

# CENTRE STAND

MARCH 1996



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

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**AGM 1995**

**FOLLOWING THE FENCE LINE**

**CLUBS LISTING**

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**ASSOCIATION INC.**

**VOL. 11 NO.2**  
**MARCH 1996**

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**Produced and published by the**  
**Motorcycle Rider's Association Inc.**  
**of South Australia.**

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**EDITORIAL**

The MRA often gets enquiries from riders who wonder whether it is appropriate for them to join the MRA or this or that club because they don't ride a 'big bike'. To us, it doesn't matter what you ride, step through or large bore, tourer or cafe racer. If you ride then you belong to the clan. It is up to each of us to encourage all riders that we know to join a club that suits them and their biking activities. Your 'club' might be a group of your mates with whom you ride on weekends or it might be an organised assembly like the MRA or a special interest club. The key is to get out there, find likeminded riders and enjoy yourselves.

**Ride Safe Harald**

**COVER PHOTO**

**Two of a kind. Photo by Milo**

**PUBLICATION :**

**Quarterly - March, June, September**  
**and December**

## MRA SA NOTES

### WHEN IS A DOG A PERSON?

- Ask the California Highway Patrol. Jeremiah Gerbracht has been giving rides to his pet pooches on his Harley-Davidson motorcycle for years, but recently he was pulled over by a Los Angeles Highway Patrol officer who spotted his Husky - also called Harley - crouching on the gas tank. The officer ticketed Gerbracht, citing the part of the code that prohibits a "person" from riding on a part of a motorcycle not designated for passengers. Gerbracht is fighting the ticket. "If they are telling me that Harley is a person, I think that would set quite a precedent," he said.

*Adelaide Advertiser 11/12 95*

### UPCOMING RUNS

- Don't forget that MRA runs are always on the horizon. On the 19 of May, a Poker Run to the Cape Jervis, Victor Harbour region will be held. So put it in your diary and watch out for the notices in the Advertiser Club Notes nearer to the date. Another Poker Run will be held in late August early September to the Rocks (this is a favorite amongst members) and will include a free sausage sizzle.

### NEW MEETING PLACE

- Please note that MRA meetings will now be held at the Governor Hindmarsh Hotel on Port Road. We are welcomed there by the proprietor Brian Tonkin and his staff. We have made this move due to the sale of the North Adelaide Hotel last year and changes to service there making it not as suitable for the continuation of our meetings. All of our runs will also be started from the hotel carpark.

### FLYING DOCTOR DONATION.

- The Mayor of Port Pirie attended the January meeting of the MRA Mid North Register and on behalf of the Royal Flying Doctor Service received a donation of \$250 raised by members of the Register. Good work folks.

### M'CYCLE PARKING LAW CHANGES

- Two motorcycles can now be parked together in a marked parking bay on roads and carparks following a change in the regulations that came into effect on November 19 last year. Previously, the law prevented more than one vehicle, including motorcycles, from occupying a parking bay. The change is designed to ease parking problems in busy areas of the city. When parking meters were used there was a problem with motorcycles doubling up at the same meter, but with parking ticket dispensing machines each motorcyclist can purchase and display a ticket.

*SA Motor Jan/Feb 1996*

*(The article also notes that the RAA has been lobbying for this change for almost two years. I would remind members of the work done by the MRA on this same issue ever since ticket machines were first discussed by the ACC. Needless to say we were not informed by the ACC of the Regulation change. Ed)*

### FOOTPATH PARKING IN VICTORIA

- In 1987 Victorian law changed to allow motor-cycles to be parked on footpaths and reserves provided the bikes did not block or endanger pedestrians. For the most part riders behaved responsibly but a real problem has developed with riding motorcycles on footpaths, especially in busy areas like the city and shopping centres. Riding motorcycles on footpaths and reserves is illegal - this law did not change in 1987 and you may be booked and be fined \$75. It could also lead to a more serious dangerous riding charge. So remember, walk your bike to its parking spot and don't block foot traffic. *MRAA*

### TOY RUN HELPERS

- The 1996 Toy Run Committee is now at work and is calling for interested people to register to help on the day as marshalls, tent erectors, security, etc. How much we can do on the day depends on how much help we get. Phone 262 2150

## PRESIDENT'S REPORT

In January this year the Advertiser presented a couple of articles by Hamish Cooper which gave a very positive view of motorcycling. Hamish usually writes his pieces for the motorcycling section of the paper but the one article in particular was in the Weeknd Travel section and extolled the wonders of travelling the Great Ocean Road by motorcycle. If you have ever done it then Hamish's words evoked all the memories of that trip.

As well as being a well written article, it was the kind of article which would appeal to anyone who had never ridden a motorcycle, the kind which you might read about something that you might never do but concede that it might be fun to try it 'someday'. The article took the idea of riding a motorcycle from being feral to being an exotic experience that was worthwhile, engendering the sense of "Why aren't we doing it?"

As a positive statement about motorcycling in the mainstream press for non motorcyclists I give the article a 10 and hope to read more like it. If you missed it then grab a back copy of the Advertiser for January 27 and head to page 21. A letter to the Editor by member David Gunner is also an accolade worth reprinting:

*"This is a fantastic, well written article that tries to portray to the reader the joy, fun and adventure of touring by motorcycle. The sense of being involved with the countryside you are travelling through, rather than just viewing it through the glass windows of the sealed sterile environment of a car are portrayed to the reader.*

*Having travelled back to Adelaide along the Great Ocean Road from Phillip Island in 1994, I can relate to the article and it brought back some fantastic memories of that trip. A group of us, with our wives, intend to travel this route by motorcycle later this year and it helped express*

*the thrill of travelling this great stretch of road to those who haven't experienced this great ride."*

The MRA is gearing up to be pretty busy this year and hopefully we will continue to have the bodies available to cope with the work. We are now into organising the Toy Run for 1996. If you can help come along to our meetings (see the Pick Your Date) Let us know of anyone you know who might become a sponsor for the event.

Elsewhere in this issue are details of two Poker Runs which we will be holding. These are always a lot of fun so come along and meet a few new people. Also the Great Escape Rally number III is happening on the Anzac Weekend at Marrabel. Bring your friends and your families and don't forget it will be fully catered at reasonable prices and yes we will be having donuts again and maybe some other culinary delights. This is a rally with a difference and we hope that the food will make the difference. We have ordered extra this year as we had to disappoint some people last time by running out of some lines. Come along and enjoy yourselves.

We have just bought a 20' x 10' marquee to replace the old MRA tent which is getting to the end of its useful life. This is a versatile tent which can be used closed in, with an annexe or as roof only for shelter. Watch out for it.

I have included in this issue ads for the St Johns Motorcycle Division, MASA Coaching Courses and the Quadraplegic and Paraplegic Association. These are all organisations which do good work and with which any motorcyclist could be proud to be associated. Like any organisation in which one becomes actively involved you certainly get back as good as you put in, so if you have interests which coincide with the work done by these organisations and you feel that you have something to offer then give their representatives a call and get a bit more out of life.

Stay Upright, Harald

**TREASURER'S REPORT****GENERAL ACCOUNT 28/11/95 - 29/01/96****OPENING BALANCE: \$ 2 369.25****INCOME**

Membership	\$ 526.00
Sale of Stock	198.00
September "Centrestand" Advertising	290.00
December "Centrestand" Advertising	715.00
Transfer from toy Run Account	8 000.00

**\$9 729.00****EXPENDITURE:**

3000 Logo Envelopes	\$ 302.56
75 Toy Run T-Shirts	750.00
Hire of Two Way Radios	465.50
Fuel for Toy Run Collection	65.00
T/R Signs for Glenelg Car Park	145.00
December "Centrestand" Postage	150.70
Atlas Party Hire - BBQ Tent & Tables	135.00
Hire Mate BBQ Hire	50.00
Tip Top Bakeries - 200 Loaves	84.00
Toy Run Band "Taccata"	100.00
Toy Run Band "Wooden Indian"	100.00
2000 Helmet Warning Stickers	561.20
North Adelaide Hotel - Xmas Nibbles	150.00
2000 Logo Letterhead	141.52
Telstra Service & Equipment	77.40
Calls	37.73
Charges	38.75
Centrestand Advertising Commission	382.50
Printing December "Centrestand"	410.00
Printing December "Pick Your Date"	40.00
Australia Post - Freepost Collection	1.70
Treasury Postage	45.00
U-Store-It Space Rental	66.00
Atlas Party Hire Marquee Purchase	3 728.00
GDT - December	.70
- January	8.80
FID - December	.67
- January	.34

**\$8 038.07****CLOSING BALANCE: \$4 060.18****TOY RUN ACCOUNT 28/11/95 - 29/01/96****OPENING BALANCE: \$ 5 479.47****INCOME:**

Site Payments:	
AE & MN Gilder	200.00
Freewheelin' Enterprises	100.00
SM Kleinig	50.00
RW & LS Barclay	100.00
Halayr Catering	200.00
Beer Sales: North Adelaide Hotel	381.50
Barossa Helicopters	35.00
Stock Sales	5528.00
Membership	1361.20
Wheelbarrow	824.20
BBQ	....2523.50

**\$ 10 471.20****EXPENDITURE:**

Postage	34.85
BBQ Consumables	45.85
T-Shirt City - Official T-shirts	77.00
Tony Colyer Pty Ltd BBQ Aprons	104.50
T- Shirt City - Apron Printing	43.50
Australia Post - Membership Postage	110.00
Miscellaneous Costs	191.39
Carol Spear - Face Painting	140.00
Sun Block	25.00
West End Meats - BBQ	1 450.00
Wreckaire Hire - Toilets	480.00
Transfer To General Account	8 000.00
Speedie badges - Toy Run Badges	3 003.75
GDT - December	5.20
- January	5.00
FID - December	.65
- January	10.27

**\$ 15 226 96****CLOSING BALANCE: \$ 1 555.81**

Ian Marlow Treasurer 29/01/96

## TOY RUN REPORT

Well, if you weren't there, then you probably didn't have a bike on the day. How many? Too many for us to count on the day. Suffice it to say that in the past we have always been able to keep all the bikes in the carpark prior to moving them out onto Anzac Highway for the lineup prior to moving off at 11 o'clock. In 1995 we lined the bikes up to Tapleys Hill Road, continued to fill up the front and back of the carpark and at about 10 to 11 with the bikes still arriving we had to spill onto the round-about because there was not enough room for you all, and you kept coming.

Finally we were off, well the ones at the front were. The rest of us waited. At about 11.30 I radioed the run leaders to let them know that the last bikes were leaving the car park. "Roger that", was the reply, "We are just approaching the Hahndorf turnoff now". By the time I arrived at the Hahndorf turnoff it was bumper to bumper with cars and bikes all the way to the Woodside Oval. Even some of the MRA marshalls had managed to get stuck behind the main bunch and were plodding their way forward.

The day went as expected. Everyone dropped off their gifts, ate and drank, perved at the bikes, caught up with friends, checked out the trade stands, paid their annual subscription to the MRA (didn't you?), listened to the music - Wooden Indian and Taccata - and had a good time. Graham Ingerson, Minister for Tourism, told us how great we were, so did Ray Hartigan from the Vinnies. We ran out of food at the BBQ tent and that's all that went wrong on the day. Everyone behaved themselves and got back home safely.

The day generally went smoothly and the hiccups didn't effect the success of the day. The lesson from the day was that the Toy Run is getting bigger and we are now at the stage where we have to prepare for an organisational change in the preparation of the Run. This means that a lot of the sponsorship etc will need to be locked in

well before the day and planning for the unexpected will need to be done. It is clear that we will also need the assistance of about twenty helpers on the day as well as the usual Committee who are constantly on the go from the day before.

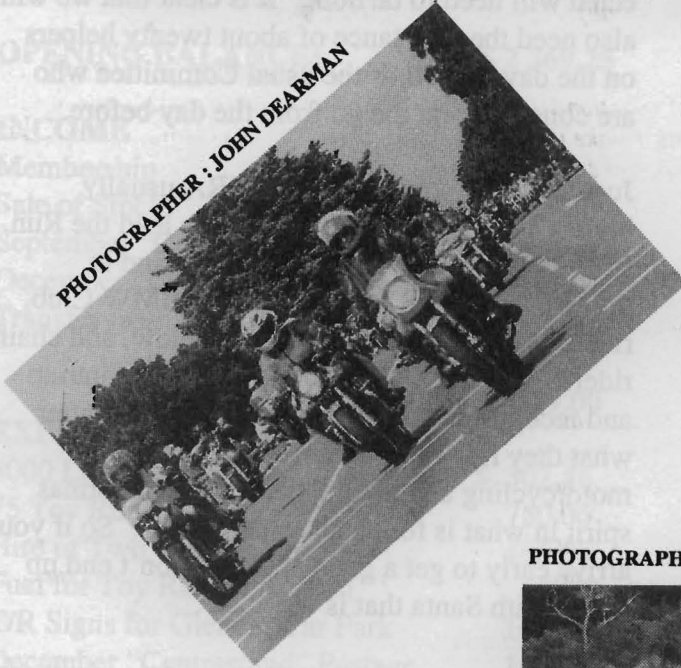
Just to clarify something, the MRA usually invites a club or a group of bikes to lead the Run. In 1995 we invited the Hog Owners and in previous years we have invited the BMW Club, riders of small bikes ie 250s and below, and chair riders. We feel that this approach is egalitarian and recognises that all motorcyclists no matter what they ride are welcome to celebrate motorcycling and to take part in the Christmas spirit in what is for us all a special day. So if you arrive early to get a good spot and don't end up riding with Santa that is why.

The day doesn't cost the MRA anything to put on (unlike some of the early years) thanks to the many sponsors and helpers who gave money and help and equipment and without all their assistance we literally could not hold the event. I list everyone below and if I unintentionally miss anyone my apologies: Delco Constructions, Atlas Party Hire, Kodak, Vili's Cakes, Messenger Newspapers, Glen Dix, Society of St Vincent de Paul, SPD Transport, Mark Rogerson-Rogerson & Sons, Uncle Rowley, West End Meats, Adelaide Arcade Engravers, The Photography Group, Peter Lamb Sound Systems, MacDonalds, Aqua Vital, Nathan Malycha, Mark Povey, Paul Sponheimer, Glenelg City Council, Tip Top Bakeries, St Johns' Ambulance, BMW Owners Club, Woodside CFS & Steve Davis, Rainbow Press, Glen Thompson, Ken Cox & the SA Police Dept., Wreckair Hire, Ridersafe, Peppertree Restaurant, Bands Wooden Indian & Taccata, Aqua Vital, Adelaide Remand Centre Inmates for donations. All the traders who came, all the Marshalls. All the Committee for their time & dedication.

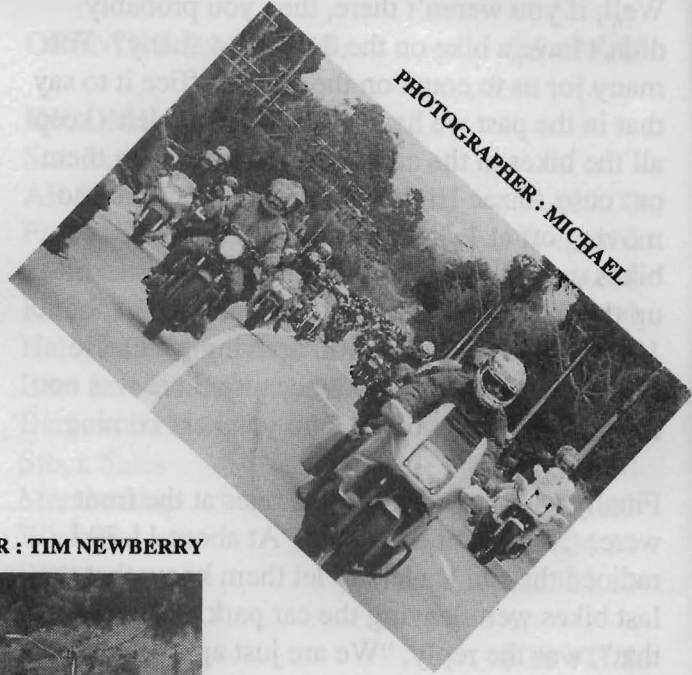
Thanks to all of you who turned up, you made the day a success. See you on December 8th 1996.

TOY RUN PHOTOS - THANKS KODAK & THE PHOTOGRAPHIC GROUP

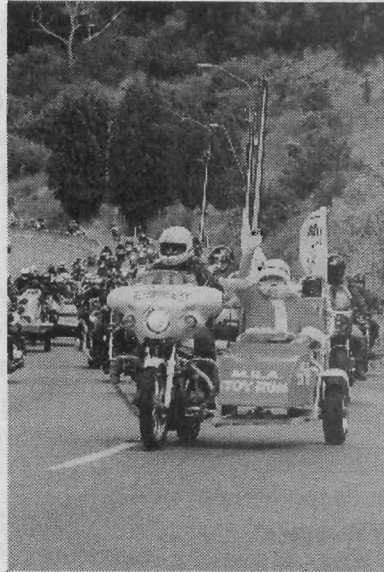
PHOTOGRAPHER : JOHN DEARMAN



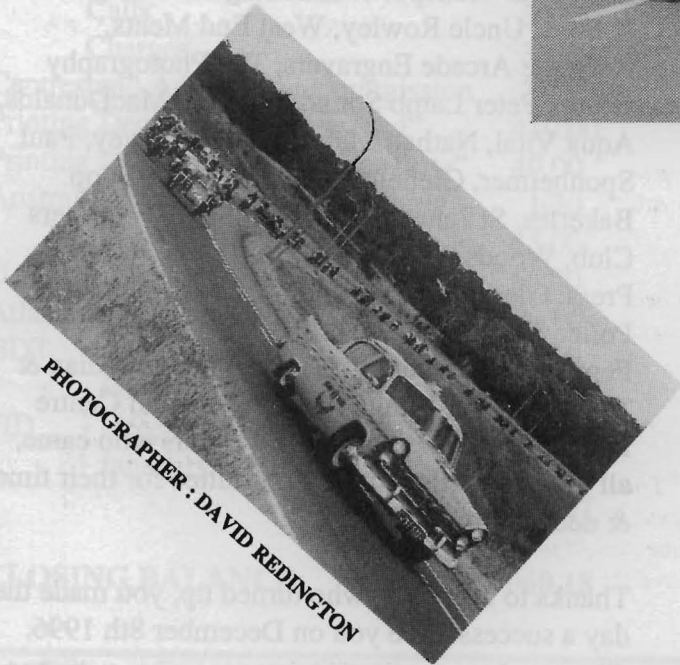
PHOTOGRAPHER : MICHAEL



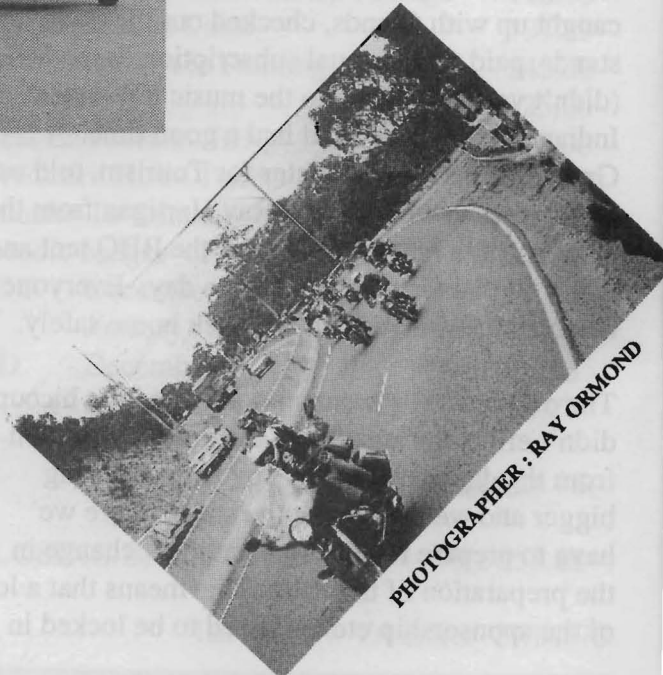
PHOTOGRAPHER : TIM NEWBERRY



PHOTOGRAPHER : DAVID REDINGTON



PHOTOGRAPHER : RAY ORMOND





## NIGHT RIDE REPORT

After the first event organised by 'BJ' Minge some of us on the committee felt that the 'RIDE' should continue.

A date was chose, the fliers were printed and handed out around town and then came the task of organising a route. After many hours of looking at a map of South Australia with the 24 hour service stations marked in, we decided to stick with the original one.

A quick run befor Christmas was in order to let the service station operators know that we were cming their way.

Judging by the many phone calls received by Phill, Kaye and myself prior to the 'RIDE' (so many that I turned off my answering machine) we were expecting a big mob of hardy soules.

On the night, I arrived at Eagle On The Hill Shell servo about 11.20 pm and there were people there already. At 12.01 am Sunday, 42 bikes including 2 sidecars (one from Victoria) moved out into the night. Led by Ray Potter, the group passed through Stirling, Macclesfield and Strathalbyn, then on to Wellington to regroup.

With everyone accounted for it was a short boat (ferry) trip then into tailem Bend for coffee and petrol, a distance of 116km. 2.00am saw the group backon the road again for a 198 km run to Yamba, just inside the Victorian border.

24 km out of tailem Bend, the directions stated "Turn left to join the main road". Most made the adjustment without any problems but John Sergent kept on going, doing about 10km of uneeded dirt road to rejoin the main road in front of some confused riders who ran the correct route.

On we rode through the very asleep towns of Karoonda, Wanby, Alawoona and Loxton.

Another change of direction 10 km past Loxton saw most make the change again, all except John sergent who decided to go to Berri and Renmark.

6km from the fuel and coffee stop at Yamba saw one of the the Ducatis out of fuel.

Upon arriving at Yamba, another Ducati was being stripped down, at which I thought something major was wrong. All I bloody needed!! As it turned out, John Gazzard (MRA) had dropped his key into the works, under the fuel tank, which was located after some 20 minutes.(Tom may have made an error here. All the Ducati riders in the MRA are only allowed 15 minutes to find their fuel tanks. John must belong to someone else. ED)

The stragglers arrived about 35 minutes after te main group. 5 am, the sun is starting to rise. We move on through Renmark, Barmera, waikerie and into Blanchetown for stop number 3. A short hop this time of 138 km.

While there, Des Chebrell on his trusty old BMW outfit, arrived after taking a short cut from Loxton to Kingston saving him some 90 km.

7 am. The sun is up niw and so is the wind. Next stop is Adelaide for Breakfast.

John Gazzard stopped the Ducati to refit the fairing panels some 5 km from Blanchetown. Truro was soon disappearing in the mirrors, as was Greenock and Gawler.

Arriving at the BP Truck Stop on Grand Junction Road, Wingfield about 8.15 am, some parked their bikes, others dropped theirs ...

...right Ray. Twice in 36 hours - in the same place!!

Breakfast was had, the raffle of a gift voucher for tires to the value of \$230 was won by Ian (Mongrel) Hammond, then the slow exodus of weary riders going home for much needed sleep.

For me, I had to put air into my rear tire as it had gone flat while I had breakfast, then hope that it would get me home. It did and is still up.

A big thank you to those who showed up making it a good night out.

Keep an eye out for 'NIGHT RIDE NUMBER THREE' same time next year. Same place/s we don't know yet as it is too early to know.

Keep the shiny side up

Tom Griffin  
Vice president  
BMW Owners Club of SA

---

## FOR SALE

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## RIDERSAFE MOTORCYCLE TRAINING PROGRAM

There has been some talk around the traps and some correspondence in the Advertiser about the future of the Ridersafe program, particularly regarding a move by the Dept of Road Transport to consider outsourcing the program. Following are extracts from a Letter to the Editor and a response by the Minister for Transport, Diana Laidlaw, on this matter in Parliament recently.

*This [letter] is in regard to the South Australian Liberal Government's push to outsource all before it. It has invaded yet another excellent service to the South Australian motoring public. I speak of the push to outsource the unique RIDERSAFE motorcycle rider training program.*

*Back in 1987, the then Labor government recognised the need for a compulsory motorcycle rider training program for people wishing to obtain a motorcycle licence and under the guidance of Les Jackson and Bill Baird (deceased) from the Department of Road Transport, industry representatives and Motorcycling Aust (SA), a unique training program was developed. Aspects of motorcycle rider training from all over the world were encompassed in our program. The training program has received acclaim nationally. Now the motorcycle training program is under threat and the quality of training could reduce in stature if allowed to be outsourced.*

*I implore the Minister for Transport, Ms Laidlaw, to consider the dedication and enthusiasm of the existing team of (part time, casual) dedicated RIDERSAFE motorcycle rider instructors, when faced with the decision of whether or not to outsource the unique motorcycle rider training program. Please leave the program as it is. The reduction in motorcycle rider fatalities and a reduction in major motorcycle related injuries are testimony to the success of the compulsory rider training program.*

*Peter Morris,  
Senior RIDERSAFE Instructor, Morphettville.*

**The Hon. Diana Laidlaw, Hansard 26/3/96**  
On Friday of last week I met with ... Les Jackson [Department of Transport : retired, who established the program], ... together with a representative of the Ridersafe trainers and Peter Mount from [MASA]. We explored a number of options following a move by the Department of Transport to assess the feasibility of outsourcing the ridersafe program. No decision has been made by the Department and no recommendation has been made to me that this excellent program ... should be outsourced. ... I gave an undertaking ... that I would communicate with the Department of Transport and indicate to it that a consultancy that it proposed would not be necessary and that I would like it to consider a proposition presented by [MASA] that it be delegated the responsibility to administer this program.

... I have proposed ... that representatives of ridersafe trainers and [MASA] prepare a submission in association with the Department of Transport to consider how the motorcycle trainers and riders can be responsible for the training program in this state. Having spoken to a number of people ... I am very aware that there are many sources of dissatisfaction with the current program, one of them being a lack of will by department representatives ... to undertake initiatives which the ridersafe trainers want implemented and which would keep this program well advanced ... in terms of safe riding practices.

I was given a list of issues that the ridersafe trainers and motorcyclists generally had presented ... over the past two years. There is total dissatisfaction at the lack of action on those issues raised.. ...I would be quite comfortable to see the department and [MASA] examine the circumstances under which the motorcyclists and their representative association could be responsible for this work in the future. ... the department's proposal in terms of engaging a consultant for outsourcing, which could see the possibility of this work being undertaken by an interstate operator, is something that I will not condone.

## **FOLLOWING THE FENCE LINE**

### **A PROJECT FOR WOMEN WHO HAVE BEEN AFFECTED BY BREAST CANCER**

'*Following the Fence Line*' is a major project involving an eight week motorcycle ride around Australia in April/May/June 1996. The riders are women who have been affected by breast cancer. Given the demography of this disease, some of the women riders will be over 50 years of age.

The organisers of the project, Ms Ramonda Te Maiharoa (03) 9528 6321, and Ms Maureen Mc Grath (047) 587 214, chose a long distance motorcycle ride as an adventure for these women. Riding a bike is physically demanding and completing all, or even part of the ride, will be a way for the women to extend themselves. While some of the women are highly experienced riders, others are learning to ride a motorbike especially for the project. During the eight weeks on the road, the women will not only meet many new people but will discover qualities about them-selves. As a group riding together, they will receive support and cooperation from each other and the encouragement needed to fulfill their dream.

Apart from the sense of achievement felt by each woman on the ride, the adventure has another purpose. That purpose is to raise awareness of breast cancer throughout Australia. In the fifty-eight towns and cities through which the women ride, they will meet and talk with women's groups and particularly with those women affected by breast cancer. They will also meet with community groups and organisations to encourage support for breast cancer research. The women riders will be stressing the importance of regular self-examination and mammograms which are crucial for the early diagnosis and treatment of breast cancer. In addition, the women riders who have had breast cancer demonstrate that this disease has marked the beginning of a new way of life for them - one that is rewarding and fulfilling.

The title of the project, '*Following the Fence Line*', echoes the instructions often given in the outback in response to a request for directions - "Just follow the fence line!". In the Australian outback, the fence line extends far into the distance. The fence never appears to enclose the land but rather to always lead onward. As women recover from breast cancer and rebuild their lives, they too follow a fence line, travelling onwards with confidence.

The ride starts from Sydney on April 15, 1996 and after travelling north to Queensland, the Northern Territory and on into Western Australia, the women return by way of South Australia, Victoria and the Australian Capital Territory. The 15,500 kilometre trip will take 58 days to complete, with riders averaging 300 kilometres each day. One rest day each week is planned. It is expected that other women motorbike riders will lend their support to the project by accompanying the riders for small legs of the journey.

The organisers have incorporated Following the Fence Line Inc. as a non-profit making association and have established a Working Committee to plan the venture. The project has already generated enormous interest and support. A documentary film is to be made of the ride (a road movie with a difference). Honda NSW is a major sponsor and will be providing three motorcycles for the duration of the ride. Pro Hart has donated a painting which will be auctioned and the funds raised will be used to support the project. Australian Geographic is also a sponsor of the project. To ensure the success of this innovative and important project, other individuals and organisations are being approached for sponsorship. Importantly two support vehicles are needed as back-up for the riders.

Associate membership is available for individuals interested in supporting the project. Membership costs \$20 and members will receive a weekly newsletter as the riders travel around Australia.

(continued on p15)

## MR MURPHY IS ALIVE AND WELL

### or...The Story of Lynne's Toy Run

I was really looking forward to the Adelaide Toy Run this year. I had only been on one other, back in '92 and loved the whole thing! In '93 I was working in the South east and unable to come up but did go on the South East one and in '94 I was on crutches recovering from being hit by a 4WD in July. So I lovingly gave the FJ1200 a final polish and loaded a big teddy bear as pillion!

However, don't take it lightly when they say in our Rider Safe video 'anything that can go wrong, will go wrong' - I know - Murphy's Law is alive and well...

Maybe it started when my husband Don, who'd videoed some of the Run in '92, was unable to come along due to illness. Anyway, I met up with another Don, a fellow Crystal Brook rider, at 7am and went at legal highway speed down to Port Wakefield where we met up with Barry, a Mid North MRA member, mate and my mechanic, who had his son on board. The strong west to southwesterly wind made the trip to Adelaide rather tedious, even behind my generally good fairing, so it was with pleasure that we arrived at Glenelg for the mandatory wander around and chat and perve at bikes! This was just how I'd remembered it in '92, even the rather ordinary weather, which couldn't dampen my enthusiasm nor anyone else's.

Barry had said that he wanted to get in the first lot of bikes out and I'd wandered off in search of my Adelaide RiderSafe colleagues who were riding as a group in their Smurf outfits. When a few Harleys rent the air with thunder I thought it maybe time to find where I'd left the FJ and get going. Barry and Don had already joined up ahead and were not in sight. We got moving at last and I was in the lane next to the median strip in Anzac Highway when my bike's fuel light came on and the bike began to splutter. Oh no, thought I, as I had only done a few kms since filling up, so I knew it wasn't lack of fuel.

A few weeks back the bike had done the same thing and it appeared to be a blocked carburettor...anyway Barry had tuned the carbies since then and I'd had no trouble since. So I was sitting in the outer lane with bikes missing me by inches (I knew they would miss!) with my hazard lights on and I was still stuck there when the first lot of Tintops was released to come past. I was starting to feel anxious, not so sure they'd miss and I couldn't push the bike too far or get it up on the median strip because of the accident legacy of a bad leg! I gave the bike one more push on the button and revved the guts out of it when it decided to fire, hoping to clear the blockage and got moving, only to have the engine splutter and the light come on again a few metres further on. I managed somehow to get in the inside lane near the footpath so when it died again, I felt somewhat safer.

This time there was nothing when I tried to start it but I had lights, indicators etc so I thought it couldn't be the battery, which was new after the accident repairs anyway.

So there I stood, while the rest of the bike went by, their riders and pillioners happily waving, no-one obviously realising that I had a problem, although I did manage to signal to one of my RiderSafe colleagues who pulled up on the footpath and couldn't really help,

said "Don't worry someone will come along" and went off. When I was starting to despair totally, a marshall on a BMW got the message, mounted the median strip, dodged the tintops and came over to me. He helped get the bike onto the footpath and the centre stand and offered to take me up to Woodside, saying "I don't often have a pillion, so this mightn't be as smooth as it should be." But it was fine and I was lucky enough to hitch a ride on a comfortable bike behind one other than the President of the MRA, Harald Lindemann!!

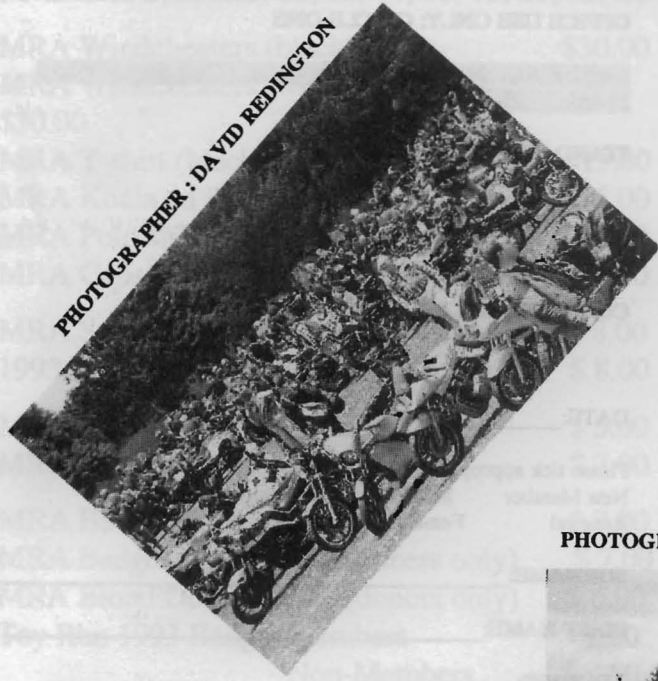
So clutching the big teddy, on I got and even managed to off load the teddy at a set of lights when the Volvo (!) helping out with MRA gear pulled up next to us ( I wonder if he's got a "Volvo Aware Rider" sticker on his car?)

When we arrived at Woodside, trying to find Barry and Don was like trying to find a needle in a haystack, so I hung around RiderSafe and Harald said that he'd put an announcement over the PA system. I put my helmet and tankbag on Don's bike in the hope that they would think what the heck ? which they did just before I eventually spotted them three quarters of an hour later having had a lovely steak sandwich and a stubby of Vic for a good biker's lunch. Hasty talks with David Pitman and the guys in the Yamaha tent confirmed Barry's suspicion of an electrical problem and he got their phone number in case we were still stuck when they were going to offload the gear. Don had to go and couldn't pillion me back down to my bike so Harald put another announcement over asking if anyone could help out. Once again, I was very lucky and a proud owner of a K series BMW, Ray offered to take me. He gave me a great and comfortable ride down and I was able to relax and enjoy the curves of the Adelaide Hills on a greater lean than I'd ever be game to do!! His wife on a Z250 kept up too and got to the bottom of the hill and said "Wow! That was fantastic!" Skilful riders, both of them and their mates who arrived shortly after on Anzac highway where my "baby" was sitting alone and forlorn.

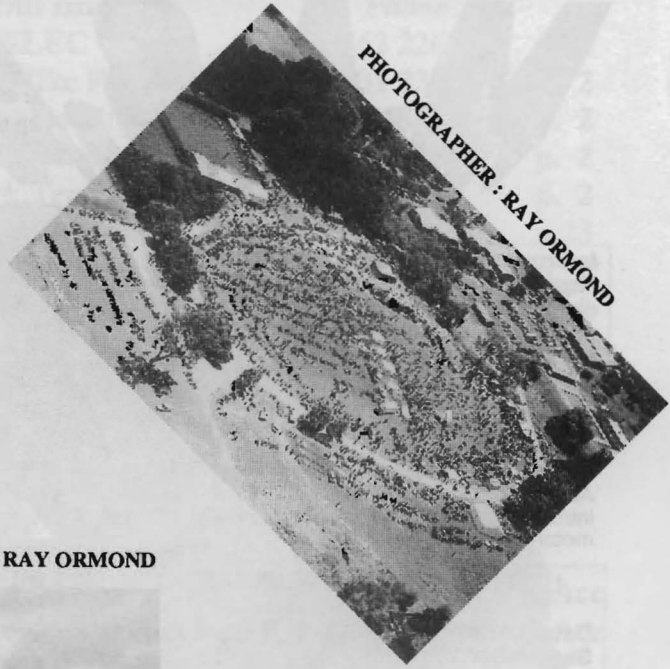
Barry fiddled around and discovered that the battery terminals were both loose (I wonder how that happened Barry? Anything to do with the weld job on the gear rack the other week?) So of course the battery was getting flattened and not charging on the run down, especially with stop/start city traffic and the electric fuel pump had failed. He disconnected the hard wired headlight and bumped up the idle speed and push started it and we headed for a much needed coffee at my mate Trish's place at Burton on the way out, having pulled up at a service station to ask Barry whether he needed fuel yet. I didn't having done the Woodside run on other people's fuel. Anyway 7 ks out of Port Wakefield Barry ran out of petrol on his water bottle..."Must have been the wind", he says. So I did a quick run into Port Wakefield to get the necessary liquid for Barry to continue his journey.

It was about 6.30 by this time and the steak sandwiches etc smell at Port Wakefield was tempting, but I pushed on to get fuel at Snowtown and hope that Don and the girls had saved me some tea. When I got 13 kms out of Crystal Brook, an oncoming car suddenly lit up the sky with red and blue lights and flashing headlights...I looked down and had crept up to 126k/h...and even the sob story I told didn't stop the friendly officer from writing out a ticket for \$173. Just as well I had only had the one stubbie!! So the next time you think Mr Murphy is dead, remember this tale and believe me when I say, Murphy is alive and well!!!

# TOY RUN PHOTOS - THANKS KODAK & THE PHOTOGRAPHIC GROUP

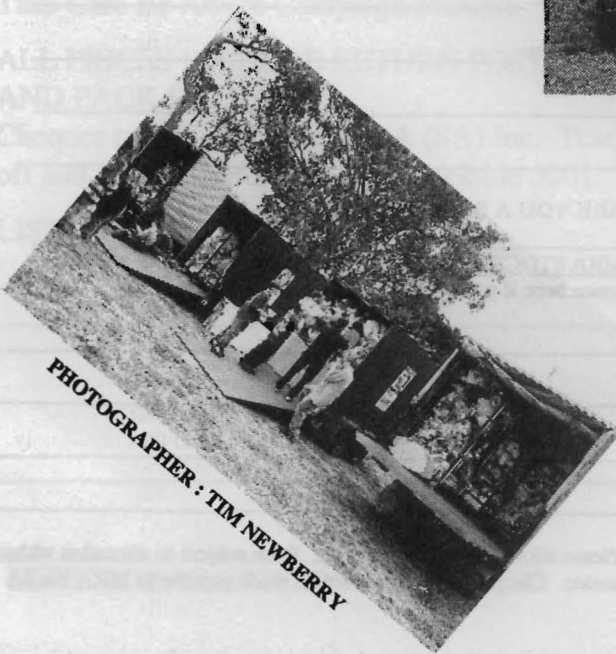


PHOTOGRAPHER : DAVID REDINGTON



PHOTOGRAPHER : RAY ORMOND

PHOTOGRAPHER : RAY ORMOND



PHOTOGRAPHER : TIM NEWBERRY



PHOTOGRAPHER : RAY COULTER

Motorcycling Australia (South Australia)



COACHING

Improve your motorcycling skills whilst improving others! M.A.S.A needs experienced and enthused motorcyclists to join our ranks on a voluntary basis.

M.A.S.A is presently seeking expressions of interest from your organisation and its members in regards to coaching in the South Australian Institute of Sports LEVEL 1 introductory course for On and Off Road motorcycling competition/competition.

LEVEL 1 COACHING COURSES

Date: Sunday 24th October  
 September 28th  
 Cost: \$45.00  
 Coaches Manual & lunch is provided.

All prospective coaches are welcome to attend M.A.S.A coaching meetings.  
 WHEN: 1st Tuesday of every month  
 WHERE: 100 West, Adelaide

For further information, please contact  
 Director of Coaching  
 Marylou Nees  
 Work: 410 1201  
 Home: 339 4948

Austral  
 Coach  
 Council

MEMBERSHIP FORM:

OFFICE USE ONLY: CIRCLE ONE

Meeting  Run  Magazine  Function  Other  Card  Stamp  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:

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



St John Ambulance Australia



St. John, Adelaide Motorcycle Division, is looking for people aged 18 years and over, who are interested in participating in a valuable Community Service.

Adelaide Motorcycle Division provides opportunities to do things that others only dream of, the chance to make a difference, and maybe save a life.

Interested?

Adelaide Motorcycle Division meets at 7:45pm every Wednesday night at:

182 Tynle Street  
 North Adelaide

Contact Divisional Superintendent Rosemary Mac Krell on

346 5087 or Mobile 018 834 234

**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,red,white)	\$19.00
MRA Koala on Bike motif	\$25.00
MRA Polo shirt	\$24.00
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
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MRA Badges - SA logo (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 :**

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<i>In This issue:</i>	<i>Phone</i>	
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**MRA DISCOUNTS**

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

<b>Adelaide Arcade Engravers</b>		
<b>Bike City</b>	10%	Parts & Acc
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<b>Ranco Yamaha</b>	10%	Not on specials
<b>Southern Vales Motorcycles</b>	10%	
<b>Southern Yamaha</b>	Up to 10%	

*Continued from page 11*

For more information on the fund raising raffle, t-shirts and postcards ring (047) 58 7214.

**RAFFLE** - tickets \$2, 3 for \$5

1st Prize Original Pro Hart Painting value \$2,000

2nd prize Weekend for 2 at Port Macquarie

3rd Prize One Years Subscription to Australian Geographic.

**The riders will be in Adelaide on Monday 3rd of June and will be staying at the Brownhill Creek Caravan Park. Show them your support - go along and say hello.**

**RHYNIE PUB RUN** by Harald Lindemann

We all turned up at around 10am at the Governor Hindmarsh Hotel carpark on Sunday March 3 for a run to Rhynie to meet some members of the Mid-North Register. A couple of bikes disappeared early to fill up with juice, on being reminded that we would not be stopping for juice in town and at 10.30, with David Povey as our Tour Guide we headed for the Main North East Road.

From the top of the Main North East Road we headed South to Kersbrook and then across to Mt. Pleasant. From there East bypassing Sanderston (why not) and then turning North for the hill climb to Cambrai and on to Sedan. Just before the hill climb we lost a couple of the smaller bikes who chose a quicker and less demanding route to Rhynie.

From Sedan it was West through the twisties to Keyneton, Angaston and then a dog leg North East to Moculta where a few kilometres of dirt (8) along the route seperated the bikes from the toys.

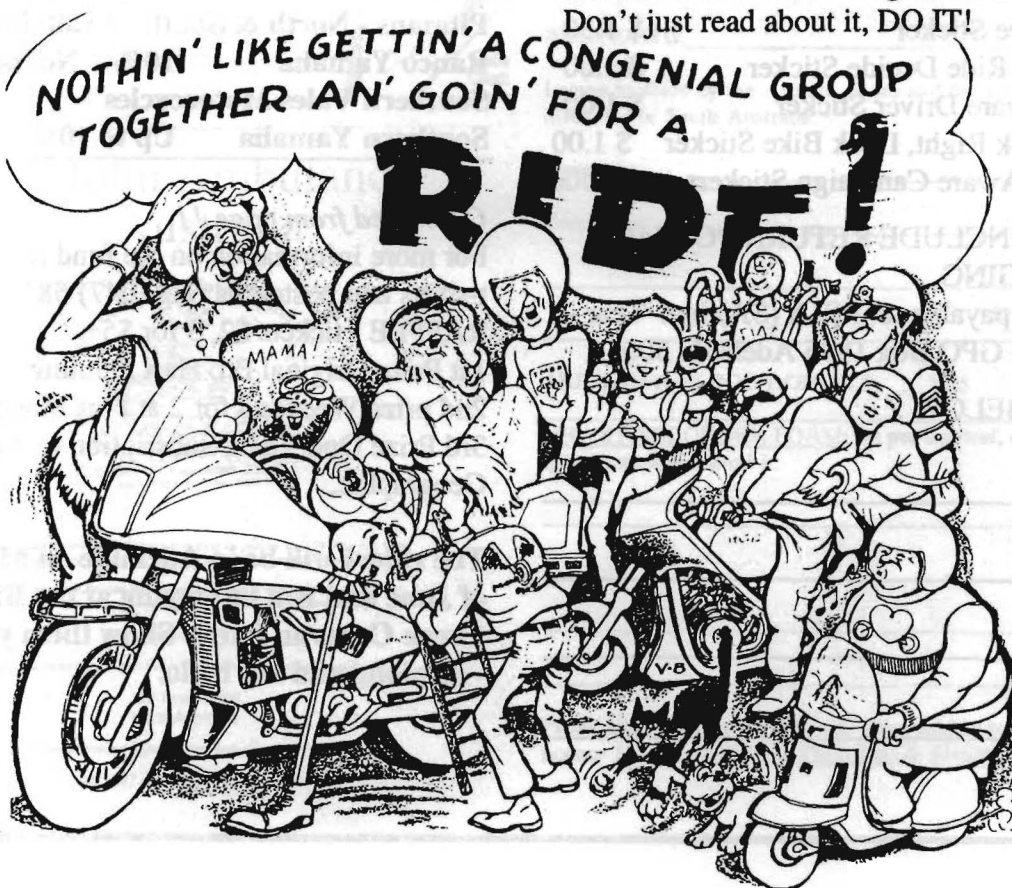
Three of us had to wait for about ten minutes for the plastic rockets to catch up when we reached the bitumen again. Need I say more fellas, you know who you are.

On then to Truro for refreshments for the bikes and selves and moving along to Kapunda, Allendale and finally Rhynie where friends from the Mid North Register, a cold drink and some lunch waited for us. A 100k blast up the highway was converted into a pleasant push through the Adelaide Hills and the Barossa Valley of a bit more than twice that distance.

After lunch everyone went their own ways with some continuing the trip around the district and the rest of us heading home, stopping for coffee at Geoff and Robyn's place

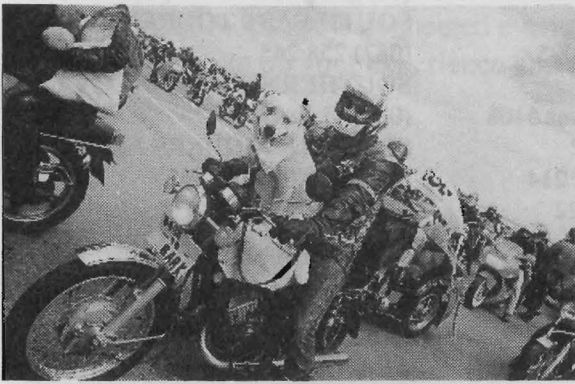
The next time you want to go on a run for the morning, why not try this one.

Don't forget the Poker Run on the 19th of May down South. We have a great route picked out. Don't just read about it, DO IT!





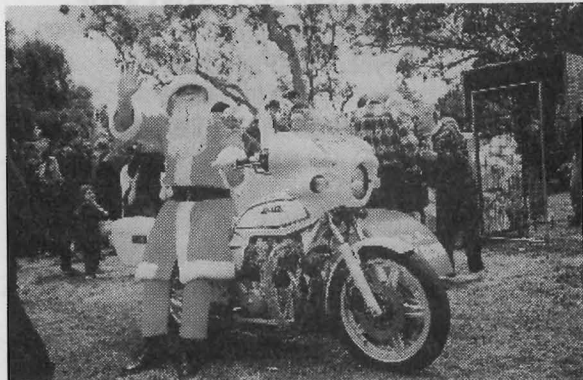
**TOY RUN PHOTOS - THANKS KODAK & THE PHOTOGRAPHIC GROUP**



**PHOTOGRAPHERS : KRISTA & SAM**



**PHOTOGRAPHER : RAY ORMOND**



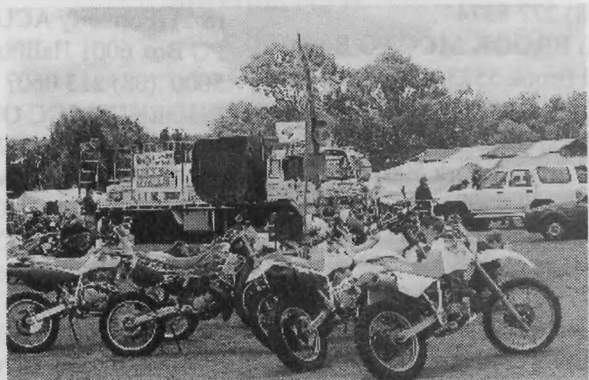
**PHOTOGRAPHER : RAY COULTER**



**PHOTOGRAPHER : MARILYN ERSKIN**



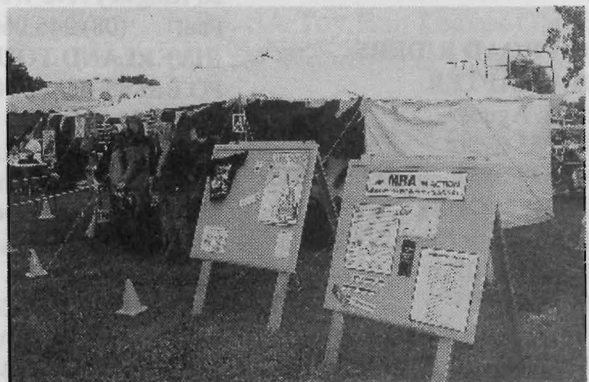
**PHOTOGRAPHER : MICHAEL**



**PHOTOGRAPHER : DAVID REDINGTON**



**PHOTOGRAPHER : RAY COULTER**



**PHOTOGRAPHER : RAY COULTER**

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(087) 231 040

**MOTORCROSS RIDERS ASSOC.**  
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  
(SA) (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

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PO Box 91 Port Pirie 5540  
(085) 325 601 (085) 325 696

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

**REDBACK TOURERS**  
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Paul (08) 246 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 TOURERS MCC**  
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Aiden (08) 433 936

**SCOOTER CLUB OF SA**  
(08) 336 4404

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

**VETERAN & VINTAGE MCC**  
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**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 of any corrections. As space permits more will be added. Thanks to Tom Griffin for the compilation.*

**RALLY ROUNDUP** By Steve Tyler

This section has been changed to include a variety of other motorcycle connected events. If you go along, write up your experience and send it in to Centrestand.

**March**

- 29-31 **Ben Hall Bike Show**  
Showground at Forbes NSW  
(068) 511 738

**April**

- 15 **Following The Fence Line**  
A motorcycle ride around Australia by women affected by breast cancer.  
(See article elsewhere in this issue.)

- 20 **Leeton MC Bike Show & Party**  
Leeton NSW Call Tuck (069) 533 552

- 20-21 **Famous Last Words Rally** by the  
Crusaders For Christ MC held in the  
Strathbogie Ranges between Euroa and  
Merton Victoria  
(03) 9752 0637

- 26-28 **Great Escape Rally** held by MRA SA at  
Marrabel SA 17ks North of Kapunda,  
Fully catered (08) 262 2150  
(08) 346 0663  
(See elsewhere in this issue for more  
information)

- 25-28 **New Zealand Sidecar Owners Family  
Rally** Mapua Leisure Park, Nelson NZ  
K&M Bush 90A Conway St Christchurch  
8002 NZ

**May**

- 1 May - 15 June  
**Vets Connect Ride Around Australia**  
PO Box 2075 Gateshead NSW 2290  
(049) 712 939, (049) 498 508

- 3-5 **Emu Rally**

- 19 **MRA Poker Run**  
Meeting at the Governor Hindmarsh  
Hotel 10am for a 10.30 start \$5/hand.

- 25-26 **Wanbi Pub Run** by the Z Owners Club  
(08) 389 6443

**July**

- 12-14 **Radiata Rally** held by MRA South East  
Rennick Victoria Heather (087) 344 124

- 12-14 **Non Rally** 11k West of Cooma NSW on  
Dry Plains Road (064) 522 604

**August**

- 3 **Border Run No. 20** Held at the  
Travellers Village on the WA/SA Border  
on the edge of the Nullabor Plain.  
(08) 269 6741, (018) 824665

**September**

- 6-8 **Ghost Town Rally** Penrose Park  
Silverton NSW  
Mick Stevens (080) 875 802

- 13-15 **Bush Pig Rally** by the MRA Mid North  
Greg Stevens (08) 8865 2120

**October**

- 19-20 **Redback Rally** by the Redback  
Tourers Overland Corner.  
Paul Morgan (08) 346 0663

**December**

- 8 **MRA SA Toy Run** Leaves Glenelg car  
park for Woodside at 11 am.

All information is up to date as of 1 March 1996.  
Please advise of any changes, errors or new  
entries to Steve Tyler (08) 261 7971

## AMC REPORT

### STANDARDS AUSTRALIA ROADSIDE BARRIERS COMMITTEE REPORT

The 7th and 2nd-to-last meeting of the Standards Australia/Standards New Zealand Roadside barriers Cttee was held Feb 22/23 in Hobart.

Present at the meeting were representatives from AustRoads; the Cement & Concrete Composite, Plastics and Chemical Industries; the metal Trades Industry; the New Zealand manufacturers Association; Standards Australia; and of course myself, representing motorcyclists.

We were also visited by representatives of the Tasmanian Department of Transport; Fae Robinson- Manager Road safety, Bill Schoe- Acting Principle Engineer and Vic Lucanenko and Greg Miller.

As explained in Peter's previous reports for this committee, the devising of a Standard for roadside barriers is not an easy task. While the Standard can make recommendations as to the choice and placement of barriers, it was made evident early in the meeting that the ultimate decision for the erection of barriers lies with the individual road authorities. The committee is attempting to minimise the use and impact of roadside furniture while keeping the needs of all road users in mind.

An interesting point raised by Bill Schoe of the Tasmanian DoT was the issue of perception. He explained that, for example, on a notoriously treacherous road in Tassie - the Lyell Highway on the West Coast where it drops into Queenstown - with hairpin turns, a steep drop-off on one side of the road and a cliff-face on the other, the only barrier there for years has been a single strand of recycled wire cable, supported by rotting timber posts. Despite this, there has been only one report of a crash in recent history and that was during the Targa Tasmania car rally.

This is despite the heavy tourist traffic, including coaches, that this road supports. The idea is that because road users are aware of the fact that the wire strand would not stop their vehicle if they were to go over the edge, they compensate for driving more slowly and cautiously. In fact, Bill says that Transport have taken down barriers in some sites for this reason.

One problem in presenting the motorcyclists' case is the lack of data demonstrating that road side barriers have caused a hazard for motorcyclists. Any information at all to this effect would be very useful for Peter for the final meeting, due to be held at the end of May in Sydney. Another problem is finding a way to test how motorcycles and riders crash into barriers. Any volunteers?

Seriously though, I did feel that my presence amongst the representatives who made up the bulk of the Committee did somewhat lend a balancing influence to the largely technical discussions. I think it was much easier for them to realise that motorcyclists are vulnerable flesh and bone with one sitting amongst them, especially, dare I say it, a woman. The latter part of the Standard is still being written and will be assessed at the Sydney meeting before being released for public comment around June.

Kristina van Rooyen

### REGISTRATION TRANSFERS

The cost of transferring registration of a vehicle when ownership changes will be significantly less due to an alteration in stamp duty requirements which came into effect on November 23rd last year.

Stamp duty will now be calculated according to the proportional depreciated value of the vehicle since its previous purchase or according to its age. Transfers between spouses will remain exempt from stamp duty.

## **LIBERAL & NATIONAL PARTIES TRANSPORT POLICY 1996**

### **EXECUTIVE SUMMARY**

- Users of transport systems will get a better deal for the charges collected from them through funding for maintenance and improvement of infrastructure.
- Federal road funding expenditure commitments will continue at current levels - with significant new road infrastructure and maintenance programs introduced.
- \$750 million Pacific Highway program, including the Bulahdelah-Coolongolook-Possum Brush, the Billinudgel-Chinderah deviations and the Brunswick Heads by-pass.
- \$36 million Black Spots program.
- Commitment to the National Road Transport Commission reform process.
- Disabled access to public transport in full consultation with all participants.
- Rewards for public transport operators who undertake safety and consumer improvements.
- Internationally competitive waterfront.
- Reinstatement of section 45 D and E of the Trade Practices Act.
- Highest standards of safety in all transport sectors.
- Encouragement of privatisation of port authorities in the public benefit.
- End of closed shipping market and of cabotage protection.
- End of illegal trans-Tasman union ban on foreign shipping.
- Examination of second register-type structure for shipping industry.
- Resolution of ANL privatisation fiasco - viability for ANL through privatisation.
- Passenger vehicle equalisation scheme for Bass Strait.
- Commitment to the Bass Strait Freight Equalisation Scheme.

- Facilitation of Alice Springs to Darwin railway. Establishment of national rail track owner-operator corporation.
- Open competition on interstate rail network.
- Examination of new rail proposals with private investment.
- In principle support for high speed rail service Sydney-Canberra.
- Inter-State rail passenger service.
- Independent national transport interface committee chaired by transport operator.
- Performance monitoring at world's best practice standards.

May I suggest that it would be very much in our interests if we as individuals and organisations, keep close tabs on these policies at local, state and national levels to ensure that any governmental action taken will have our support, will be to our benefit and enhance our safety, but will not be discriminatory nor detrimental to our best interests as motorcyclists.

### **PARKING LAW CHANGES**

At last reason has prevailed after many years of MRA lobbying - two vehicles may now legally occupy the same parking bay on roads and carparks thanks to a regulation change enacted on November 9th last year.

Not surprisingly, the argument that won the day was that of space; the change is intended to ease parking congestion in the CBD.

Firstly, only one car and one bike can fit into a bay together anyway and secondly, up to five bikes can fit into a bay, which is fewer than the number currently crammed into the same area of bike specific parks.

At least it is a big step in the right direction and will help to ameliorate the effect of the reduction of bike specific parking spaces within the CBD.

Peter Mount

**AMC REPORT cont****FEDERAL CAMPAIGN TO IMPROVE MOTORCYCLIST / DRIVER AWARENESS**

You may have noticed a number of signs appearing at local and interstate petrol stations. They are the result of a lengthy analysis by the Australian Motorcycle Council (AMC) and other bike groups, of proposals submitted to the Federal Office of Road Safety (FORS) last year after extensive consultation and market research.

Their objective is twofold: firstly, to present reasons for motorcyclists' behaviour in certain circumstances in a way that motorists can understand, and secondly, to enable motorcyclists to appreciate how their behaviour is interpreted by motorists.

They accomplish this by presenting the same situation from the to, usually very different perspectives. Write to the MRA with your opinions of the signs' effectiveness, as FORS is trying to improve motorcyclists' safety nationally and is very keen to receive feedback from us.

**Messages from the proposal****TO THE MOTORIST**

- From where you sit the motorbike is hogging the right of the lane.
- from where you sit the motorbike keeps veering to the left.
- From where you sit the motorbike is swerving all over the road.

**TO THE MOTORCYCLIST**

- From where you sit you're weaving in and out of traffic.
- From where you sit you've done nothing wrong by squeezing alongside the car.
- From where you sit the car drives like motorbikes don't exist.
- From where you sit you're just moving through the slower traffic.
- From where you sit you've done nothing wrong by moving between the cars.

**MOTORCYCLIST'S VIEW**

- From where he sits he's avoiding parked cars opening their doors.
- From where he sits he's anticipating wind blasts from oncoming trucks.
- From where he sits he's avoiding oil patches, potholes, slippery lines...

**MOTORIST'S VIEW**

- From where she sits you're weaving in and out of view.
- From where he sits you've done nothing to improve his attitude to bikes.
- From where he sits he wouldn't if you were easier to see.
- From where she sits you're moving in and out of view.
- From where he sits you're trying to jump the queue.

Peter Mount

**VALE**

Recently the motorcycling fraternity of Adelaide lost one of its well known members. Paul Jeffries of Jeffries Motorcycle Dismantlers, St Agnes, was tragically killed in a boating accident off the beach at St. Kildare. He will be missed. Our condolences and thoughts are with his family and friends who will feel his loss the most deeply.

**LICENCE PLATING**

Ever thought about sprucing up that faded old number plate while you polished up the rest of the bike. A lick of black and white paint or maybe even a colour match to the bikes' colour scheme combined with some careful brush strokes will make it look like new. What about some fancy lettering?

Be warned! The word from the Motor Registry is that any of

that is illegal and if you are unfortunate enough to be pulled over and cited for it you could end up with a \$75 fine.

If you are really concerned that your plate(s) are too faded to be clearly seen by a pursuing police vehicle or by a speed camera, then I suggest that you do the sensible thing which is to return your old plate(s) with the requisite fee for some new one(s). Makes sense?

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- (b) Falsely represent that goods are new.
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- (d) Represent that he or it has a sponsorship, approval or affiliation he or it does not have.
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