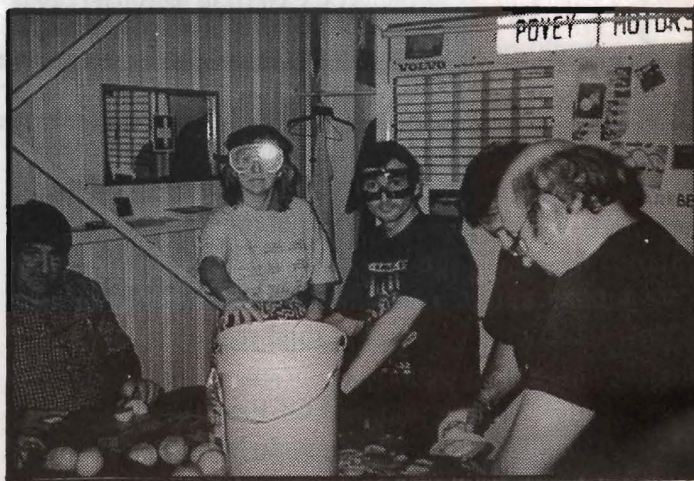
SUPPORT OUR ADVERTISERS*In This issue:*

The Bike Factory	231 2301 p 2
Hanby's Motorcycle Tyre Service	298 8585 p 2
Ian Williams Tuning	376 1184 p 19
Peter Stevens Motorcycles	212 1490 p 19
Southern Vales Motorcycles	323 8854 p 19
Sykes Bidstrup	223 4172 p 19
Tasmanian Bikers Bible fax (002)	733 443 p
Trek Leisure Trailers	(02) 416 3714 p 19
Western Underwriters	410 0033 p 2

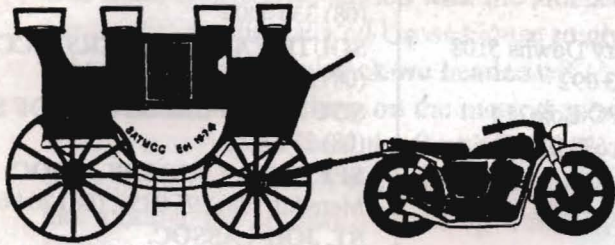
MRA DISCOUNTS

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	Availible on request
Ranco Yamaha	10% Not on specials
Southern Vales Motorcycles	10%
Southern Yamaha	Up to 10%



Peeling Onions for the BBQ

RALLIES**RHYNIE PUB RUN 22/23 JULY 1995**

The SA Tourers invite you to their 9th annual Pub Run to be held at the historic Baker Springs Hotel and Coach House, now known as the Rhynie Hotel.

Located approximately 100k north of Adelaide on the Clare Road, it offers a number of good points which ensure 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 prepaid or \$9 on the day. Prepaid entries close on 14 July. Address entries to:

The Secretary, SA Tourers MCC
PO Box 186 North Adelaide SA 5006

10TH RADIATA RALLY 7/8/9 JULY

This rally is organised by the South East Register of the MRA SA. Near Rennick on the SA/Vic border. Refreshments available on site, BYO Tucker, Uncle Ern's Spit Roast on site. Usual rally awards. BBQ Facilities, firewood and fresh water supplied.

Gymkhana

Bike Bash

Burnout Competition

Horizontal Bungee and more.

No cars, dogs, glass, firearms.

All enquiries to Publicity Officer Erica Masters (087) 332 792

Send \$8 prepaid to The Rally Organisers, SE Register MRA, PO Box 909 Millicent SA 5280 or pay \$10 on the day.

THE GOLF RALLY

12/13 August 1995 at Parilla.

So rally going clashes with your golf game? Not this weekend. Enjoy a round of the Parilla Palms par 3 links at the Scrubby Springs site near Parilla.

Directions to the greens will be signposted a short 3 wood shot from the Parilla pub.

Tea and coffee available. BYO grub, drinks.

All proceeds to the Muscular Dystrophy Association.

The usual rally fun and games will be held.

Send \$10 to :

Laidback Rally organisers
Box 340 Hindmarsh
SA 5007

BUSH PIG RALLY

September 8/9/10

Run by the Mid North Register of the MRA
Shadwell Gap Road (5k West of Snowtown)

Wood, water, BBQ facilities available.

Entry Fee \$10.00 100 badges, be early.

Gymkhana 4.00 pm Saturday

NO GLASS-NO FIREARMS-NO AGGRO

Enquiries to Greg Stevens (088) 65 2120

WORLDS END RALLY 1995

20th Anniversary on the September 30th weekend at Warren Gorge 21 k from Quorn.

Awards : Longest Distance

Longest Distance Combo

Oldest Rallyist

Youngest Rallyist

Best Presented Bike

Mountain Climb M & F (Bring Sandshoes)

Rally is on private property so behave/ no loutish behaviour will be tolerated. No Dogs No Cars.

Pre paid : \$10.00 Late Entry : \$12.00 to :

The Organisers Worlds End Rally
PO Box 12
Goodwood 5034

SA CLUBS LISTING

ATUJARA MCC 16 Gregory
Crescent Seaton 5023 (08) 344 2581

AJS MCC PO Box 58 Clarence
Gardens 5039 (08) 270 2753

AMTRA MCC PO Box 51
Walkerville 5081 (08) 265 2753

ARIEL MCC PO Box 3070 Norwood
5067 (08) 293 5340

AVA ROAD RACING ASSOC.
(08) 276 8082

**BAROSSA VALLEY CLASSIC
MCC** PO Box 490 Nuriootpa 5355

BMW OWNERS' CLUB OF SA INC
PO Box 193 North Adelaide 5006
Tom (08) 269 6741
John (08) 344 5770

BSA OWNERS CLUB OF SA
Bas (08) 278 7646
Alex (08) 297 3953

CAFE RACER CLUB OF SA
PO Box 704 Prospect East 5082
Gordon (08) 26 2016

CLARE MCC PO Box 134 Clare
5453 (088) 423 811

CLASSIC OWNERS MCC
PO Box 657 Kent Town 5071
Noel (08) 276 9410
Robert (08) 277 8374

CRYSTAL BROOK MCC PO Box
145 Crystal Brook 5523 (086) 362 006

DUCATI OWNERS' CLUB OF SA
PO Box 561 Beulah Park 5067
Geoff (08) 277 4500

ELIZABETH & DISTRICTS MCC
PO Box 14 Para Hills 5096
(08) 252 0779 (08) 250 6853

FLINDERS TOURING MCC
PO Box 892 Port Pirie 5540

**FEDERATION OF HISTORIC
MOTORING CLUBS**
(08) 264 5355

**GOLDWING ROAD RIDERS
ADELAIDE CHAPTER**
PO Box 325 St. Agnes
Syd (08) 255 0156
Peter (08) 383 0531

GREEN GINGER GUZZLERS
PO Box 109 Modbury North 5092
Jezza (08) 264 1507
Dave (08) 369 1005

HARLEY OWNERS GROUP
AH (08) 212 1494

**HISTORIC MOTORCYCLE
RACING REGISTER**
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(08) 383 0453 (08) 369 1005

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(08) 250 2985 (08) 493 092

KEYNETON MCC PO Box 214
Nuriootpa 5355 (085) 639 022

KEITH MCC
PO Box 18 Keith 5267 (085) 551 148

LEVIS MCC
33 North Parade Royal Park 5014
(08) 354 024 (08) 268 7520

M/CYCLE TOURING CLUB SA
PO Box 12 Goodwood 5034

MOUNT GAMBIER MCC
PO Box 879 Mount Gambier 5290
(087) 231 040

MOTORCROSS RIDERS ASS.
PO Box 674 Elizabeth 5112
(08) 252 1805

MUD AND TARS MCC
PO Box 767 Victor Harbour 5221
(085) 522 112

MURRAY BRIDGE MCC
PO Box 316 Murray Bridge 5253
(085) 321 954

MOTORCYCLING AUSTRALIA
(Formerly ACU)
PO Box 6001 Halifax St Adelaide 5000
(08) 213 0607

PHOENIX MCC OF SA PO Box 2464
Kent Town 5071 (08) 38 7429

PORT LINCOLN MCC PO Box 418
Port Lincoln 5606 (086) 825 590

PORT PIRIE MCC
PO Box 91 Port Pirie 5540
(085) 325 601 (085) 325 596

PORT AUGUSTA MCC PO BOX
380 Port Augusta 5700 (086) 410 209

REDBACK TOURERS
28 Kingsley Ave..West Croydon 5008
Paul (08) 346 0663

RIVERLAND TOURERS MCC
PO Box 85 Berri 5343
(085) 865 013

SA FLAG MARSHALLS ASSOC.
PO Box 24 Hindmarsh 5007

SA POLICE ASSOCIATION
PO Box 129 Torrensville 5031
(08) 346 4812

SA SIDECAR CLUB
In Limbo

S.A. TOURERS MCC
PO Box 186 North Adelaide 5006
Aiden (08) 433 936

SCOOTER CLUB OF SA
(08) 336 4404

SOUTH EAST TOURERS MCC
(087) 258 245

SOUTHERN CROSS MCC OF SA
(08) 271 8893

SPEEDWAY RIDERS ASSOC.
Meredith (08) 395 0855, (08) 264 6687

ST. JOHN ASSOC.
(08) 346 0384

SUZUKI MCC OF SA
(08) 248 4894

TRAILER CLUB OF SA
(08) 438 381

ULYSSES MCC ADELAIDE
15 Mumford St. Street Agnes 5097
Bryce (08) 265 2592
Liv (08) 289 0602

ULYSSES MALLEE BRANCH
(085) 412 834

VELOCETTE MCC
(08) 262 4868

**VETERAN/VINTAGE MCC OF
NORTHERN YORKE PENINSULA**
(088) 21 1407

VETERAN & VINTAGE MCC
(08) 384 5632

VIETNAM VETERANS MCC SA
(08) 271 8893, (08) 276 7088

VINCENT OWNERS MCC
(08) 356 9878

WIMA MCC OF SA
(08) 297 7766

WHYALLA S/W
PO Box 200 Whyalla 5600
(086) 459 997

YAMAHA OWNERS MCC
(08) 340 5228, (08) 337 8992

**YORKE PENINSULA VETERAN,
VINTAGE AND CLASSIC MCC**
(088) 52 1725

Z OWNERS CLUB OF SA
PO Box 504 Magill 5072
(08) 389 6443

*This is as complete a listing of SA
motorcycle clubs and organisations as
we could compile. Clubs should
advise of preferred information and
any corrections. As space permits,
more will be added. Thanks to Tom
Griffin for the compilation.*

MRA STATE CONFERENCE 1995

Our State Conference started with the Adelaide contingent meeting at Red Cross House to give blood. At about 10 o'clock we headed off to Snowtown after checking on the masters who were journeying up from the South East. We were joined by some of the bleeders who felt like a ride in the country. First stop was the Caltex servo at Bolivar to meet some members who were also attending the conference.

It was an uneventful ride with us starting out with the sun shining and us in wet weather gear. It was worth it after about ten minutes when we were treated to a few showers. Some of us almost got booked for speeding just outside of Snowtown; we rode past someone who was getting booked.

We arrived at the Stevens' kennels about 12.30, just in time for lunch, which Greg had laid on. With greetings all round and boots off we tucked into a great lunch topped off with pav. Thanks were in order to Greg's Mum for arranging the repast.

After lunch the business of the day commenced with much jocularly. The President reported on the progress which the Association had made over the past year and paid tribute to the work of the various committees and individuals who make up the committees for making the year's success possible.

The successes included; a number of runs which were well attended, new badges produced, finances in a healthy position, a regular calendar of MRA events published, the Centrestand is still considered as an asset by the membership, publicity regarding the Association and its events is going out regularly, the MRA phone line is being used constantly by members and non-members who have motorcycling type queries.

The Treasurer noted a bank balance in excess of \$8000 and recommended that \$3000 be placed in an investment account for six months. It was gratifying to be able to present the Association as a financially organisation as this was a real sign of member commitment and sound management.

The Toy Run was reported as continuingly successful with new ideas for improvement being considered.

The Centrestand was reported as providing a small profit to the Association as a result of us managing our own advertising collection. The Editor did report however, that the biggest problem was getting copy from members to fill the magazine.

Registers agreed to discuss the presentation of 10 Year Member badges at Register AGMs and the meeting agreed that family membership ie for spouses and children, would count towards acknowledgment of 10 Year Membership.

The Mid North Register expressed some concerns regarding the viability of the continuance of the Register due to the lack of involvement of Mid North members. A recent meeting of members had however, agreed to give it another 12 months before making a final decision.

The South East Register reported that the death of the President, Doug Strahan, had left a large gap in the organisation but the members were working hard to keep things going. The Register continued to be financially viable and received considerable support fro the local community.

The 4Bs maintain their operations of visiting fallen members in hospitals, although the numbers involved have diminished from previous years. Three new members had

continued on page 18

STATE CONFERENCE cont.

cont. from p17

recently joined and the committee were coping with the needed activities. Blood Run attendance was reported as being generally down on previous years and the meeting spent some time discussing ways to improve this situation.

The Vice President gave the meeting a brief history of the AMC and reported on the current spate of faction fighting which was seeking to undermine the role of the AMC as the peak national motorcycle representative body. The long term options for the AMC were to be discussed at a special conference in Melbourne in late April.

It was agreed that the next State Conference was to be held in Adelaide on 13 April 1996.

Everyone agreed that the meeting had been profitable and after a series of drawn out goodbyes (bikers just never seem to stop talking, do they?) we headed off to Adelaide. Some of us decided to return via a detour, but we couldn't find the way so we headed home the regular way.

Most of the way was in the wet, which got worse and colder the closer we got to Adelaide, so it was good to get home where it was warm.

Harald Lindemann



HELP WANTED!!

YOUR HELP IS NEEDED!!!

Become a
MARSHAL
for the Toy Run

We need your help on Sunday, December 10 1995.
If you can spare the time and want to help your club, or need more information, please phone:

DAVID POVEY 265 5388

**THIS SPACE IS
AVAILABLE FOR YOUR
PERSONAL AD.
FREE TO MRA
MEMBERS**

**MRA
4B's**

Motorcycle Recovery Service

Gary
43 8381

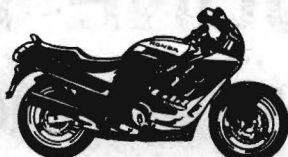


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● HARLEY-DAVIDSON
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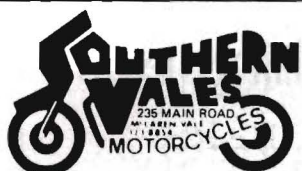


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FAX: (08) 376 0674

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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.

- (a) Falsely represent that goods or services are of particular standard, quality or grade, or that goods are of a particular style or model.
- (b) Falsely represent that goods are new.
- (c) Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have.
- (d) Represent that he or it has a sponsorship, approval or affiliation he or it does not have.
- (e) Make false or misleading statements concerning the existence of, or amounts of, price reductions.
- (f) Make false or misleading statements concerning the need for any goods, services, replacements or repairs.
- (g) 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 agent submitting the advertisements for publication.

IN CASE OF DOUBT CONSULT YOUR LAWYER

MRA POKER/BBQ RUN TO THE ROCKS RESERVE VIA BALAKLAVA SUNDAY, JUNE 25

Leaving Povey Motors, 140 Tolley Road, St Agnes
at 10.30 a.m.

Join us for a 100 km ride to scenic
Riverside recreation area.

Gas BBQ on site — BYO everything else

Sheltered area if weather turns nasty

Usual poker run format

Best hand wins portion of takings

\$3 per hand

Try Your Luck!

For details contact David on 265 5388 B.H. or
Steve on 261 7971 Anytime