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OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INC.

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COVER PHOTO:

The scene outside Parliament House on February 2nd.

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EDITORIAL

Well folks, here we are with issue number two of "Centre Stand". Quite a big issue in terms of input, but you may notice that we are a little bit thinner this time around. This is because we have come back to our original agreement with our publisher, who let us introduce ourselves with a few extra pages.

Big things happening with the MRA of late, least of which is money. Your money. How much does it cost to ensure yourself and your pillion will have the right to adequate compensation for the mistakes of others? Will government stand by its policies and protect its people from an unjust system?

The answer my friend, is blowing around in our politicians offices. The ball is loose, and it is up to them to take the initiative and pick up the issue. Leaving people angry and upset is not a thing to do nearing election time.

Hope you enjoy the format. Our first newsletter editor, Sammi Ross has had to move interstate to Canberra to further her studies. But she will be continuing to work for the MRA as national awareness month co-ordinator. Congratulations Sammi, hope all goes well.

Which means that the old "Dredge" has some pretty big boots to fill. So I proudly present issue number two. Any comments will be welcome, and I shall try to keep you informed of all that is happening, on the political side and also with the many and varied social functions we have planned for you. The rest of the mag should speak for itself.

Ride Safe — Dredge.

Black's Back avanti



Phantom

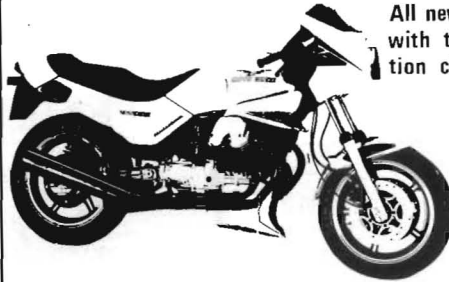
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PRESIDENT'S REPORT

The words on everyone's lips right now are "third party premiums". Since the Mayday Rally in 1982 there has been a small increase which we didn't make any bones about because the Government was looking into alternative systems. After eighteen months the Government enquiry could be summarized by saying, "Yes, an alternative system is desirable." We didn't already know that, did we?

The next step. An "independent" assessment of third party figures by SCIC apparently justified an average increase of 50%. Not just for bikes, but for all vehicles. Potential dynamite, so they pushed for 20%, a more socially acceptable figure, and were awarded 15%. Except for bikes. A special increase, just for bikes, of 20%. Do you ever feel victimised? Fortunately (?), through MRA intervention, our rise was kept to that of other categories.

Although 15% does not sound much, it increased still further the already huge gap between motorcycles and cars. To increase the existing burden on the motorcyclist added injustice to injury, and was blatantly discriminatory.

Be warned though. In six months' time SGIC will push for a further rise to make up what they missed out on this time.

The third step. On November 16, a visit to Roy Abbott to plead our case for a new system. He agreed that we were paying too much (remember this - I'll bring it up later) and that a new system was needed. The NSW Law Reform Commission was developing a no-fault scheme which Mr Abbott hoped would be introduced nationally within two years. He also asked the Third Party Premiums Committee to review the rise, but the result was the same as before.

The fourth step. We were not prepared to tolerate two more years of constantly escalating costs. Although the Government had shown a progressive attitude towards many other aspects of motorcycling such as road safety, rider training, licencing, and driver education, it had shown a remarkably apathetic attitude towards third party insurance problems.

We believed the present system to be inefficient, inequitable, exorbitantly-priced, and long overdue for a complete overhaul. A protest of a more visual nature was called for.

The fifth step. The Protest Run. Saturday February 2nd. Over 7000 bikes, nearly 10,000 angry bikers at Parliament House. What other group of people can get together with such a common spirit to protect their way of life? An incredible sight. Bikes down Anzac Highway as far as the eye could see, and 20 minutes to pass any on point. Gets you right here.

MRA past-President Bruce Denson was in his element as he opened the proceedings with a stirring (as in spoon) address. In true theatrical fashion, he gave vent to his vitriolic wit with a withering broadside at bureaucracy.

Dean Brown, Shadow Minister for Transport, formally issued his party's policy statement on third party insurance, and I quote:

"A Liberal Government will alter the method of determining the premiums so that the premiums reflect the negligence contributed by other drivers."

He signed this statement on the steps of Parliament House to tumultuous applause. An excellent tactical move. Remember that policy come election time.

Ian Gilfillan, of the Australian Democrats, laid it on the line for us, and some of his statements did not entirely please. However, whether you like what a bloke says or not, you can respect him for being straight with you, and for having the guts to stand up in front of 10,000 people and tell them something they don't like.

He also suggested introducing a stronger element of responsibility into accident payouts, and making insurance premiums payable on driving licences rather than vehicles.

Andrew Beare, Vice President of the Motorcycle Industry Association, spoke on the severe problems which the trade suffers as a result of third party increases. The Government seems to be consciously ignoring the plight of the industry and public alike.

SGIC declined to address the rally on the grounds that they had nothing to do with setting premiums.

The Minister for Transport, Roy Abbott, also declined our invitation to speak as he would be "in the far north of the State at that time". Fair enough. M.P.'s are busy people. However, we considered it a gross insult for the Minister to snub 10,000 voters by not arranging for someone else to speak on his behalf. It reflected poorly on the Government and on Mr Abbott's concern over the issues which were raised.

One thing I don't like is being given the runaround. Roy Abbott led the MRA to believe that he thought bikers were paying too much, and that when a new system came in it would be fairer and cheaper. Well, cop this lot. He has recently stated in writing that

"Motorcyclists are already subsidised by other motorists of whom the bulk are motor car owners and motorcyclists as a consequence should be grateful."

"... further discussions will take place at the next meeting of ATAC in an endeavour to introduce a scheme which will contain increases in premiums."

And this is after he told us he would do his best for us at the next ATAC conference. Remember when a person's word was good enough? So much for government of the people, by the people, and for the people! Small wonder he was lashed at the rally.

He will again be invited to address motorcyclists at a "Ride to Vote" rally on the Saturday before the State elections later this year. Let's hope he considers an election to be of sufficient importance to justify his being there.

We'll be pushing third party very strongly between now and the elections, and will keep you informed of our progress.

On a less contentious note, Premier John Bannon obviously takes his duties of office more seriously than others in his Ministry. He has demonstrated a realistic and responsible attitude to motorcyclists' problems by waiving the proposed "lights on" legislation in favour of an advertising campaign aimed at motorcycle awareness, in conjunction with a "driver education" program. Thank you Mr Bannon. Our efforts are at last bearing fruit.

Last but of no small importance is our third register. To be known as the West Coast Register, it will cover, for the time being, Port Lincoln, Whyalla, and Port Augusta, with monthly meetings alternating between the latter two cities.

Milo, Ray, Pete Downer, Adrian, Robyn (lady from NSW) and I went to the inaugural meeting at Whyalla on January 19 to get the ball rolling and a good attendance of about 35, with a dozen from Port Augusta, showed that it would be a goer. Thanks to John Kocsis for organising just about everything, including newspaper and radio coverage, and thanks to he and his wife Angie for throwing a great party and barbeque for everyone after the meeting, and for putting up the Adelaide reps. A top weekend.

Ray, Adrian, John Herbert and I went up again for the first formal meeting on February 9, when office bearers were elected, and fundraising and membership ideas discussed. Not surprisingly, John Kocsis was elected President, with Max Hobbs of Port Augusta Vice President, Brian Langley Treasurer, and Joyce Kloosterman Secretary. Congratulations, all, and look forward to seeing you on the MRA Tourers run to the Mid North Register on March 9.

Peter Mount.

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WHYALLA REGISTER RUN 19-20th JANUARY

Saturday morning the 19th of January dawned dull and overcast (I was feeling a little dull and overcast myself), but I loaded up the Yammie with a sleeping bag and some membership forms then headed off to the Shell service station at Cavan. I arrived to find Adrian Spoehr from the Hills Register, Robyn Smith (real surname) from N.S.W. who is travelling around Oz on her neat Guzzi V50 and Pete Downer who was looking rather unhealthy. Peter Mount in his infinite wisdom arranged for us to leave Cavan at 8.00 a.m. (that's in the middle of the bloody night) and then casually rolled up his fashionable 10 minutes after we were supposed to leave. In due course we set off on our trek into the wilds of South Oz to convert savage bikers into M.R.A. members.

First stop was Snowton to meet up with some Register members from the Mid-North. We waited until 10.30 then disappointedly continued without any Mid – North members. Travelling along the second most boring patch of bitumen in Australia (the title and crown would have to go to the Hay Plains), we arrived in Port Augusta to fuel up directly opposite "Lake Smelly" – what a relief to breathe in fresh country air (this part of the report should be accompanied by sounds of violent retching). Then off to Whyalla – the new piece of the black stuff actually has four bends (hardly big enough to call corners) and one stretch of rising land so speeds along the final 70 kays into Whyalla were a little above the Police Commissioner's recommendation but we had to do something to stop us going to sleep and then falling off only to become a road statistic.

We finally arrived in Whyalla and spent a little while looking for Ray Drew who had set off from Cavan 30 minutes before us. No luck in our search so we headed off to the Whyalla Workers' Club to meet with prospective register members from the surrounding areas. Just as we had taken off our skid lids, Ray arrived with a contingent of bikers from Pt. Augusta, so we all ambled inside to wash out our mouths with some amber fluid (you can't drink the water in Whyalla 'cos it does bad things to your intestinal tract). Before long we were greeted by John Kocsis and the rest of the crew from Whyalla. We had an informal meeting in the dining room/lounge with Peter Mount doing a good deal of the talking. We had drawn an audience of 36 interested bikers, signed up 7 new members, sold quite a few badges and arranged to have a more formal meeting in 3 weeks time to elect office bearers and decide upon a name for the register.

With the business side of the day over, we journeyed to John's house for a barbeque and a get-together. John had gone to a great deal of trouble and expense – hiring chairs and a large barbie, supplying mountains of meat, salads and prawns. Thanks John and Angie, it truly was a top spread, hope we can do the same for you sometime in the near future. By this time, Pete Downer was beginning to look a little green around the gills – he had come down with a bad case of "Bali-Belly" and he couldn't move any distance from the toilet. Eventually, he decided he wasn't getting any better so he dashed back to Pt. Augusta to spend the night with Lil's Dad and a much less

crowded dunny – high speed sprint was it Pete? Peter Mount then left us to visit friends elsewhere in Whyalla. Several locals left and all of a sudden we were down to a dozen or so people – with the night being still young.

Robyn and I were in the mood for a little raging and so sussed out the local nightlife at Westlands Pub. Adrienne decided he wanted some action too, so we set out for Steve and Julieanne's to dump the bikes and set up camp for the night (note: always set up before 'cos you're usually incapable by the time you get back).

Being dedicated bikers, we decided to walk (well, Robyn and Adrienne decided to walk so we all walked – some people should be bushwalkers not bikers). We rocked into the disco to be met by glaring stares – the M.R.A. emblazoned T-shirts really gain some attention amid the razzle-dazzle of disco lights. Not much action was observed so we sat down and indulged in a few alcoholic beverages to get into the swing of things. Only 3 or 4 people were on the dance floor so we thought we'd better "get down and get with it", so we proceeded to follow the old Milo saying of BOP TILL YOU DROP and ended up with very sore feet by midnight. Adrienne must have talked to a dozen potential members and Robyn found a cute little fella whom she decided needed some special attention. After the show, we seemed to walk for hours getting back to Julieanne's. Adrienne laid claim to the lounge room floor with his sleeping bag, Robyn went to her tent under the clothes line (by herself much to her disgust) and I crashed out on the trampoline in the backyard (a truly unique experience) only to be rudely awoken by an asthmatic rooster at 4.15 Sunday morning – the bloody thing started to crow only metres from where I was trying to punch some zeds.

We left bright-eyed and bushy tailed at 8.00 a.m. to pick up Ray back at John's. Thanks Julieanne for your hospitality and company at the Disneyland Disco. We picked up Ray and went on a scenic tour of Whyalla for Robyn's benefit – that took us about ten minutes longer than our way into town. Then off into Pt. Augusta to meet up with Pete Downer – once again a quick squirt at marginally illegal kph. We had a great brekkie at the Golden Fleece – Pete looked a whole heap better than the night before.

Rode back in the heat through to Pt. Broughton for a liquid lunch, then through Kulpara for our first sight of an actual hill to ride down – well 3 kays of hill is much better than a flat, straight road. Into the thriving metropolis of Pt. Wakefield where we met up with Bruce Denson in his fully-faired, air-conditioned Harley Commodore, who had spent the weekend catching solar rays at Warooka and also Tom Griffin mounted on dusty RS BMW, who had been exploring the Flinders searching for impossibly impassable sheep tracks to make into main thoroughfares for the BMW Rally.

Fuelled up, we had another semi-rapid but boring fang back to Adelaide. A hot, tiring trip, but well worth the P.R. exercise for Whyalla. I wish Joh Kocsis and the other bikers good fortune in establishing their new register and thank them for a great race in Whyalla.

Milo

PROFILE – IAN MARLOW (MILO) – MEMBERSHIP OFFICER

"Write a profile for the next mag," says Roscco. "Yeah that's a good idea," chips in Pete Downer. Reluctantly I agree – you see, I always like to keep a LOW PROFILE (you stay out of trouble that way). Anyway, it seems that I can't get out of it – but where and how to begin? A good place to start: Everyone always asks me why I'm called MILO – easiest answer "Would you wish to go through life named IAN MARLOW?" Enough said.

To continue: Unlike the vast majority of M.R.A. members who suckled on Castrol Corse + instead of



Mother's Milk and who cut their teeth on worn countershaft sprockets, I came into motorcycling rather late in life. My debut was in '73 on a mechanical pig somewhat laughingly referred to as a Honda XL 250 Motosport (the original silver tank model) and from there I had a succession of trail and enduro bikes.

During my racing phase, I held various positions within the Elizabeth and Districts Motor Cycle Club from President to Competition Secretary. A brief time of motorcycle non-activity followed until "BABY" was conceived - a much modified Yamaha SR500 converted in the cafe tradition brought me back into motorcycling and indeed brought about my eventual downfall. Until this time, I had been a quiet, shy and retiring sort of a person - but under the influence of this bike, I joined the Green Ginger Guzzlers M.T.C. and slipped backwards even further into depravity by joining the M.R.A.

Many people may now have cause to regret that initial onslaught of the motorised pig that introduced me to motorcycling.

Ride Safe - Milo.

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THIRD PARTY INSURANCE - WHATS IT ALL ABOUT?

As you are all aware, third party insurance has been to the forefront of our attentions lately. The MRA has had this bug-bear for quite a long time now. Many people would like to know what the situation is, but don't want to be bogged down in endless realms of paperwork.

Hopefully this article will help to give you all at least a basic idea of the problems we face, and a little understanding of the depth of work that we are involved in with this particular issue.

1. The current system

With our wonderful system the way it is now, premiums are set according to the formula of LEGAL FAULT.

The first thing we should all get straight is that all car/motorcycle premiums have the percentage of fault by each party determined in a court of law. This percentage is what S.G.I.C. base their claims for a rise on i.e. WE ONLY PAY FOR WHAT WE LEGALLY CAUSE.

The claim (or claims) is assessed, and then the apportionment of blame is divided, and the proportional payout of each class pool is decided. Taking an example of a car/bike accident and the claim by the car passenger is \$1000, and the claim by the biker rider is \$2000. If the legal blaim was 50%/50%, then both pools would pay \$1500.

Which seems fair, until you take into consideration that there are 35,000 bikes registered in S.A., compared to 611,000 cars, which means that the car drivers have a huge pool to draw from, which means they can absorb large claims more readily whereas the bike pool suffers enormously with each large claim.

2. No Fault Insurance

This is the most likely alternative that may be offered, either on a state or Federal level. This system is not our saving grace, for a number of reasons.

1. All riders and pillions are covered regardless of fault so the number of potential claimants increases considerably, the more claims, the more premium they want from us to cover costs.

2. Premiums calculations can be done by several means;
A) Legal blame is determined as a percentage and applied to a base premium — (a N.S.W. study suggests over 250cc bikes should pay 7.5 times that of cars.)

B) All claims by motorcyclists (regardless of fault must be paid for **by** motorcyclists i.e. most of what we pay for now, plus those we pass on to cars, plus all the new claims by riders who previously couldn't claim.

3. Government Sponsorship

This would mean using some of the colossal amounts of money already collected to subsidise (partly or wholly) any system.

On the surface, this would make our case seem hopeless, but there is one fact which is not considered in this type of settlement.

Lets call it **MORAL RESPONSIBILITY**.

I am sure you have all experienced a situation where you know you are technically in the right but you know that it is really your choice, and only **yours** to do something to avoid an accident. Obviously, the choice is an easy one because usually if a bike is involved in an accident, regardless of whose fault it is, the motorcyclist comes off second best.

This moral responsibility is very strongly considered by the motorcyclist — it is a matter of self-preservation. Unfortunately

the average car driver has a much lower regard for moral responsibility, not because they don't care, but the sense of self-preservation is dulled by the supposed protection offered by a car.

Moral responsibility has been studied and has been shown to favour the motorcyclist from 40-70%.

This means that from 40-70% of the claims **LEGALLY** attributed to a motorcyclist should morally be passed back to the car driver. As you can see, even if 1/2 of our claims were re-directed, our premium would look much healthier.

The other consideration that should be applied is that of Age/experience. If no fault is to be determined on an accident it is only fair to consider all aspects of the class construction. Viz.

Young/inexperienced riders and drivers are a greater risk potential than their more experienced counterparts, therefore an allowance should be made to compare this aspect in all classes. A calculation of the 16-25 age group claims experience for cars and motorcycles will give a clearer picture of who is really the greater risk.

The reason this doesn't balance out under our current system is because we lose the majority of our experienced riders to the ranks of the car drivers.

These ex-motorcyclists, if they were **real** motorcyclists, should be keen to have their latter good driving record balanced out against their possible poor early years — a good argument for at least a common premium with cars.

Of further assistance here is rider training where a 40% decrease in inexperienced rider claims has occurred in Tasmania since a more sensible training program began.

If you are thinking, well why aren't these things being considered, the answer is easy. Not enough people want to look at accident statistics in any way which might suggest motorcycling is **safe** and should be encouraged. Often this is out of pure ignorance and they just do not realize that our record is not really that bad (comparatively) and we are just another section of the community with a particular interest.

There is no easy way for us, we cannot go on strike, and we lose more friends and sympathetic ears if we become violent. We have to go political and force it as an election issue. Do you realize that with 35,000 m/c's registered in S.A., and with approx. 7,000 at our rally we pulled 20% active support? Just tell me one other group with that kind of membership which has that kind of support!

Ride safe (we mean that too)

Footnote— hope this story has filled you in a bit. It's a large and involved subject, but if you have any questions or thoughts, see your MRA committee or write to us. We're also constantly looking for constructive help, so if you've got some expertise, give us a yell.



Still waiting for the government to speak — some doubt their ability to address the subject at all.

THE MINISTER WITH THE SILLY WALK



Bob and Ray sat talking after finishing their lunch. Ray was the new bloke in the office, but Bob had taken an instant liking to him when Ray had arrived that morning for work on a nice little BSA and parked it next to Bob's Toyota.

Bob had shown Ray around the office, introducing him to almost everyone. They sat now relaxing in the last few minutes before the end of lunch, watching the office girls across the room. "Well, how do you like the Office of silly Taxes so far?", said Bob with a wry grin.

"It's a lot better than working for Cess Pool I can see, that," replied Ray, referring to his last job.

Just then there was a strange dragging sound of footsteps along the corridor, and Ray noticed the office girls hurriedly getting back to their desks. "Oh-Oh, here it comes" exclaimed Bob, taking his feet off the desk-top and picking up his cup of coffee. Ray straightened in his chair, and watched down the corridor where the peculiar footsteps had paused briefly, and then continued on along the corridor towards them.

Indeed they were peculiar sounding, a sort of Ddraagg-clunk as if someone was doing an imitation of a cross between the Hunch-back of Notre Dame and Ronnie Raygun after three hours in the saddle.

And then the figure appeared around the corner that had struck fear into the office girls. A rather tall, fat man dragged around the corner, glaring around the room as if he might catch somebody doing something illegal.

His stare went straight to Bob, still sitting drinking his coffee. Bob did not react at all, having been through this charade a hundred times before. The man sneered and quickly glanced at the clock on the wall.

But Bob was always ready, and he knew they still had five minutes to go before the end of lunch. Finding no satisfaction in Bob's nonchalant attitude, he glued his pained expression onto Ray.

His expression changed to a mixture of anger and panic at the sight of Ray, who, although not unkempt, still looked like he might be one of "those bikers" Ray was admittedly unsure how to react, but did not get a chance to speak as the man suddenly seemed to retreat to the toilets down the corridor.

"Who was that?" exclaimed Ray, as Bob gave him another sheepish grin.

"Well my friend, there is a short story involved there," said Bob letting out a short chuckle. "As you know, this is the Office of Silly Taxes, a branch of the "Bureau for Inane and Silly Services. Our job is to think of ways which people might use to get out of paying their "silly taxes". That gentleman who just graced us with his presence is noneother than the head GAGA around here. His job is to think up all the silly taxes, and then imagine even sillier ways to use the money collected! But Mr Vaccum picked the wrong concept one day, when he thought it was about time to slap another silly tax on bikers. So he dreamed up a sure fire scheme to raise a heap of money out of all those who rode bikes. It went like this - Mr Vaccum asked the government if they would make it nec-



cesary for all bikers to wear a bright pink jacket, saying that it would make it easier to identify bikers on the street. The government did this without questioning Mr Vaccum's reason, as it gave them something to slap themselves on the back about at the next election. And then for phase two of his master plan, he added a five per cent silly tax onto these jackets, which could only be obtained from the government stores. But not only did he impose the original silly tax on these jackets, but he also imposed a one dollar levy on them for each day they were worn, claiming that as they were worn the colour faded, making the biker harder to identify, and thereby harder to collect the taxes from. So, as the bikers used their jackets, they paid the silly levy. And when they bought a new jacket, they paid the five per cent "Pink tax". Mr Vaccum's plan was genius, and it was decided to implement these wonderful new silly taxes immediately.

But then a group of bikers got together, and started asking the government why they had to pay these silly taxes, especially as the money was not being used to educate the other drivers to see the bikers without their bright pink jackets. The government was worried, especially so close to an election. Finally the men of office saw a way out.

"We're going to make some alterations to the 'Bureau for Inane and Silly Services' building," they cried. "We're going to make it easier for bikers to pay their silly taxes by putting a hole in the wall of the building so that you can just put your money through the hole.

The bikers were angry now, so they formed a group called A.R.M. Against Retrograde Monies, to speak to the government, but to no avail as the party boys were all busy playing ostrich. So they decided to go and see the head GAGA at the Office for silly taxes." Bob paused a moment, as though trying to remember a detail.

"I remember the day they came to have the interview with Mr Vaccum. There were three of them. One rode a Barley Sugar, (the only real Aussie bike), one rode a piano, as he said he couldn't afford a Trumpet, and the other biker drove his BMX car, saying that it matched his bike, which was off the rode having its running lamps surgically removed. Anyway, they went into Mr. Vaccum's office and forgot to close the door. They argued for a while, and then one of the bikers asked him pointedly, "Why do we have to pay this outrageous silly tax when others are to blame?", to which Mr Vaccum shrieked" I DON'T KNOW, I DON'T CARE, JUST TAKE YOUR MONEY AND STUFF IT IN THE HOLE!!!"

And that is why to this day Mr Vaccum walks with a VERRY SILLY WALK.

Ride safe - Tanner

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*

BIRDWOOD MILL MEDIA RELEASE

Adelaide
6 March 1985

EXCITING EVENTS AT THE BIRDWOOD MILL

March is sure to be a busy month at the Birdwood Mill, with three special events!

Porsche Concours D'Elegance

Sunday 17 March

Members of the Porsche Owners Club invite you to come and admire their elegant vehicles on the Birdwood Mill oval. Some cars will be tested on the demonstration track.

Clydesdale Field Days Weekend

Saturday 23 – Sunday 24 March

Return to the era when horsepower really meant horses! The South Australian branch of the Commonwealth Clydesdale Horse Society presents a weekend of parades, novelty events, harness work and ploughing demonstrations. The Birdwood Mill will be open 9.30am – 5pm both days.

Veteran and Vintage Motorcycle Club Rally

Sunday 31 March

From 12 noon to 2.30pm about 50 Veteran and Vintage motorcycles will be on display and in action at the Birdwood Mill.

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- (a) Falsely represent that goods or services are of a particular standard, quality or grade, or that goods are of a particular style or model.
- (b) Falsely represent that goods are new.
- (c) Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have.
- (d) Represent that he or it has a sponsorship, approval or affiliation he or it does not have.
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IN CASE OF DOUBT CONSULT YOUR LAWYER

Bluebird on display

21 April – 1 June

Bluebird, the famous vehicle in which Donald Campbell set the world land-speed record, will be on display at the National Motor Museum. Bluebird is currently on a tour of Australia courtesy of the National Motor Museum, Beaulieu, England.

... MORE ...

Still More!

Stay tuned for news about other coming events at the Birdwood Mill: Singer Owners Club National Rally, Saturday 11 May (not the sewing machine variety, but sports cars of the 20's and 30's!); and a Jaguar Owners Club event, Sunday 23 June.

*

WRAP UP

TOY RUN REPORT '84

Well folks! Last year saw another outstanding Toy Run. As usual the run got away from Colley reserve and proceeded across town, up the expressway to Hahndorf turnoff and then out to Woodside Oval for a very pleasant day in the sun. Approximately 1800 turned out and donated their toys to the Salvos, who I assure you are most grateful for the generosity shown by the bikers in this state. There was a total of about 15,000 dollars worth of toys donated on the day, which goes to show the true generosity of people who showed up. A very good effort and one which clearly shows that we are people of deed and not just talk.

Everybody seemed to enjoy the band who worked very hard, although to look around you couldn't have given away a prize for the fastest feet on the dance floor. But then it was pretty warm. I wonder if perhaps we could get council to plant a few trees in the middle of their cricket pitch so we can have some shade next year? NO? Well perhaps someone might like to suggest a cooler venue for next year. Don't forget, the committee like to hear your ideas and opinions, so come along and tell us what you think.

Many thanks to Bruce Denson for organizing the run and the band, to the 4B's for laying out the food, and to the bar staff who stopped us all from melting in the sun. Also thanks to the police for their assistance, and to Woodside Council for the use of their oval. Much appreciated people, congrats on a job well done!

All in all a great day was had by all, and we once again received a favourable response from the press and the community at large. May we hope to have a bigger and brighter Toy Run in '85.

Ride safe Dredge



Pete & Lil show off their stuffed dog – (which one's stuffed? Ed.)

MID – NORTH REGISTER M.R.A.

Things have been fairly quiet in the Mid North over Christmas and New Year. New Years Day 1985 saw about 20 bikes on the beach of Wallaroo. The keg seemed to last forever and ended up back at Snowtown, Spook and Roach close behind. Who was that rider seen flat on his back in the sand? Perhaps we'll leave the keg home next time.

Our President did the right thing and let the local police know we were on our way. The reply suggested that we were after preferential treatment. Next time we'll just arrive.

On Feb 2nd we had organized a ride to meet with the local register at Broken Hill. This has been postponed, the protest ride taking priority. See you there.

SIDEWINDERS JUNIOR SPEEDWAY

Sidewinders began with a very small membership of a few fathers and their sons, who had a dream that Junior Speedway could become what it is today.

Those people were Graham Baker and his sons Steven and Mark, Roy Bitmead and his son David and Len Travis and his son Gary, in 1976. Also Marty Jarvenin and son Paul.

Scrounging for bikes was the order of the day. Then getting them together and in going order. The next thing was a place to ride. The first venue was down behind the gasworks. This however was fine for just riding but not suitable to get people to watch. These people then approached the Three Star Mini bikeclub. And from then on things started to happen. Three Star leased them the present track area and then the work to make a track began. This was slow procedure with so few to do the work. However, work they did, and hard. During this time they were joined by Geoff Snider a senior rider. Geoff was the donator of the still used Silver Helmet. All boys are keen to be the holder of this much prized trophy.

About this time the Amundson Family arrived on the scene. Bill Amundson a very experienced Speedway devotee and his International riding sons Kym and Rob were soon very involved in the Juniors. They in turn coerced the rest of the family to get involved and so they still are every one of them.

Steven Baker has gone on and last year won the European Final. Sidewinders are very proud of S. Baker.

Many of the present senior riders are 'old' Sidewinders. It has been a slow growth buy a steady one.

In the past year with much hard work yet again from the members, new additions are lights, a new fence and yet a better track surface. Our own track equipment also, which has been no mean feat. Sidewinders Club held the first Australian Title at our Wingfield Track and we are pleased that the other states have followed the example and now boast clubs as well.

Over the time the bikes have improved greatly as well with the added knowledge of competing with other states etc.

Sidewinders boast many ex – competing fathers as members with their families, and values very much the members who have just happened along as interested parties and ended up with a job such as Dick Purvis who now does much work around the club just because he likes the 'skids.'

We also have many valued sponsors who support us through thick and thin. Not forgetting the St. John Ambulance helpers either.



The boys set for another start

GENERAL REPORT — RICK WITHERS

It's time for the MRA to do another good deed for the community. A Blood Run. On Saturday March 30 those who feel up to it are asked to donate their blood to the Red Cross. The Centre opens at 8.30 a.m., so for those people interested, feel free to attend and help out with a much needed service to the community. Who knows, they might give it back to you one day!

Saturday 23rd March is a Poker Run day, leaving the Black Lion Hotel at 1 p.m. \$5 will have you entered, so if you think you would like to win 50% of the takings, BE THERE.

The Son of Mini Rally will be held later this year. Although last year was wet, a good time was had by all! For the rally enthusiasts who feel they are eligible for the other half of the badge, STAY TUNED.

Pre-license training should be up and away sometime this year. Bob Stanton and myself attended a meeting on 1st February, where we were supplied with a detailed report on the setting up of such a scheme. We have commented on the report which will now be submitted to the appropriate authorities for approval.

The Australian Championships of the Sidewinders Junior Speedway were held at Wingfield Speedway on Sat. 19th January. It's a great night out to see a very entertaining form of bike racing. To compete you have to be between 8 and 16 years, and be full of guts. The kids have fun and it's fun to watch, so for the interested, watch club notes in the papers.

Saturday 16th February was a busy day for a lot of people. We held a swap meet at the Arndale Girl Guides Hall, and there were definitely a few bargains picked up during the day. There were over fifteen stands, and more than 200 people went through the gates.

That same night, a Bikes, Blues and Rock Night was held at the Black Lion. It was a raging affair and everybody had a great night, thanks to the Full House Blues Band.

On March 2nd, we held yet another Defensive Riding Day at the Road Safety Centre. As usual, it was a successful day, with about thirty people showing up. Thanks again to the staff at the centre.

Just one more thought. M.R.A. caters for all motorcyclists, not just the members. So, if a mate asks you, "What has the M.R.A. ever done for me?", just tell him, "They've kept Third Party down. Without them, bikers would be paying \$600.

Ride Safe.
Rick.

REPORT ON RIDER TRAINING AND PRE-LICENSE TESTING.

Since my last report, the Steering Committee has held two meetings — on 30th November, and 1st February.

At the November meeting, Les Jackson from the Road Safety Instruction Centre presented details of a skills test to be passed before the issue of a Learner's Permit, and a detailed costing of a complete training and testing scheme.

The Motorcycle Industry Association representative pledged the Industry's total support for a scheme which will improve rider ability and safety, and ultimately improve the future of their industry. Many sections of the trade are coming forward with offers of support and equipment.

At the February meeting, the Registration Department's representative produced a complete proposal for several options for testing and training schemes, similar to the Tasmanian scheme. The bulk of the meeting was taken up discussing the

proposals. The modified proposal will be circulated to all representatives for further comment and then submitted to the government.

Unfortunately, the possibility of a pilot scheme by April as first envisaged, is not possible. By the time parliament has passed all the legislation necessary, November is the probable earliest date the Road Safety Instruction Centre will be looking for trainee instructors.

Anyone interested in being an instructor and examiner can gain further information from Rick Withers or myself.

In the time between now and the eventual commencement of the scheme, the M.R.A. will continue to hold our highly successful Defensive Riding Days at Oaklands Park, so keep an eye on Club Notes and the Centrestand for details.

Ride safely
Bob Stanton.

MEMBERSHIP REPORT

For some reason, which I don't pretend to understand, we tend to lose a high percentage of members when it comes to renewal time. Perhaps we don't offer to these motorcyclists just exactly what they want — perhaps we come across too strongly for some riders — perhaps they don't really like our image.

Whatever the reason, we have only around 60% renewal rate and that is simply not good enough. Assuming that we had approximately 1,000 members in 1984, by renewal time in 1985 we will need 400 new members to maintain our membership at 1,000 — this means that we would need more than 400 members this year if we are to grow at all. This picture does not look particularly encouraging does it?

This is where each and every one of us can do something to help. We can have a Membership Drive aimed at the grass roots level. Instead of massive publicity campaigns (which cost megabucks and generally net us only a few members), if we all tried to get just one new member this year we would double in size by the end of '85.

So how about it folks? Is it really too much effort to talk to your mates (or to a complete stranger) about the task of the M.R.A.? The ball is well and truly in your court — to remain politically viable, we need a strong membership base.

Stand up for what you believe in and try to join a new member soon.

Ride safe — Milo.

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Membership Form

PLEASE USE BLOCK LETTERS.

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Membership No. (if known)

NAME:

ADDRESS:

..... P/C Phone

OCCUPATION:

Enclosed please find the sum of \$8.00 being for one years membership in the MRA. Please supply MRA Woven Badges; MRA Metal Badges at \$3.00 each.

Family Membership \$12.00.

Total enclosed: \$

Do you have any skills you would like to offer to MRA?

LET THOSE WHO RIDE DECIDE

TRADE REPORT

ADDRESS TO MOTORCYCLE PROTEST RALLY, FEB. 2ND, 1985 AGAINST PROPOSED THIRD PARTY PREMIUM INCREASE ON BEHALF OF THE MOTORCYCLE INDUSTRY, BY ANDREW BEARE, VICE CHAIRMAN OF MOTORCYCLE INDUSTRY ASSOCIATION.

I speak today to show the support of the motorcycle industry in this state for a freeze on further increases to Third Party Premiums, and an immediate government instituted public review of alternative third party schemes.

For this to be an effective protest, we should be clear in the questions we are asking, and the changes we would like to see.

Be aware that a lot of the questions you are asking **can** be answered. Figures can be produced, true, accurate, and valid figures, to support a much higher increase in motorcycle third party premiums, **under the present system.**

A small number of extra-ordinarily high third party payouts to motorcyclists add up to show that motorcycles cost the third party fund a lot of money.

Our point is that in the majority of these claims, the cost is not the fault of the motorcyclist, but the car driver that hit him.

Everyone looking at the third party issue, from you people here today, to the motorcycle industry, all the way to the premier, admit that the present system has many inadequacies, inconsistencies, and is not fair and just to all parties.

But raising third party premiums again now, and again in six months time, which is inevitable, is like putting more water in a bucket because there's a lot of holes in the bottom.

The only satisfactory answer to the whole third party issue is to re-introduce a much stronger element of **responsibility** into accident compensation payouts.

Why is third party insurance paid on vehicle registration? A vehicle never hurt anyone. Cars don't kill people. Motorcycles don't kill people. Vehicle operators do. Let's make the premium payable on drivers licences.

Let's get away from the idea of "accidents". Most motor vehicle collisions are **avoidable**. They're not caused by fate, or bad luck, but by criminal negligence, or incompetence.

If you hurt somebody, **you** should pay.

And like any insurance scheme, if you're found responsible for a claim on the third party fund, your premium should go up. Safe drivers, and motorcyclists that get knocked off their bikes by car drivers, aren't penalised.

It's just not on in 1985 to suggest that the government couldn't set up and run such a scheme, when the Registrar of Motor Vehicles can tell me the mass, and capacity, and number of spark plugs, in my present vehicle.

Why can't we keep track of who's responsible, and make them pay.

The many thousands of people employed in the motorcycle industry in this state can't understand why the government isn't falling over backwards to get more people on motorcycles.

Motorcycles use less fuel, they take up less space, in cities, in traffic, in parking. They are cheap, useful, viable, alternative transport, with a whole range of advantages for the whole community, as well as the individual.

The Motorcycle Industry in South Australia, stand with the Motorcycle Riders Association, in supporting an immediate freeze on further third party premium increases, and an immediate government instituted publicly accessible inquiry to find a better third party insurance scheme.

SPOTLIGHT

Interview with Dean Brown (Shadow Minister for Transport) regarding third party insurance premiums. Given to Ross Vickers on 7/2/85.

Q 1. Do you wish to alter the current system, or replace it with another?

A. The Liberal Party wishes to review the current system. We presently have a proposal which shall be released shortly.

Q2. What is the Liberal party position on the current system regarding the allowance for moral blame to be taken into account in the payout to victims?

A. A Liberal Government will alter the method of determining the premiums so that the premiums reflect the negligence contriuted by other drivers. This will peg motor bike premiums back, compared with other vehicles. About 70% of accidents involving motor bikes are primarily caused by the fault of other motorists. Motor bike owners are having to pay for this negligence by other drivers, as the premiums now reflect the claims experience. That is unfair.

Q3. To what level has your government studied the alternatives to the current system, for example a fuel tax?

A. We have studied all the alternative systems. Regarding a fuel tax though, obviously the system could not be financed entirely in this way as it would prejudice some sections. It is interesting to note though, that from the 27 cents per litre federal tax only 17% is spent on road construction, and what is spent on road safety is miniscule compared to that.

Q4. Do you think the system should remove the lump sum payments in favour of a biennial revision for victims?

A. The current common law system needs to be amended. There will be an announcement of that shortly.

Q5. Do you recognize that motor cyclists are private vehicle users, and that their third party premiums could be tied in with cars?

A. To tie bikes in with cars would prejudice some bike classes, but they should at least be comparable with cars.

Q6. Would the Liberal party freeze motor cycle premiums for third party insurance until the system was reviewed?

A. Yes.

Q7. Would the Liberal party allow the M R A to assist in the review of the system?

A. I will make it possible for a group such as the M R A to put a proposal directly to the third party premiums committee. I would take into consideration any proposals from the M R A.

Thank you Mr. Brown.

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LETTERS TO THE EDITOR

Dear Editor,

Hi everybody. Just received No. 1 No.1 Centre Stand. It's "Spot on good gear". Regards sidecaring, having had more years with a chair than not, one definite requirement I have found and done on all mine is to fit the same size wheel tyre etc as rear wheel of the bike, toe in 3/4" to 1", lean-out of bike no more than one inch. Adjustable shocker on chair and rear for loading 2" to 2" Fork Trail.

This is after 40 years and more from old Army Days 16H Nortons with the "Live Drive" chair, 10" clearance, and bike 4" clearance. Am running an old Leadwing 76 with my own design chair and STX cross copy Dusting body. Am now off to "Resolution Rally" at Esperance.

Regards No. 3.
Reg Adams
Kalgoorlie W.A.

*

To the Editor,

Regarding an article in the December issue of Centre Stand — "The Rider". From the editorial of this magazine I quote, "how much more powerful a group we would be if we could put aside all doubts, thoughts of animosity, sneers and slander at fellow bikers."

Sure, the article may have been written in fun but the idea put across is that of total bias towards the intelligence of Jap riders and total slander towards the rest. Personally, I think an article such as this published in an M.R.A. magazine was totally unnecessary. The space could have been used to more advantage.

M.R.A. is an association of a great assortment of bike riders. The idea of non bias towards any faction should be emphasized. And P.S., Yes, I can take a joke.

Judy Carpenter.

*

Dear Sir,

I attended the Third Party Insurance Protest in Adelaide on Saturday, and would like to congratulate you and the M.R.A. for such a well organised and supported rally. You must have been very pleased with the attendance — other than the absence of Mr Abbott.

Just one point that I thought should be pointed out to these politicians (especially the Democrat spokesman who referred to us as a minority group and suggested the public thinks we should be paying more). Well, they should consider that of all the 6,000 — 10,000 at the ride, each of us have parents, wives/husbands, brothers/sister, other relatives and friends who are sympathetic to our cause. So imagine if you multiply 6,000 — 10,000 by X amount, could make up a large percentage of this states voting population.

Would it be practical and advantageous to have petitions circulated through motorcycle clubs, as I know there were many people who could not make it to these rides; e.g. those with unregistered bikes, mechanical problems, work commitments, layed-up in hospital and in general the public who support us. There are lots of elderly people who rode bikes in their times and not so old who are still interested. Maybe we should give them the opportunity to be counted.

Well, sorry if I've rambled on but just felt compelled to write, have also enclosed membership renewal (hope it is correct amount).

Once again, congratulations, and keep up the good work.

Miss Ann Ryan.
Renmark.

Dear Sir,

I attended the Toy Run last year, and was very impressed with the increased turn-out over previous years.

One small bitch I have though is with the 'bright' boys who decided to show everybody how to wreck their bikes, make a fool of themselves, and try to destroy everyone else's hard work by doing burnouts across the pitch. Boys, if you let go of your little fellas this weekend and go to a rally, there will be someone there to show you how it's done, and then you may be able to put your energies into having fun instead of getting us kicked off the oval 'cause you wimps couldn't hang on to your bladder.

But I really enjoyed the day, the band, and the bikes. I hope those little kids enjoyed those toys, cause there sure seemed to be a few there. All the best with the mag.

D. Jones.

*

Dear Editor,

Recently I have been pondering on ways to become rich a little quicker than normal. And thus, in one of my rare moods of thought, I thought that a gossip column might be the way to do it.

I realise that a gossip column may cost me money for what I actually print (i.e. in the libel courts), but I intend to make my money by what I don't print! Payment for information received, you might say.

For example, I could get paid not to print items such as the following. Which newsletter editor, who owns a V4 two stroke has had many rides thru the hills shortened by what he calls "fouled plugs"? (If this doesn't get printed, I better have received your cheque!) Or the 4B's co-ordinator who entertained the delegates at the National Conference, with a wonderful half-hour strip tease, while wearing green make-up? Or the half charged drunk at the pub, who was asked, "Why have you got two beers?" and replied, "Because they don't sell pints!"

So, to all those people who have done embarrassing things, if you don't want the world to know about it, send all cheques, money orders or cash to Rosy, C/- M.R.A.

People like Peter Mount, Rick Withers, Wendy Polljonker and Bob Stanton had better reach for their wallets very quickly.

Rosy

P.S. Fees are \$10 for a minor 'offence', ranging thru to \$100 for a scandal.



Ray keeps the troops entertained at the party — just goes to show what six bottles of green ginger wine can do for a man. (Hey — wheres my cut in all this — Ed?)

M.R.A. ACTIVITIES 1984

POLITICAL

- March 19 Road Safety Seminar – Department of Premier and Cabinet.
RESULT: Direct input to Government on riders' views re social and other aspects of Road Safety.
- July 3 Meeting with Roy Abbott re:
(1) Sect. 54 (Keep Left Law).
RESULT: Arranged meeting between MRA and Thebarton Police.
(2) Rider Training
RESULT: Agreed on need for improved facilities and for MRA assistance. On agenda for ATAC conference July 16.
(3) MRA House 266 Unley Road.
RESULT: Not available – KESAB option.
- Aug 7 Meeting with Thebarton Police re Sect. 54.
RESULT: Memos sent to all patrol bases advising of safety reasons why motorcyclists should appear to contravene Sect 54 and to consider these before booking people.
- Aug 23 Attended House of Representatives Standing Committee on helmet safety.
RESULT: No input as MRA working on issue at Federal level.
- Aug 29 Meeting with Roy Abbott re mopeds.
RESULT: Government considers mopeds bicycles and not concerned with road safety. MRA and Government to review accident statistics in 12 months.
- Sept 4 Solidarity meeting with a number of bike clubs re Milpera shootout to show public it won't happen here and to stop suggestions of stupid laws.
RESULT: Public calmed somewhat. Biking not hurt here as much as if we didn't have the meeting.
- Sept 27 House of Representatives Committee meet on helmets.
RESULT: Submission on helmet safety on basis of two-pronged attack ie State and Federal.
- Oct 23 Made representations as witness at Andrew Lynas' case re Sect 54.
RESULT: Magistrate said it was not a good law. Found case proved but no points loss and no conviction.
- Oct 26 Invited to represent motorcyclists on Motor Registration Division Steering Committee on new licencing proposals.
RESULT: Committee generally agreed with scheme we came up with 18 months ago. MRA to supply instructors and advice from motorcyclists' point of view.
- Nov 1 Third Party Premiums Committee met to examine SGIC's claim for 20% rise.
RESULT: Our representative assisted getting rise dropped to 15%.
- Nov 15 Request to join SA Automotive Chamber of Commerce via Motorcycle Industry Association.
RESULT: MRA status recognised and will represent motorcyclists on Motorcycle Industry Association of South Australia committees.
- Nov 16 Meeting with Roy Abbott re Third Party rise.
RESULT: Agreed on need for new system and that we were paying too much. Letter to Third Party Premiums Committee calling for special meeting to re-examine figures, with particular attention to motorcycles. Caused so much debate in Cabinet that rise deferred five weeks.
- Nov 22 Meeting with John Bannon re compulsory lights on proposal.
RESULT: Lights on will not be compulsory but Government will promote it as a safety measure.
- Nov 22 Third Party Premiums Committee met on Abbott's request.
RESULT: Figures still stand. No authority to make alternative suggestions but need new system. Request from SGIC that 20% increase apply to all motorcycle categories. MRA stopped this!
- Nov 22 Perkins case re Sect 54.
RESULT: Deferred to December 7. Our solicitor contacted prosecutor with information on Lynas case. Prosecutor agreed a trivial offence and charge will probably be dropped or same result as Lynas.
- Nov 28 Paul Edstein (AMC) met Richard Daniel (SGIC) at our request to discuss third party figures.
RESULT: SGIC would go along with No Fault scheme. Interested in rider training with possible reduction in third party cost to those riders who have done a course. Will take up with Road Safety Committee.
- Figures generally show that SGIC is trying (since we made rude noises about it this year) to offer fair and reasonable costs.
- Nov 30 Licencing Committee meeting.
- Dec 7 Perkins case lost. Will appeal to the High Court.

PUBLIC RELATIONS.

- Feb 4 Olympic Telethon – National TV coverage.
- March 11 MRA tent at Salisbury East High School Gala Day.
- April 8 Tent at Air Castrol 3 hour.
14 Blood run.
15 Lenswood Apple Festival.
- May 27 Superwalk marshalls – KESAB Liaison – State Affair TV coverage.
- June 2 Blood run.
- July 7/8 Tent at Bower News 24 hour.
22 Tent at AIR.
- Aug 4 Blood run.
18/19 Marshalling Amateur Cyclists Assn of SA.
- Sept 2 Tent at AIR.
30 Ducati Concourse.
- Oct 6 Opening Motorcycle Awareness Month.
6 Blood Run.
9 State magazine conceived.
10 Touch of Elegance interview re Motorcycle Awareness Month.
13 Tent at Clare Festival
9-13 Bike display at Kilkenny and Colonnades.
13 Economy ride.

- 15-20 Bike display at Marion.
- 20 Awareness Ride.
- 22-27 Bike display at TTP.
- 27 Close of Motorcycle Awareness Month. Defensive Riding Day.
- Nov 18 First Hills Register meeting.
- 25 Tent at Taillem Bend races.
- Dec 1 Blood run.
- 8 MRA ride and display at Mt Barker Pageant.
- 9 Toy run.
- 13 State Magazine out.
- 21 MRA ride and display at Lobethal Festival.

SOCIAL

- Feb 19 Victor Harbor run.
- April 1 4B's Teddy Bears Picnic.
- 29 Mid North Run.

- May 13 Mannum run.
- June 2 4B's Port Bottling.
- 23 4B's Monash run.
- July 1 4B's film night.
- Aug 12 Mid North run.
- Sept 9 Family Picnic day.
- 11 MRA Tourers conceived.
- 15/16 MRA Rally.
- Oct 14 4B's Castrol 6 hour telecast and BBQ.
- Nov 4 Tourers run Barossa.
- 11 Mystery Run.
- 17 4B's Port bottling.
- 24 Poker run
- Dec 4 4B's present BMW K100 to raffle winner.
- 18 Christmas drinks Prince Albert Hotel.

Peter Mount
PRESIDENT

CONGRATS SAMMI ROSS

M R A – SA will miss your talents, but I'm sure you'll use them to advantage in Canberra. Best of luck with M/C Awareness Month Co-ordinator

KEVIN O'CONNELL

MRA was saddened to hear of the Death of Speedway ace Kevin O'Connell at Speedway Park.

We would like to send our best wishes to kevin's family and friends.

He will be deeply missed by all.

MRA 4B's TAWNY PORT NOW AVAILABLE

Excellent Vintage – Will make an ideal gift – grows hairs in the most unlikely places \$5.00 per bottle.

Contact Ray Drew 271 8318

SINCERE THANKS

Maxwell Edwin Rogers
died 18th November, 1984

To the members of the Motorcycle Riders' Association:

We have been greatly comforted and strengthened by the sympathy shown to us in so many ways since the death of our dearly loved husband and father.

Your thoughtfulness has been much appreciated by Lena, Barry, Malcolm and families.

The flowers you sent were beautiful, and I thank you for them. After the service we arranged for them to be taken to an elderly citizens home, where they were received with much pleasure.

Lena Rogers.

CLASSIFIED ADS.

WANTED: Harley. Will trade Mum, address book, and first pair of motorcycle boots. Phone Peter Mount.

WANTED: Spunky chick for company to Queensland and return, on motorbike at the end of March – April Contact Ziggy, C/o Henk and Wendy's phone 46 2169.

FOR SALE: Yamaha XJ 750. 1982 Model. 16,000 km. Immaculate condition. \$2,600. Phone Rene Leclerq 268 3772.

A PERSONAL PLEA: Would the photographer in the whites sidecar from the October Awareness Run please contact Milo at M.R.A. meeting soon.

FOR SALE: Mens Ex Large 5'9" One Piece Leathers. Black – silver trim. \$100 or O.N.O. – 265 4164

MRA STOCK PRICE LIST

Item	Price	Postage
Windcheater black only	20.00	2.00
T/Shirts black & white	7.00	1.00
Singlets black only	7.00	1.00
MRA Stubby holders	4.00	1.00
MRA Patches	3.00	.50
MRA Badge	3.00	.50
Biketober Badge	3.00	.50
Toy Run 84 Badge	3.00	.50
Everclear Members	4.50	1.00

MRA Mini Rally Badge not available.

Stock items available at MRA meetings and by writing to MRA, G.P.O. BOX 1895, Adelaide 5001. When ordering by mail, please don't forget to add postage to each item.

MRA DISCOUNT LIST

The following places have agreed to an MRA members discount upon production of a current membership card. Any new ones will be added to the list in future newsletters.

10% discount at:

- Suzuki Cornell – except for some tyres.
- Gawler Honda – except for tyres and motorcycles
- Smithfield Yamaha – except for 5% on tyres and tubes
- Motorcycle World – except sale items – no free tyre fitting
- Eurocycle – except fibre glasswork, discounts negotiable
- Dernacourt Kawasaki – no exceptions
- Harley Action – no exceptions
- Rec – A – Bike – no exceptions
- Carcycles – except new motorcycles and specials
- I.B. Motorcycle repairs and tyre centre – on labour rates

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