

# CENTRE STAND

SEPTEMBER 2007



## let those who ride decide

The journal of the Motorcycle Riders' Association of SA Inc. Printpost approved No. PP:530028/00014

**IN THIS ISSUE :** Constitutional Changes, Radiata Rally, SAMRATS, AGM



**M.R.A.**  
**MOTORCYCLE RIDERS'**  
**ASSOCIATION OF SA INC.**

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- Contributions welcome
- Photographs welcome: colour or black-and-white
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 Photo Courtesy of the Sunday Mail

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## EDITORIAL

The MRA has been in existence in South Australia for nearly 30 years. Over that time it has consistently represented motorcyclists in supporting their chosen lifestyle, in all matters of road safety, in getting a fair hearing from governments and in presenting motorcyclists as contributing members of our community.

We, as members of the MRASA have served on government committees, have made submissions on road safety, have presented and had accepted original ideas on how to better protect motorcyclists, have always been supportive of moves to work with other motorcycling organisations in Australia to provide a united voice on motorcycling issues and have ever been alert to fight against ideas and legislation that were unacceptable, if not dangerous to motorcyclists' safety. Though it may not seem like it at times we have many friends out there who remember our efforts on the behalf of the less fortunate in the community.

We have not always been as successful as we would like to have been and there have been times when keeping the organisation afloat has been difficult and only managed by the dedication of a few members who understood the importance of having a voice in our community and how much we all lose without it.

The MRA speaks on many issues for all motorcyclists in South Australia, not just those who are members. And many members from the early days of the Association are still with us for good reasons. Anecdotal evidence suggests that they value the voice that the MRA presents on their behalf. Just knowing that we are here on the job, to have someone in their corner is reassuring.

The MRA is currently growing in membership, in energy and in spirit. Our breadth of activities has expanded and we are looking at ways to continually revitalise our operations and show the motorcyclists of South Australia that we are a vibrant organisation that can represent them in new ways.

The management of the Association combines elements of experience and reform together with an energy that anticipates a positive future for motorcycling in our state. The AGM that is coming up provides an opportunity for members to become an active part of that future, to have a hand in making things happen, to help build on the legacy of the past, to make sure that our children can get out of motorcycling exactly what we think they deserve. Come along, have your say, vote, stand for election.

Ride on, read on, and write in **Peter Mount**

## PRESIDENT'S REPORT

Where have the last 12 months gone? I find it amazing that it is AGM time already. This year has been a very busy time for the committee. Standout performances were turned in by Jock Rogan, Kay Knowles and Harald Lindemann.

Jock has excelled with all 3 of his big jobs. Membership, Web Master and SAMRATS Coordinator. Kay was asked to handle Register Liaison and set a standard that will be hard for anybody else to meet. Harald's year on the Committee started slowly. That changed when he took over from Peter Mount as Centrestand Editor due to Peter's work commitments in the Far North, and grew when asked to head the Constitution Review Sub-committee. To review a constitution is a mammoth job that few would undertake. I encourage all members to read the resulting draft that is enclosed in this issue of the Centrestand. There are some major changes proposed.

Highlights of changes include,

- Our name to be Motorcycle Riders Association of South Australia Inc.
- The AGM to be moved to the end of February.
- The MRA financial year to run from January 1<sup>st</sup> to Dec 31<sup>st</sup>.
- A committee position for the Web Master.
- A committee position for the Scooter squad.
- Clarification of proxies.

I believe this is a clear and concise constitution that will meet our needs for the foreseeable future. I recommend you endorse the revised constitution at the AGM.

The Scooter Squad had an important meeting recently to discuss and decide the future direction of the squad. Anthony Chan incorporated the South Australian Scooter Squad and trademarked the logo 12 months ago. Anthony made it clear to the meeting that he considered the squad owned these rights. The meeting resolved to transfer all rights to the MRA. The following MRA Committee meeting passed a motion to reimburse Anthony. The willingness to use his own money at a time of uncertainty within the MRA to secure a vision of a strong, active and viable scooter squad is to be commended. The MRA has benefited by his actions.

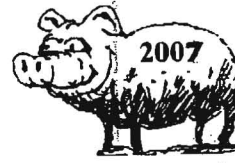
On behalf of all the MRA, Thank you Anthony.

Stay Upright

Phil McClelland

A man who would base his argument on facts rather than reason has no more credibility than a statistician.  
Anon.

## MID NORTH M.R.A. BUSHPIG RALLY



Friday 14<sup>th</sup>, Saturday 15<sup>th</sup> & Sunday 16<sup>th</sup> September  
Crystal Brook Motorcycle Track  
(180 kms north of Adelaide, just off Highway One)

**Booze and tucker available. Entry Fee : \$ 10**

**GYMKANA—4 P.M. SATURDAY  
AWARDS GIVEN OUT SUNDAY  
100 BADGES ONLY (BE EARLY)  
NO ATTENDANCE—NO BADGE**

Warning: This is an important document which affects your legal rights and obligations. Read it carefully and do not sign it unless you understand it. Motorcycle sport can lead to injury, damage and loss. I/we indemnify the landowner, the occupier, the rider, and their servants and officials against any claims or liabilities for any damage, loss or injury I/we suffer arising in any way of the event(s). Where more than one signs this indemnification we are bound by each of us separately and all of us jointly. If I/we sign we do so at my/our risk and responsibility. I/we accept the track/venue as it stands with any or all shortcomings inherent or otherwise and in full knowledge that participation can be hazardous. Where the participant is an infant, the parent/guardian enters by indemnifying the parties indemnified above against any claims or right which the infant may wish to claim in respect of any such loss or injury.

Name ..... Phillon  
Address .....  
Postcode ..... Telephone ( ) .....  
Amount Enclosed \$ .....  
I have read the indemnification and agree to abide by it, and any supplementary instructions that may be issued on the day by the day organisers or its officials.  
Rider's Signature ..... Phillon's Signature .....  
Signature of Parent/guardian if under 18 .....  
Bours & Sows \$10, Piglets free.  
Post To: P.O. Box 37, Snowtown, 5520  
Cheques made payable to: mid north M.R.A.  
All pre-paid entries must attend to collect badge.



## Ridden-On-Ride

Remember fallen riders

Sunday, February 17, 2008

Leaving Victoria Hotel, O'Halloran Hill  
at 10 a.m.

We will ride to the Second Valley Jetty where a short service will be held and an opportunity to toss a flower into the ocean to remember a friend if you so wish. From Second Valley we will ride to Victor Harbor via the Delamere Road where the run will end.

**Cost \$10** (includes badge)



MOTORCYCLE RIDERS ASSOCIATION OF SOUTH AUSTRALIA

All Profits  
to RFDS

Enquires: Jock 0411 273 184



For more information on the Ridden-On-Ride visit the MRA Website. Badges of this year's Run will be available until after the 2007 Toy Run. Contact Paul Morgan if you want one. See you there in 2008.



## CONSTITUTIONAL CHANGES

Well, it's done. The Constitution has been rethought, rerigged, rejigged, discussed, argued, broken down, analysed, reorganized and rewritten. Thanks to all who contributed. A copy of the proposed new Constitution, (which we must now always speak of with a capital 'C', due to the effort gone into getting it right) is included in this issue of Centrestand.

Read it to get the gist of it and then go to the website to look in detail at the changes that have been made. Many of the changes are cosmetic but there are some that bear a closer inspection by you.

What we did was to:

- Tidy up the grammar and nomenclature;
- Ensure consistency throughout;
- Rewrite outdated clauses;
- Remove redundant clauses and statements;
- Ensure that the content reflects operations of the MRA;
- Ensure that it enables the MRA to be representative of the needs of all its membership.

We have cleaned up any confusion with regards to the management of the Committees of the MRA and officer bearers of the MRA and their powers and duties. We have included more representation on the Committee for Sub-committees of the MRA and clarified the status of the Sub-committees. We have changed the Financial year of the MRA to finish on 31 December to better reflect our financial management and moved the AGM to be held in February to better fit in with the end of the new financial year. We have included clauses to manage the expulsion of members and for voting at meetings by proxy and also tidied up the procedures for changing the Constitution.

This was ratified at the August Committee meeting and now needs to be approved at the Annual General Meeting in September and then get the ok from the Corporate Affairs Department. So read it and the note the specific changes on the website and come to the AGM to have your say about it. If you can't make it to the AGM and still have something to say, then email the Secretary at [secretary@mrasa.asn.au](mailto:secretary@mrasa.asn.au) so that it can be brought up at the meeting.

Harald Lindemann Constitutional Review Cttee.

## LIES, DAMN LIES AND STATISTICS

Rethink needed on road toll? Thursday, May 24, 2007 by Gary Hughes from THE AUSTRALIAN

Australian state governments and police forces love to boast about how they lead the world in road safety initiatives. The result is the proliferation of enforcement measures targeting motorists - random drug and alcohol testing, speed cameras, red light cameras, radar, penalty demerit points on public holidays and, of course, the ever-larger fines that go with them. So why aren't we doing better in the international "league table" on preventing road fatalities? Here's the latest international comparison.

According to the Australian Transport Safety Bureau figures for 2005, Australia:

- \* Ranked 7th out of 15 nations for road deaths per 100 million vehicle kilometres travelled (0.8 deaths). In 2004 Australian ranked 4th and in 2003 it was 3rd.
- \* Ranked 11th out of the 26 OECD nations for road deaths per 100,000 population (with eight deaths per 100,000). In 2004 and 2003 Australia was also ranked 11th.
- \* Ranked 9th out of 25 nations for road deaths per 10,000 registered vehicles (1.2 deaths). Last year Australia was also ranked 9th, but it ranked 7th in 2003.

Countries doing better than Australia's result of 8 road deaths per 100,000 population in 2005 were Netherlands (4.6), Norway (4.9), Sweden (4.9), Great Britain (5.5), Switzerland (5.5) Denmark (6.1), Japan (6.2), Iceland (6.3), Germany (6.5) and Finland (7.2).

Between 2004 and 2005 there was a seven per cent fall in the OECD median road death rate per 100,000 population, but Australian's rate rose two per cent.

The countries doing better than Australia's result of 1.2 deaths per 10,000 registered vehicles were Switzerland (0.8), Norway (0.8), Iceland (0.8), Netherlands (0.9), Sweden (0.9), Japan (1.0), Great Britain (1.0) and Germany (1.0).

Australia's rate have deaths per 10,000 registered vehicles has stayed stuck at 1.2 since 2003, compared to a steady decline in previous years.

The countries doing better Australia's rate of 0.8 per 100 million vehicle kilometres travelled were Sweden (0.6), Great Britain (0.6), Norway (0.6), Finland (0.7), Switzerland (0.7) and Germany (0.8).

Australia's death rate per 100 million kilometres has stayed static at 0.8 since 2003.

So perhaps its time to change direction on road safety. Rather than simply raising more money from new law enforcement measures, perhaps it's time governments spent more money on better roads, safety engineering, driver training and safety education.

*This article is, against our usual habit, presented in full and without analysis, to let you know that occasionally we find writers that see beyond the hype fed to us by the government and the police and see facts for what they are. Ed.*



# Ride Report

## 12<sup>th</sup> August 2007



### *WIMA - SAMRATS RIDE DAY*

On this Sunday SAMRATS joined the girls from WIMA for a combined ride. Jen Spiteri led this ride and has kindly written a report for us:

#### Combined WIMA & MRA(SA) Ride report

Well, it was a pretty good turnout for a day when the weather hadn't quite decided what it was going to do. I think the forecast was for a few showers, but that made no difference to the smiling faces who greeted me when I turned up to the lead the ride. The count was 34 bikes and there were a couple of two-ups. There were 8 WIMA ladies in attendance, including myself and Barb, who came along in her car. Oh, there was an 'honorary' WIMA member there too – no names mentioned, but you know who you are ☺

After introducing myself to the people who didn't know me, I went through a couple of the formalities, like corner marshals and waiting until the tail end Charlie has come along before leaving the corner. I explained that there were riders in attendance with varying levels of competence and that there might be times when corner marshals would be waiting at corners for quite a while. I didn't go into the "I hope all of your bikes are registered and road worthy and please obey the speed limits", so I hope I didn't score any demerit points from Jock.

I had planned a ride that I hoped would please the majority of riders (well you can't please all the people all the time). The first part of the ride was through some hilly areas and twisty bits; not much point in riding a bike if you ride in a straight line all the time – well, that's what I think anyway. Those of you who have been on previous rides that I have lead shouldn't have been at all surprised at the route I chose. We headed off from the service station, went down Hawthorndene Drive and then eventually turned onto Sturt Valley Rd. Sorry about the loose pebbles on Sturt Valley Rd; they definitely weren't there were Michael and I mapped out the ride. From there we made our way into Stirling and luckily nobody rode off the side of the road into the gully – though I did hear a few comments about it when we stopped for morning tea ☺

We waited in Stirling for everyone to catch up & then headed off down Pomona Rd, Old Mt Barker Rd, Old Carey Gully Road and then up along Rangeview Rd.

Took a left onto Balhannah Rd and then a quick right onto Nichols Rd, Basket Range Rd, Lobethal Rd and then turned onto Tiers Rd and followed that into Woodside.

The morning tea stop was at Rosie's Barn at Woodside. I phoned before we left the Shell Service station at Blackwood and was informed by the staff that they had enough tables and chairs for us all.

I learnt a valuable lesson at morning tea; it doesn't pay to assume things. (Actually I learnt that lesson several years ago, but for some reason it slipped my mind on Sunday) I had assumed that most people would like a hot drink and scones with jam and cream for morning tea, but when we got to Rosie's, only a few people came in. Those of us who partook of the fare provided were treated to the most delicious scones with jam and cream and a hot drink. The price was pretty good too, only \$5 each and that was for 2 huge scones plus tea or coffee. I felt sorry for the people running Rosie's, as they had baked extra scones in anticipation of having a huge crowd. Mental note for Jen: before organising morning tea for a ride group - ask people if they are interested instead of just assuming that they will be.

After waiting for some of the WIMA members to return from morning tea (tsk, tsk), we set off for Angaston via Mt Torrens, Birdwood, Mt Pleasant, Springton and Eden Valley. I hope you all smiled and waved to the nice motorcycle policeman who was sitting on the verandah having his morning tea. People did their own thing for lunch, as there were numerous eateries open.

Some of us met up again after lunch for the ride back to Adelaide. I was intending to ride back through Nuriootpa, Tanunda & Gawler, but was advised there was a rally on and it was too boring going that way anyway. The consensus was to ride back through Williamstown then eventually people could peel off as need be in order to get home. Jim, from the Honda club, led the ride back, as I wasn't too sure where to go once we got to Williamstown.

Oh, second mental note to Jen – when explaining to people about the corner marshalling system, make sure that they understand that corner marshals actually need to point in the direction that riders need to turn. Apparently there was a corner marshal who waited on the corner (as instructed) but wasn't giving any direction as to which way to turn. Didn't evidence it myself of course, because I was leading the ride, but that was what I was told.

Thanks to all of you for coming; I hope you enjoyed yourselves!

Ride safe.

Jen (WIMA/MRA member) Ride leader

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### **MI MOTO FIDEL**

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Recently found was this lighthearted tale of discovering Fidel's Cuba from the back of a red BMW R80GS Paris/Dakar. Written by Christopher Baker and published by National Geographic Adventure Press in 2002 pb. Down to earth and unromantic. Worth a read.

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## RADIATA RALLY 2007

by Ellen Koennecke

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This year we had another wonderful time at our rally. I thought that I would like to you give some background information of our preparations for the rally.

George Osis starts preparing for the rally in February. The site is close to his home and he goes there regularly to mow grass and improve the track into the site. He clears rubbish from the site and trims bushes around the camping area. Firewood is collected over a couple of months to make sure that no one can say that they are cold during the time of the rally.

Jane Thompson and Erica Masters collect raffle prizes and we are well supported by the local businesses. Everyone from the register has their own list of things to bring to the rally to make it run smoothly, we do not have to hire anything.

On Friday the large tents are put up (one borrowed from the Adelaide group) cooking fires set up and the kettle put on. Roger is always there first (before we are) and then the others slowly come in. Many people need to come in a car these days and we feel that it is important to let anyone come who has a love of rallies, we are all getting older and the injuries mount up.

The bon fire is lit early and all are encouraged to 'burn all you can because we do not wish to take the wood home with us.'

We have cooked meals at the rally – the specialty being the Webber cooked meat and veggies on Saturday night.

Saturday afternoon a gymkhana is held and it is organized by an eminent showman, Stick. The events are varied and everyone is encouraged to enter. An extra run around with the Flying Doctors tin has them rattling more. Jewlz was the only casualty of the gymkhana this year. I am sure that it must have been Steve's fault. Stick's famous saying is, "If you have any complaints – see Frank".

After the Webber tea we have our raffle and that is followed by the rally awards. Each year we make a donation to the Flying Doctors' Association. Our members come from a large area of the South East so we alternate the donation between Mount Gambier, Millicent and Naracoorte.

The weather was kind to us this year – no wind and very little rain. This year we had 35 at the rally, 15 of whom were MRA members.

We wish to thank all who attended and hope that all had a good time, tell you friends and we hope to see you there next year.

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## TO BE OR NOT TO BE

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If we all concentrate real hard then maybe fairies do exist ... or maybe motorcycles don't.

Earlier this month the Age newspaper from Victoria ran a competition to find the most efficient form of commuter transport. Now I have to say that there have been times in the past when the intelligence of journalists, collectively and individually, has been sincerely questioned and unjustly so. This however, is not one of those times. Read on.

They gave the story of the contest three quarters of page 5. They compared times, costs to commuters, opinions of users of all forms of commuter transport and came to the conclusion that bicycles were the preferred option in the interests of efficiency. That's right, people power is the best choice out of bicycles, cars and public transport. Sort of seems obvious isn't it. It's a no-brainer type of contest, what a waste of energy.

What's that I hear you say? Got it wrong? No, that's not a typo. The competition said bicycles, cars and public transport. What about motorcycles and scooters? Well either they don't exist or the journos don't know that they exist. Someone should tell them that Victoria has 280,000 Victorians licensed to ride motorcycles and scooters and many use them to commute. In Melbourne in 2007 motorcycles and scooters made up 2% of the commuter traffic flow and continues to increase.

How would the contest result have changed if small motorcycles and scooters had been included? Probably very well if not being an outright winner of the contest.

It is quite likely that traffic congestion, energy costs and the focus on climate change will mean in the near future people will increasingly turn to modes of transport that move people quickly without costing the earth (*double entendre here*) so the numbers will continue to increase. We can already see it happening on our roads.

So why, oh why, does the media not see it? Or is it just we happy few that live in a fantasy world? A world with motorcycles.

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## UPCOMING RALLIES

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**BUSH PIG RALLY** 15-17 Sept See the ad on page 3

**REDBACK RALLY** 19-20 October Old Coach Rd. 7km West of Bamera. Catering, wood, trophies. \$12 prepaid and \$15 on entry 0403 210 925 or 8571 1157

**SAS REPORT FOR JULY**

The SAS had an EOGM Sunday August 12<sup>th</sup> at the Directors Hotel, Gouger St, Adelaide, the purpose of which was to discuss the structure and chain of command between the MRA and SAS. MRASA Pres. Phil McClelland was present along with an excellent turnout, over 50% of the SAS club's membership. We also had apologies for non-attendance from members including poor old (young) Kimmi who had managed to get herself knocked unconscious while playing netball the previous day. And here I thought being on two wheels had hazards!

Following presentation of various options by MRASA Pres Phil McClelland & considerable discussion of those options (and, as with all meetings, a bunch of other stuff that wasn't relevant to the purpose of the meeting but happens anyway), the SAS membership voted unanimously to be absorbed by the MRASA via transfer of ownership from the current owner of the registered name, Anthony Chan, to the MRASA. The MRASA President thanked him on the record for the fantastic work he has done in firstly establishing the group, then in cementing its future by securing the legal rights to its name & in producing & distributing cards, stickers, maps & other relevant material.

The membership then voted unanimously that at such time as the SAS was fully integrated into the MRASA a SAS member be elected to the MRASA Committee.

The membership voted unanimously a vote of thanks to Anthony Chan for his work in establishing & maintaining the club & in securing the legal ownership of the name of the club.

Anthony Chan, Club Principal, requested the appointment of a 2 & 3 IC as Club Coordinators, to whom he could delegate committee meeting attendance & ride planning & organization. Appointed were Paul Laney & Phil Creer. We then all repaired to our usual watering hole, BP West Tce, for lunch & a general bovine-excretion session.

A couple of impromptu rides were held in the last month but ride activity has been limited due to the weather. Lets face it, not too many scoots have heated hand grips ..... (Yes, we all know, Paul K, you do! Jeez!....) And of course Ron with his lap rug & his roof & his quad stereo & his windshield wiper & his boot & his.....Oh hell, it's a 2-wheeled car!

Sympathies to our mate Shano who is fortunately OK but totaled his scoot on Monday morning (13<sup>th</sup> August), on the way to work when he lost the front end on one of the Mitcham Council's infamous bitumen snake repair lines on the Belair Road. We all want to be a fly on the wall when he shows up in his SAPOL uniform at the Mitcham Council front desk to have a polite word or two to their road-works engineer.

Keep the rubber side down, all.

Phil Creer  
SA Scooter Club Coordinator MRASA # 5159

**SAMRATS - A TIME TO REFLECT**

As we are running up towards the AGM many of us are reflecting over the last twelve months and what has been achieved.

From the position of the SAMRATS it has been one of the most pivotal periods of our existence.

At the last AGM we had to literally restructure the group after a change of leadership that has been documented elsewhere. At about this time SAMRATS had an official event about once a month. Currently due to membership demand, we have an activity on nearly every weekend. We have also initiated new events that have caught the imagination of both members and the community at large such as:

- ☛ A MRA wide Christmas BBQ for all branches of the MRA.
- ☛ A Ridden-On Ride to commemorate and respect riders whom can no longer share the road with us.
- ☛ A Christmas in Winter Ride and Dinner so we can just enjoy each others company.

In an effort to help the needy in our community we have also:

- ☛ Supported the Cystic Fibrosis organisation to raise about \$6500 for research.
- ☛ Supported CRAB with their fund raising activity for prostate cancer. An event considered by many to be a highlight of the year.
- ☛ Joined the girls from WIMA in their Pink Ribbon ride.
- ☛ Donated \$700 to the 4B's for use at the RAH as proceeds from the Ridden-On Ride badge sales

In an effort to reach out to our riding community we have:

- ☛ Engaged with the other MRA registers (well, we are visiting the Mid North this weekend!) and joined in activities with them as appropriate.
- ☛ We have also joined other ride groups for combined activities such as the CMA, WIMA, Triumph Riders, The Honda Riders Club and last but not least The Scooter Squad. This provides MRA members a first hand opportunity to see the advantages of joining a rider club and members of these groups to learn about the MRA. With more time we hope to engage with other like minded ride groups!
- ☛ We have had "guest" ride leaders who have shown us their support and secrets!
- ☛ We are also redeveloping a focus on Motorcycle Rallies. An important part of the motorcycle scene that deserves support.



☞ page 7

Perhaps the crowning glory for our Touring group was leading the Toy Run behind Santa in 2006.

During this period the ride group members have learnt to "own" their rides. Deciding on the policies, speed, leaders and routes they want. Sure, we make mistakes but we learn very quickly from them.

We are proud to report that we get about twenty riders to most activities. About 1/3<sup>rd</sup> of these are women riding their own machines and about 80% are financial MRA members. I can't decide if it is just that we are providing activities for members or riders are joining up so they can belong!

I am very proud and humbled to be allowed to support this group as leader and thank all of you for this opportunity.

Ride Safe

Jock Rogan

### TIME FOR A SHAGGY BIKE STORY

This chap seeks the help of an oriental specialist, telling him, "Doctor, every time I break wind, my friends say it sounds like a motorbike." "Ah yes", says the doctor, looking down his throat. "Mmmm, you got a very bad abscess on your tooth..." "Yes, I know that", says the patient 'I have an appointment with the dentist... but what's that got to do with my wind problem?' "Well", says the doctor, "everyone knows that abscess makes the fart go Honda."

## REGISTER LIAISON REPORT

by Kaye Knowles

I volunteered for the job of Register Liaison at the Toy Run last year and decided that if I was going to do the job I had to do it properly. So that meant that I would have to visit the registers in person, not just keep in touch by phone or email. I decided that I would alternate between the SE and Mid North meetings which would mean at least 6 visits to each register in the year.

I take my husband Peter with me to the SE as it's a good excuse for a weekend away! I have seen a lot more of the SE countryside during the last 9 months as register liaison than I ever did growing up in SA. The SE meetings are held at a different venue every month usually on the 4<sup>th</sup> Saturday of the month. So far this year I have managed to get to meetings at Mt Gambier, South End and Frances.

Mt Gambier was my first meeting and I couldn't have wished for a more welcoming bunch than those at that first meeting. The SE holds very civilised meetings. First is dinner to which everyone contributes and then once everyone is so full it's hard to move the meeting is called to order.

Both the SE and Mid North Registers are made up of dedicated MRA members who have been involved with committee work in some cases for over 20 years.

The Mid North holds their meetings on the 3<sup>rd</sup> Thursday of the month. As they are closer than the SE and I have to work the next day I drive up to the meetings. They also have their meetings at various venues. This year I have been to meetings at Red Hill, Farrell Flat & Bute. The Mid North meetings are held at the local watering hole which is good as I would probably get lost trying to find my way in the dark. The guys up North have also been very welcoming of their new Register Liaison Officer and I have heard many great stories of when the MRA first started here in SA.

If you are reading this and live in the Mid North or South East please contact the Registers to find out about what's happening in your area. The contact details are in the magazine.

#### Meeting dates for the Mid North are:

20 September – Snowtown  
19 October - Laura  
15 November - Alford  
December – TBA

Mid North meetings usually start between 8 and 9pm.

#### Meeting dates for the SE are:

22 September – venue TBA (AGM)  
TBA October – Gellibrand  
10 or 17 November – South End  
1 December – Toy Run Naracoorte to Mt Gambier supporting St Vincent de Paul.

The South East meetings start at 4pm.

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## 2007 ANNUAL GENERAL MEETING NOTICE

The 2007 Annual General Meeting of the Motorcycle Riders' Association of South Australia Inc. will be held on Monday 24th September at 7.00 pm at the **Director's Hotel Gouger Street.**

All the positions of the Association listed below will be declared vacant and the 2007 -2008 Committee will be elected.

**President**

**Vice President**

**Treasurer**

**Secretary**

**Minutes Secretary**

**Membership Secretary**

**Editor 'Centrestand'**

**Stock Control Officer**

**Publicity Officer**

**Road Safety Officer**

**Register Liaison Officer**

**Sub-committee Representatives**

- Toy Run Committee
- SAMRATS
- 4Bs

**General Committee Representatives (8)**

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

All members and friends are invited to attend the meeting.

NOTE: The President, Vice-President, Secretary and Treasurer are the Executive Committee of MRASA.

The meeting will start with a General Meeting, which will include Office Bearer Reports, consideration of the changes to the Constitution and will conclude with the election of Office Bearers of the Association. Members are free to bring up any matters of interest or concern and it would be appreciated if notice of matters to be discussed could be given to the Secretary before the beginning of the meeting so they can be included on the Agenda.

According to Association Regulations the meeting must finish by 9.00pm although a 15 minute extension can be taken if the Meeting agrees.

Sue Rogan  
SECRETARY

## TOY RUN REPORT by Paul Morgan

It's just over three months to go till the 29<sup>th</sup> South Australian Toy Run. We will definitely have to do something special for next year – number 30 for both me and the Toy Run, if you only count my second childhood.

We have got people liaising with Councils to organise road closures, with SAPOL to coordinate police traffic support and with advertisers to try and get some extra cash to help pay for the Toy Run. People are designing and printing the poster, finding a band for your entertainment, arranging barbeques and food stalls so that you can be fed and have your thirst slaked, finding biker friendly stands so that you can see what's new, organising Santa and his sleigh and the elvettes, arranging for tents, trucks, semis, fans, candles, bunting, star droppers, parking space, parking permits, toilet paper, making sure power will be there on the day and that toilets work, security, change for the MRA stock tent, stock for the stock tent, staff on the day, membership forms (*pause for a deep breath here*), mobile phones, ice, banners, chairs, eskis for cold drinks, shade tents (never enough), sound mixer, scaffolding, more bunting, water, signs, VIPs, pens (always missing), lunch (no time) – get the picture? HELP! if you can.

We always need about 30 marshals on the day to help with traffic control down at the Bay, on the ride to Hahndorf and at the Hahndorf Oval, as well as for a variety of odd jobs during the day at the oval. We will provide you with lunch and drinks on the day - extra drinks and sunscreen if it's a scorcher. If you are interested in being a marshal then let our Head Marshal, Matt Stevens know on 8359 1036. He is recruiting now. If you are interested in helping with anything else then give me a call on 0401 145 541.

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**BARRISTERS & SOLICITORS**

**ALL FIELDS OF LAW INCLUDING:**

- \* ACCIDENT INJURY CLAIMS
- \* CRIMINAL LAW
- \* FAMILY LAW

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8223 4172

## RIDING REMINISCENCES

By Harald Lindemann

I've been riding now since 1976 and except for a short stint overseas have been riding regularly, much of that time on a daily basis. Most of my commuting to work has been by bike. A lot of time has been spent traveling interstate, rallying and visiting rellies, riding on the weekends, alone or with mates. Then there's the maintenance, the cleaning and polishing, the visits to bike-shops for gear and spare parts, books and of course the talking about my bike, your bike, anyone's bike and the dream bike. We won't talk about the money that's been lavished directly or incidentally for and on my bikes – you would know all about that. Then there's my involvement with the MRA – that's been a lot of time and effort. Heck, even my hobby of stamp collecting is about bikes. All in all a pretty good investment from my life has been put into bikes. I guess it's what you would call a lifestyle.

So what am I on about? I guess that as I'm currently in an enforced period of being unable to ride due to an injured back, I've got to thinking about what it all means to me to be able to ride. Most of the time we don't think about it; we just do, emulating Yoda and savouring the experience. It came home to me last weekend when I realized that Spring is here and I wasn't one of the riders coming back to town from a blast in the hills.

Lifestyle is described in the Oxford dictionary as "an individual's way of life" and in the Macquarie as "the way of life chosen by a person or a group". Life is described in the Macquarie as being a similar state "thought of as belonging to the soul". So without life we don't have lifestyle and there is an inevitability about our choice of lifestyle connecting with our soul, with our inner selves. Dr. Martin Luther King in his "I've been to the mountaintop..." speech, talks about reaching a state of mind or awareness where he understands the truth about existence and is able to articulate this awareness and transform it into a meaningful way of life. According to Robert Heinlein it was to 'grok' life, to move beyond the egg.

This is probably similar to Mazlow's peak experiences and as riders we should know a bit about it as we probably have more than most people as we ride nearly every day. That feeling that you get after a good ride where everything

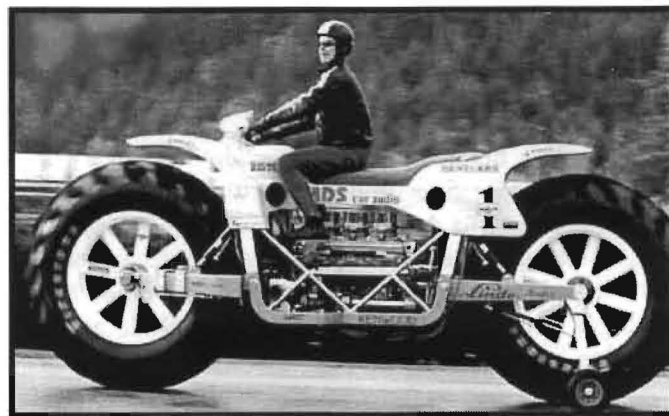
goes well, where you and the machine feel as one and the world goes by seemingly without any effort, that brings that look on you face afterwards that says, "yeah, that's what it's all about". This is our 'going to the mountaintop', our 'grok' on life.

As Dr. King understood well, this kind of heady experience isn't much chop without others to share it, so the essence of lifestyle is to connect with others of the same persuasion and make the experience communal. Your fellow bikers, as we all well know, provide confirmation and affirmation of our life view from behind the handlebars and enhance the feeling of well-being that this brings. It is a classic example of the sum of the parts being greater than the whole.

When your soul is moved by kindness, by beauty, by a word in the right place, by the knowledge that you're not alone, or by an experience that renders you speechless because no words can really describe how you feel, you know that at this point in time, what ever else is going on in your life, you're in exactly the right place.

Yeah, I've been there and I miss it. See you on the road.

## PHOTO CORNER



Great for the Farm and Safe for the Anklebiters



Trike Anyone?



**MRA Committee**

President – Phil Mc Clelland 0408 607 788  
 Vice President – Peter Goodrich 0407 784 606  
 Secretary – Sue Rogan 0411 273 184  
 Treasurer – Heidi Wegmann  
 Membership – Jock Rogan 0411 273 184  
 Road Safety – Peter Goodrich 0407 784 606  
 Publicity - Paul Morgan 0401 145 541  
 Stock Controller - Paul Morgan 0401 145 541  
 Minutes Secretary – vacant  
 Register Liaison – Kaye Knowles  
 Social Activities Liaison – Jock Rogan 0411 273 184  
 Toy Run Coordinator – Paul Morgan 0401 145 541  
 4B's Coordinator - Greg Janzow (08) 8346 8068  
 4B's Whyalla - Tracey Murray (08) 8645 5073  
 Public Officer - Peter Mount 0414 399 000  
 Webmaster - webmaster@mrasa.asn.au

**Mid - North Register Committee**

President - Stuart 'Toot' Bunnett (08) 8636 3689  
 Vice-President - Jackie O'Reilly (08) 8668 4245  
 Secretary - Greg Stevens (08) 8865 2285  
 Treasurer - Barry Stoneman (08) 8825 3065

MRA 21 East Terrace Snowtown SA 5520

**South - East Register Committee**

President - Erica Masters (08) 8733 2792  
 Vice-President – James Masters  
 Secretary - Ellen Koennecke (08) 8765 1030  
 Treasurer/Stock Control  
 - Alan "Pastie" Masters (08) 8733 2792  
 Public Relations - Laurene Jenkins (03) 5527 2042  
 Rally Coordinator – Frank Koennecke (08) 8765 1030  
 Committee Members: Bill Eales, Vicki Eales,  
 Felicity Benton, Turbo

MRA PO Box 909 Millicent SA 5280

**DISCOUNTS**

Boltons 10%  
 City Cycle Electric 10%  
 GC Motorcycles \$5 on tyres  
 GP Motorcycles 10% parts/acc  
 Honda World 10% parts/acc  
 Kessner Suzuki 10% except specials  
 Pitmans discount on request  
 Redline Exhausts discount on request  
 Red Lion Motorcycles discount negotiable  
 Shannons Insurance Club Discount available  
 Victor Motorcycles 10% parts/acc  
 Walden Miller Leather discount negotiable  
 Yamaha World discount on request  
 Sunnies Plus 10%

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

Note: Discounts are not given on specials or with other discounts at most businesses so check before paying. Other conditions may also apply.

**MEMBERSHIP FORM**

(Cut out or photocopy and hand it on)

**OFFICE USE ONLY**

<u>Meeting</u>	<u>Run</u>	<u>Magazine</u>	<u>Function</u>	<u>Other</u>
<u>Card issued</u>		<u>Stock Issued</u>	<u>Entered</u>	

**MEMBERSHIP FEES (circle one):**

	<u>Standard</u>		<u>Concession</u>	
	Single	Family	Single	Family
1 Year	\$20	\$30	\$16	\$24
2 Years	-\$38	\$57		
3 Years	-\$56	\$85		

DATE: / / MRA Register: \_\_\_\_\_

PLEASE TICK APPROPRIATE BOXES:

New Member  Renewal  \_\_\_\_\_ M'Ship No.  
 Male  Female

Name: .....

Address: .....

..... Postcode .....

Telephone: ( ) .....

Occupation: ..... D.O.B. / /

*I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc.. (Constitutions are available from the Secretary)*

Signature: .....

Comments: .....

I AM , AM NOT  A BLOOD DONOR.

I would like further advice regarding blood donating.   
 Cheques/money orders to be made payable to MRA SA Inc.  
 Orders for stock can be made by filling out the back of the mailing label of Centrestand. Ask the person who gave you this Membership Application.

# Our Motorcycle Insurance policy includes what riders want, how does yours measure up?

- ✓ Agreed / Market Value
- ✓ Motorcycle Apparel & Helmet Cover - \$4000
- ✓ Monthly Payments
- ✓ Reduced Usage / Low Usage Discounts
- ✓ No Claim Bonus Discount - up to 60%
- ✓ No Claim Bonus Protection
- ✓ Hire Vehicle following a theft
- ✓ Replacement Bike Policy - 2 years
- ✓ Lifetime guarantee on repairs
- ✓ Trailer cover
- ✓ Keys & Locks cover



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Normal acceptance criteria applies. Terms conditions and cover limits apply as set out in the policy wording. \*PRICE GUARANTEE CONDITIONS: We guarantee to beat our competitors price on new business motorcycle insurance policies and on existing Western QBE motorcycle insurance policies that are on renewal. Price guarantee based on the price of our standard policy compared to competitors. Offer valid for the first 12 months of insurance, after this premium will be charged at the competitive Western QBE standard rate. We only guarantee to beat the price of APRA authorised insurers who hold an ASFL issued by ASIC. Guarantee does not apply to any free offers of insurance.

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