

# CENTRE STAND



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS ASSOCIATION OF S.A. INCORPORATED.  
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**DECEMBER 1989**



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Xmas Greetings to MRA Members.

# MRA

**MOTORCYCLE RIDERS'  
ASSOCIATION INC.**

**DECEMBER 1989  
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**1989 4B's BED PUSH**

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## - EDITORIAL -

One way in which the MRA serves its members and the non-member motorcyclists of this state is to maintain a high public profile in order that it be taken seriously as a political force when presenting the motorcyclists' case to government. It does this by becoming involved with government and semi-government agencies to do with motorcycling and road safety, by public rallies to stimulate the membership and outside interest and by community service via Toy Runs, Share the Warmth, Blood Runs and Bunny Runs which show the human side of motorcycling in an attempt to break down the common stereotypical public perceptions of motorcyclists.

The General committee at a recent meeting discussed another high profile venture, that of running a Blue Light Rally in South Australia in the coming year. This is a three day cross-country event which has the support of the motorcycling industry and would directly involve the MRA with the government, police, general public, non-member motorcyclists, the motorcycling industry, small business and the media. While recognising the potential benefits of the proposal, the Committee turned it down, recognising that going into the new year understrength with each of its members over-committed, the MRA SA was not equal to the task, while it could not rely on the support of the membership in its endeavours.

Next time you read Centrestand, attend a Toy Run or a General Meeting, consider how much more the MRA could do for motorcycling in this state if you as a member committed a bit more than your membership fee.

Ride Safe  
Harald

# BIKETOBER '89 REPORT

Well, that's BIKETOBER over for another year, a somewhat lower profile campaign this time around due to a number of reasons, such as lack of funds, time and enthusiastic manpower. Most of the MAM Committee members have been involved with the "month" for a number of years now, and I think we are becoming a bit jaded, especially when you consider that most of us are also on the General Committee as well! High time we had some fresh blood. Think about it!

We did try to organise a Bike Show for the opening event on October 1st, but that became a victim of club apathy, with only three clubs bothering to answer our invitations for them to attend. Of them, only two said they were interested. As for the rest, well not too many were to be found at the Rolling Thunder Adelaide Bike Show either, so I can only assume that they are not really interested in promoting motorcycling or their clubs.

On Saturday, October 14th, we held a combined fuel economy/poker ride, which was a good success despite a stuff-up with the date. Unfortunately, when I did the posters, I put the 15th as the day for the ride. This resulted in the wrong date going in the last issue of Centrestand and also Australian Motorcycle News. By the time we picked up on the error, all we could do was put out new posters and place ads in the daily papers.

To those who were inconvenienced by my mistake, I sincerely apologise and assure you it will not happen again.

As it was we had about fifty riders turn up for the run and we believe they all had a top time, especially the winners! \$40 richer was Ralph Murdoch, winner of the poker run with a hand of four nines. Class winners of the fuel economy run were:

Up to 250cc — Brett Hart on a Yam XT 250 — 37 Km/Lt  
500cc — P Gidman on a Kawasaki 500 — 37 Km/Lt  
750cc — Jason Koth on a Suzuki 600 — 28 Km/Lt  
1000cc — Hank Polljonker on his new Harley 883 — 27 Km/Lt  
Unlimited class — David Low on a Suzuki GS 1000 — 20 Km/Lt  
Congratulations to all the trophy winners, the triers and also the sponsors: the Bedford Hotel, Woodside, Penrite Oils, BP Darlington, Allbike Motorcycles and Hanbys Tyre Service.

October 21st saw another MRA Blood Run to Red Cross House in Pirie Street. About eighteen members met at our new starting venue of K-mart, Anzac Highway, for the fun run in to the city. Another dozen or so riders turned up during the morning to give us a fairly good turn out. Thank you to all those who attended, and remember the next run should be on January 13th, 1990. Check club notes or call Wendy on 46 2169 for confirmation as the date approaches.

Our last event for Biketober proved to be very timely indeed, with the State election being announced only a week after our "Ride for Rights" to Parliament House on October 28th.

Some 800 riders made the effort to come and find out what the polities would pull out of the hat in the way of promises. A quick summary of what they had to say is:

Robert Gregory, Minister of Labour, talked a lot without saying anything. He talked about what they had done, but not about what they were going to do. He might as well have stayed at home.

Graham Ingerson, Shadow Minister for Transport, basically promised to introduce driver training within twelve months of winning office. He said they had already had talks with the Driving Instructors organisations about such a move.

Ian Gilfillan of the Australian Democrats said his party would support such legislation. By the time you read this, of course, the election will have been run and won but, no matter who has won, the MRA will still have its work cut out.

Joylyn Porter



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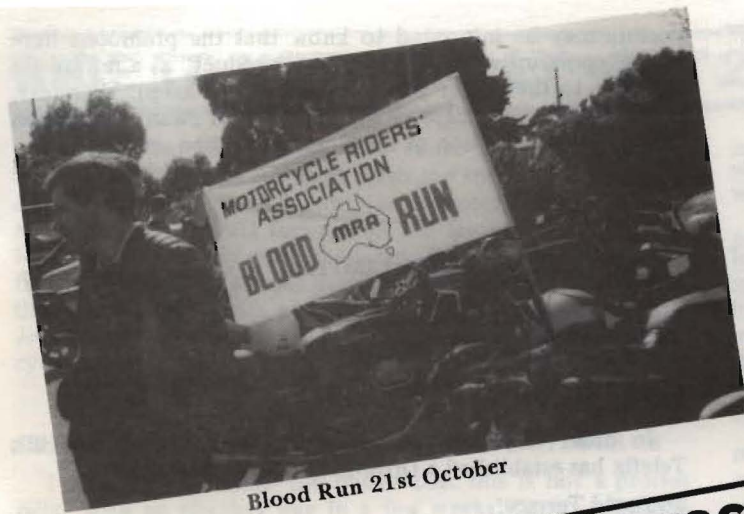
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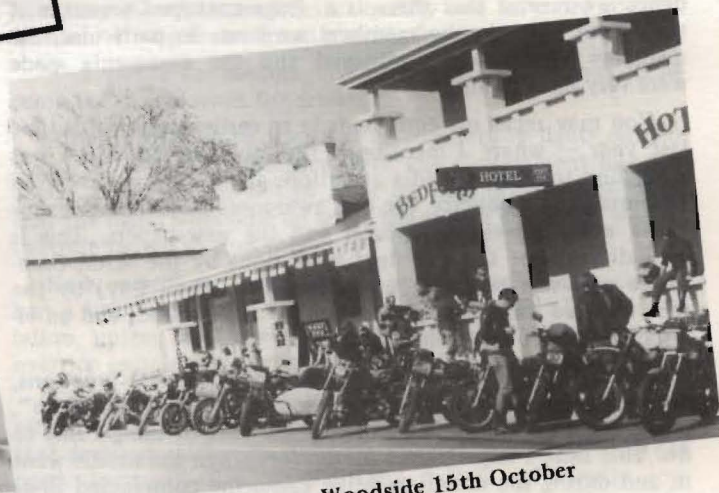


Speakers at Parliament House

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# SECRETARY'S COLUMN

Well, here we are, another Christmas issue of the Centrestand — All the best to you all for Christmas and the New Year, and ride safely!

Since the last issue we have held the AGM and for those of you who don't know, there were no nominations received for the positions of President or Vice President. In this regard your Committee has resolved to work around this problem for the time being and whilst maintaining our usually high profile, seek expressions of interest from persons who may be available in the new year.

The lack of President and Vice President may have been addressed elsewhere in this issue and I mention it here because your Executive Committee now consists of myself as Secretary and Milo as Treasurer (as well as the Membership Officer), and I know from my reading of all the correspondence we receive that there is a huge untapped reservoir of talent out there in the members we have. In particular, the members survey forms returned and the comments made were very enlightening.

You may recall my comments in an earlier issue — this time last year — where I mentioned the fact that the MRA was struggling to attract media attention, at the time we received absolutely no publicity for our awareness ride. This year we made every television channel and the newspapers. This is an indication of the excellent work done by the MAM Committee and was probably prompted (in a small way) by the fact that we rode through Adelaide — not around; and an election was announced the next day.

I attended the Blood Run as part of the MAM functions, and whilst I suffer the process because it's a "good cause", I find it most unpleasant and not the sort of thing I like to do. This time I experienced discomfort when the needle went in and during the donation. Mike Engel (he complained first) said the same. At this the Sister said to me, "You should have said something, I would have twisted the needle!" She explained later that the needle needs to be positioned properly, and a small adjustment can make a big difference to the donor's comfort.

Thanks to the nearly thirty members and friends who donated; it was one of the biggest turnouts for some time and the gathering afterwards (refreshments by Red Cross) was an enjoyable as ever.

Returning to my earlier comments on that untapped reservoir of talent, why don't those of you who have not been to a meeting for a while come along. By attending you can have a say in the running of your Association and you would help your Committee by contributing. The Committee and the MRA will always benefit from new ideas.

I announced some time ago at a general meeting that Hills Telefix had opened a drive-in service centre for electronic equipment (TV, video, hi-fi and microwaves) at 56 David Terrace, Kilkenny, and offered our members 10% discount on a production of our membership card. I was the first to ask for our discount when I went back to pick up my TV was told "we know nothing!" I "politely" insisted and received 10% off. I later provided them with a copy of their letter, which is reproduced in this issue. Should you wish to claim your discount take the letter with you.

Those of you who distributed 1989 Motorcycle Grand Prix

posters may be interested to know that the promoters have finally come up with the promised "product" as a reward (in addition to the poster you were allowed to keep). Therefore, if you like to wear caps or eye shades with Swan Premium on them, with no mention of the Grand Prix, then see Peter.

Michael Giesecke  
Secretary.

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E J Bannister  
Divisional Manager Electronics Division

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### MRA STOCK PRICE LIST

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MRA T-shirt (black or white)	\$10.00	\$12.00
MRA Singlets (black only)	\$10.00	\$12.00
MRA Stubby Holders (flat type)	\$ 3.50	\$ 4.50
MRA Parches & MRA Badges	\$ 4.00	N/A
National Rally T-shirts	\$ 6.00	\$ 6.00
National Rally Stubby Holders	\$ 2.50	\$ 2.50
National Rally Singlets (Limited sizes)	\$ 6.00	\$ 6.00
Biketober 84 Badges	.50	.50
National Motorcycle Month 85 Badge	.50	.50
Biketober 87 Badges	\$ 3.00	\$ 3.00
Biketober 88 Badges	\$ 4.00	\$ 5.00
Biketober 89 Badges	\$ 5.50	\$ 5.50
All Stickers	.50	.50

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# RIDE TO VOTE RALLY -OCT 28 : WHAT THEY ALL SAID

For the benefit of those who could not make it to the Rally, here are some offerings from the speeches which were made on the day. Peter Mount's introductory address is printed in full, as it puts forward all the issues with which the MRA SA is currently concerned. Ian Gilfillan (Democrats) and Graham Ingerson (Liberal) have supplied us with a synopsis of their respective policies and for the Labor Party a letter from John Bannon summarises his Party's concerns for motorcyclists.



## MRA ADDRESS AT PARLIAMENT HOUSE OCTOBER 28

I wish to state from the outset that this is not a protest rally. With an election due in a few weeks' time we think it is fair not only to the political parties but to us as road users that we give representatives from the various parties the opportunity to state their policies regarding motorcycling so that we can consider the impact of those policies and vote accordingly.

We have a number of issues to discuss here today: the first is third party premiums — despite the 10% reduction of a few months ago there is still a large degree of inequity in their assessment.

Loosely speaking, our premiums are based on projected payouts, and are calculated by dividing these estimates by the number of motorcycles in South Australia. This number is determined at the end of June, when there are around 25% fewer bikes on the road than in summer, thus giving a falsely high figure for premiums. We would like this method of assessment rectified.

Anomalies in the figures SGIC has presented to the Third Party Premiums Committee, of which MRA is a member, to justify increases in premiums have also been discovered. SGIC was asked over four years ago to explain these anomalies, but to date no satisfactory explanation has been given. We would like an investigation into these anomalies.

Other issues to be discussed here today were dealt with at length in six submissions the MRA made to Adelaide's first Public Road Safety Forum in 1987. The MRA has not heard the results of that forum, except that the final appraisal of the 200-odd submissions contained no recommendations regarding motorcycling. This is not only a gross discourtesy to the MRA and other groups which put a lot of time into research and preparation, but it also says a lot in terms of where road safety for motorcyclists stands in the eyes of our administrators.

Street furniture is a major concern of motorcyclists. By "street furniture" I mean the yellow and white "safety" bars or rumble strips which are often placed in the middle of the road to guide traffic. These are ok for cars, but for bikes they are pure murder, and do nothing but add to the danger factor in riding a motorcycle on today's roads, and even the Police riders will bear me out here.

Thanks to our MRS counterparts in Victoria. Their Government has recognised the dangers of safety bars and is removing them; our Government should do the same.

Slippery steel inspection covers and roadworks plates are also a problem. The MRA was successful in getting these bitumenised in 1982, but since then the bitumen has worn off and new plates are not being treated. These are the bane of every motorcyclist's existence, for when they are wet they provide absolutely no steering or traction for cornering or

braking. We would like the Highways Department to rectify this as soon as possible.

There can be no doubt that the compulsory rider training program which was introduced in 1987 is a good thing. Its effectiveness is borne out by a decrease in motorcycle crashes of over 40%, and the MRA wholeheartedly supports the scheme.

So isn't it logical to assume that compulsory driver training would be just as effective in reducing road casualties? "Not so," says Mr Bannon. In a letter to the MRA he says "No such evidence exists that similar training would benefit drivers."

The MRA says the evidence is obvious, in that over 70% of drivers are at fault in car/bike collisions. How often have you heard the excuse, "Sorry mate, I didn't see you"? We say the responsibility lies with all road users to be aware, that drivers have demonstrated their deficiency in this area, and that they therefore need better quality and far more comprehensive training than currently exists for them.

If it works for motorcyclists there is every reason to assume that it will work for drivers.

Which brings us to the issue of compulsory lights on. No, lights on is not compulsory yet. The Government has proposed an Australian Design Rule for new Bikes to the effect that the lights will come on when the engine is started, with an override switch to turn them off if you want.

Now correct me if I'm wrong, but I thought bikes already had a light switch. So what can be the purpose of this legislation, unless the Government intends doing away with that override switch at some future date?

We're not against voluntary lights on; if the rider thinks it's effective, he or she should be allowed the freedom to make that decision. Although statistics suggest that lights on is not particularly effective, none of the data is sufficiently conclusive to warrant legislation. We are against legislation for legislation's sake, and we're concerned that this is the thin edge of the wedge and that with the stroke of a pen lights on will become compulsory, thus giving us even less choice in our own welfare.

The push for this unnecessary legislation is coming from only two states — Victoria and South Australia; the other Ministers of transport do not think there is any justification for it. We think our Minister should act with responsibility, and represent our interests in the way that we have asked him to.

More than that though, this move is again putting the responsibility for being seen entirely on our shoulders and none on the drivers to look for us. Why should we, the victims, be forced to take on a responsibility which rightfully belongs with drivers?

The answer is quite clear. It lies in education, not legislation. Better education for drivers on their responsibilities to every other road user, which, despite what some might think, includes motorcyclists.

And this education should not be limited to existing drivers and learners, but should be introduced in schools as a compulsory part of the school curriculum, for nearly every schoolchild will become a road user, and the earlier they start learning, the safer our roads will be.

The MRA has attempted to introduce an education program in schools, but although accepted enthusiastically by

children and teachers, it has been restricted by limited funds and personnel. It is time for the Government to support this initiative by providing a formalised roadcraft education program.

The Government says it has a commitment to improving safety on the road. If this is a serious commitment, then it should not shy away from addressing the problem of careless and incompetent drivers, and the particular problems of motorcyclists, simply through political expediency. Although we make up only 10% of the population, we are still contributors to society and legitimate road users, and deserve a fair degree of consideration. Thank you.

Peter Mount



#### DEMOCRATS

1. The Democrats believe there should be no discrimination between categories of road users, ie no discrimination between motorcycles and cars or the training of motorcyclists and car drivers.
2. The Democrats believe that more attention should be paid to roadside furniture and road repair hardware and road markings to ensure safer passage of all vehicles, but in particular, motorcycles and bicycles which are particularly vulnerable.
3. The Democrats believe that the use of headlights in rural driving situations should be obligatory. In the absence of legislation we urge all vehicles — motor cycles, cars and trucks to have headlights on in unrestricted speed zones. The increase in visibility is dramatic and reduces the risk of accident.
4. The Democrats support the increased use of motorcycles for human transport in the context of fossil fuel conservation. The efficiency of moving one or two people by motor cycle is markedly better than single person motor vehicles which are entering the city each day.

#### LIBERALS

1. We will not introduce compulsory "lights on" legislation to specifically regulate motor cycles, however, we will encourage individuals who voluntarily wish to use this method of identification as a road safety protection measure.
2. We will introduce as part of a review of the graduated drivers licence scheme, an additional compulsory training programme before the full licence is granted for all learner drivers. It is our belief it will take approximately two years for this scheme to be properly structured and introduced.
3. We will review the compulsory third party bodily injury insurance scheme to ensure that motorcyclists as well as general motorists are being fairly treated in the setting of insurance premiums.

#### LABOR

There has been in the past three years a dramatic reduction in the number of deaths and injuries to motorcycle riders and passengers. This exceeds the reduction for any other road user group. All road users must take some credit for this but your Association's co-operation has assisted greatly.

However, without in any way attributing blame, road safety authorities believe that one way to further improve the situation is to improve the overall conspicuity of motorcyclists. To this end, the wearing of light coloured protective clothing and helmets, use of some reflective materials and use of headlamps is strongly encouraged. I am not aware of any "strong Federal and State push" to make use of lights in the daytime compulsory. An Australian Design Rule (ADR) regarding use of lights is being developed but this will only apply to new cycles and as a result of extensive consultation, whilst the ADR will require lights to come on automatically

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when the engine is started, provision will be made for a switch to allow them to be turned off.

Compulsory motorcycle training (Rider Safe) was introduced three years ago because research indicated that novice cyclists would benefit from this before being allowed on the road. The training - largely organised by experienced cyclists (sic) and supported by your Association - has been very successful and has, I believe, contributed to the reduction in motorcyclist casualties. There is no such evidence that similar training would be of benefit to novice car drivers.

With regard to street furniture, safety bars, inspection covers and steel plates are necessary. Road construction authorities are aware that they present special difficulties for motorcyclists. The "bars" are installed to Australian standards which are under regular review.

The number of inspection covers used is minimised and their location considered carefully but at this time they cannot be dispensed with. The Department of Road Transport (formerly Highways Department) only uses steel plates to cover road works excavations on very rare occasions when no alternative is available. However, some authorities do use them as a normal practice and I will ask the Office of Road Safety in the Department of Road Transport (formerly Road Safety Division, Dept. of Transport) to investigate possible alternatives.

You should be aware that the Department of Road Transport is undertaking a program to use newly developed skid resistant pavement marking at all its signalised intersections.

Following its conduct of the Road Safety Forum, the Road Safety Advisory Council did not make any recommendations related to motorcyclists.

The method of calculating third party premiums for all types of vehicles is a matter for the Third Party Premiums Committee of which your Association is a member. Premiums were recently reduced for motorcyclists and, if the improvements in the road toll of recent years are maintained, necessary future increases can be delayed and minimised.

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# COMPETITION TIME

This competition comes courtesy of Committee member, Peter Banardo. The idea is to find the bike names in the square of letters and reassemble the remaining letters to find two hidden bike names. Send the names on a postcard or on the back of an envelope to Centrestand Competition, Box 1895, Adelaide 5001. The first correct entry drawn from the hat at the General Meeting on 31 January 1990 at the Black Lion Hotel will win an MRA T-Shirt, but you must be at the meeting to claim your prize or else we draw again.

E	X	C	E	L	S	I	O	R	R	E	H	T	N	A	P
N	M	O	V	N	A	I	D	N	I	S	I	L	K	A	P
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		.....&.....	

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BESCO BATTERIES are offering on presentation of MRA membership identification a 20% discount off their retail prices from now until January 31st, 1990. If, over this time, ten members purchase batteries from any of their outlets, then BESCO will donate goods to the value of \$100.00 to the MRA to be used as prizes for events or fund raising activities.

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# 'GOANNA'

- \* I have returned, so look out. First up I would like to thank 'Stud' and his assistants for doing the column in the last issue of Centrestand.
- \* Check out the Adelaide white pages phone book, on page 29. Some of the services offered will make your head turn!!!
- \* Is there a V8 powered sidecar? Yes, it resides in WA! Where do I get one!
- \* Is the Radio Show by the MRA going to return to the airways?
- \* Does Russ Hanby use a ladder when washing 'Nevel' so he can reach above the door handles!
- \* Who dropped his new Kawasaki GTR 1000 going into the 'Worlds End Rally'? Ha, ha, ha! Was he going to phone the 4Bs for assistance, but couldn't remember his phone number.
- \* Has Pete Mount sold his Gold Wing, as I haven't seen him on it for quite a while?
- \* Will Sue wash Tom's new BMW or will he refuse to ride it in the rain and mud?
- \* Will Milo ever ride his motorcycle? Yes, he still owns a Norton Wasp outfit!
- \* Do the SAMRATS still exist? Who cares? I believe as of September are no financial members!!  
(See this month's SAMRAT's report. Ed.)
- \* How did Pete Mount get his sore hands and leg? Is his Wing for sale?
- \* What single bloke bought a house next door to a girl's school and doesn't have or want kids? Has he also got a safety sticker on his house?
- \* What did Michelle do? Did she do it in public?
- \* Did Wendy do it also? Did she enjoy it?
- \* Does Harald know where Woodside is? How old is his street book?
- \* Was Tom's red outfit seen in the 4B's trailer recently? Why? Who cares?
- \* How many bikes has Mike Dight owned in six months? Is the Guzzi for sale?
- \* Congrats to Dave (ex Vice-Pres)- and Judy on their wedding on the 2nd December!!
- \* Who funded the '89 Toy Run - our 10th year - hope there are many more.
- \* How big do chickens grow? Ask Jolyen!!!
- \* How does Bob Stanton park his side car?
- \* Are the 4Bs going to use a Volvo station wagon for their pick up servicer?
- \* Is Chris Fenech going to sell his bike to buy a Datsun station wagon to carry all the kids?
- \* Who had his jacket stolen and in this said jacket was there a recent unpaid speeding fine to the value of \$130.00  
(The jacket was returned and, you guessed it, the thief didn't want the speeding fine either Ed)
- \* Out of 800 members in the MRA how many bothered to show up to the AGM? Bloody 45!! Were you one of the 45? Now that's bloody apathy in a big way!!!

## FOR SALE

Suzuki Quad Racer  
 250 power band engine  
 Full floating suspension  
 \$4800.00 ono  
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## BLOOD RUN

JAN 13TH 1990  
 Meet at K-MART, Anzac Highway at 8.30am.

# SURVEY UPDATE

I apologise for not having completed the correlation of the information you provided in the recent Members Survey.

162 were returned, which represented a far higher than normal percentage for a survey of this kind, and I would like to thank those people for responding so promptly.

As it turned out, the amount of work involved in cross-referencing the mountain of data provided was far greater than expected, and to have it completed by this magazine's deadline proved to be impossible.

Rather than giving the results of the data worked out so far, I think it would be better to give a complete summary in the March issue of Centrestand. However, I can say that the comments you made in those questions where you had to give an opinion were informative and practical, and will be of great assistance in restructuring our operations.

Meanwhile, see you on the Toy Run on December 10, best wishes for Christmas and the New Year, and Ride Safe.

Peter Mount

# MONEY MATTERS

It sure does and without it the MRA would quickly cease to function. The General Committee and the Executive have the responsibility to account to the members the way in which the organisation's funds are managed and below is printed a synopsis of the Treasurer's report presented to the Annual General Meeting of 1989 for the year 14.1.89 to 19.9.89. It should give you a good idea of how busy the MRA SA has been over the last year.

Memberships	6,156.60
Stock sales	7,252.89
Donations	142.86
Bike Show	150.00
Awareness Ride	4,709.69
Raffle	2,288.70
Toy Run	1,724.06
Grand Prix	238.00
Misc. income	807.00
Bank interest	289.08
	<b>\$23,784.48</b>

Cash on hand \$2,548.40  
Investments \$5,000.00

	<b>EXPENDITURE</b>
Govt & Bank Charges	32.12
Australia Post	1,326.44
Motorcycle Awareness Month	4,413.96
Toy Run	1,243.22
Raffle	400.00
Stock	8,038.15
Advertising	1,351.46
Stage Conference	92.53
Centrestand	720.00
Printing & Stationary	946.52
National Rally	1,418.39
Grand Prix pay	300.00
Insurance	110.62
National Conference	216.68
Subscriptions	600.00
Misc. expenditure	639.00
	<b>\$21,858.09</b>



Well, this year is just about gone, and we are nearly in the last decade of the 20th century — not one for wishing my life away, but I am anxious to find out if, in the year 2000, the famous Hollywood film studio alters its name to 21st Century Fox!

The last rally I attended was the Thunder Rally on the Labor Day long weekend. The site is on the banks of the Lachlan River, about 20 kms. from Lake Cargelligo, which is almost dead centre of NSW. The Ducati Owners of NSW put this on every year and do an excellent job running it. Lots of Italian marques at this rally — hence the name, I guess, all those exhaust notes thundering into the rally site! What rain? It never rains out there! The Bike-tober Fun Run and Economy ride was good fun. The roll up of bikes was impressive, and a lot of us managed to get lost even though we had been given an accurate map at the start! I was taking it slow as I had fitted a new Bridgestone Spitefire to the back of the Kwacker the day before, so I managed to get 20 km. per litre and two really terrible hands of Poker! The BBQ and Band at the Bedford Hotel at Woodside completed an enjoyable ride. Thanks to all those who organized it.

It was good to see the industry getting behind this year's Motorcycle Show which was changed to Wayville showgrounds and attracted quite a lot of interesting machines. The MRA stand was quite prominent and attracted many of the visitors to the show.

The protest Ride to Vote which converged on Parliament House was well attended and very well timed, and it was the following week that the Premier announced the election date!

The SAMRATS, for those who do not know, is the MRA touring group, and any member of the MRA is welcome to join and participate in the various activities that the SAMRATS have during the year. The SAMRATS now meet at the Flagstaff Hotel in Franklin Street, City, on the first Monday of each month at about 8.00pm.


Uncle Pervie

## THE WHOLE HOG

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# LETTERS TO THE EDITOR

Dear Editor,

I would like to reply to the article in the September issue regarding the 1989 National Rally.

The author puts the blame for the huge loss on MRA riders who didn't go. I don't agree with this and feel the blame lies squarely with the organisers for lack of foresight. If they had looked at rallies held in SA in the previous two years, they would have seen the average attendance was approximately 2-300 people. Therefore, orders of badges should have only been around the 200 mark. Your really only have to cover pre-entries, the rest can wait for re-orders if you get a lot more late entering.

So why didn't people go?

\* It was Easter and many people have other plans with families and friends. Not everyone can and wants to ignore their families for the four days to go to a rally.

\* The first Australian GP was only two weeks away and a lot of people were saving to go to that. This would apply especially to interstate.

\* There was another rally the following weekend in SA (Advertised well before the National Rally)

\* I heard several people wonder what kind of rally it was going to be with a tattooist on site. These people elected to go elsewhere.

Another reason for the loss would be having two bands on. Let's face it, who really wants to see bands at rallies. They only add to the cost of running a rally. I have also heard that the organisers wouldn't listen to advice from other people who have run rallies about badge numbers, bands, catering, etc. As for people not paying ... like death and taxes this is a fact of life. I don't totally agree with it, but if you start acting heavy and start putting up gates, etc., you will only turn people away. Most non-payers are usually pillions such as wives and kids.

I was involved with the rally the weekend after and we only had about 100 paying people yet still made a reasonable profit. If we had 300 people, we would of made a HUGE profit. At the same time, I don't say UP YOU for not coming. That's your decision. The fact WE made a profit with only that number says something ... doesn't it.

Jessa

Dear Sir,

Could you please include the Red Gum Rally date in your next Centrestand Calendar of upcoming events.

"Red Gum Rally" 90 - 3rd & 4th March 1990.

Remember, and remind your members that "Red Gum" is organized with the help of Riverland MRA members. As in the past two years, a donation will be made to MRA. Other donations are made to local organizations such as Homes for the Aged in Renmark.

Bruno Stolze  
Box 741 Renmark 5341

TO MRA Centrestand,

Congratulations again to the Laid Back Rally Organisers for putting on another great Parilla Rally (even if it was "cheap & nasty"). It's a rally I have enjoyed for many years. The proceeds always go to a worthy cause, so it was a great

pity that the person or persons who saw fit to rack off with the Raffle Prizes couldn't enjoy the same spirit. Hopefully the windcheaters will choke 'em, and no doubt they had good use for the Ambassadors Banner too. Anyhow, great rally again, and will look forward to next years.

Vicki Eales

## TOY RUN 1990

The big boys and girls of the Motorcycle Riders Association will be out with their toys this month looking for donations for the annual MRA Christmas Toy Run.

MRA members and anyone who cares to come along will ride from the Glenelg Carpark to Woodside oval, focussing attention on the plight of underprivileged children. All toys collected will be donated to the Adelaide Salvation Army. This is the tenth Toy Run and badges and t-shirts have been struck especially for the occasion.

The Toy Run originated in the United States in the late fifties and the first Toy Run in Australia was held in Victoria in the late seventies. The idea then spread to NSW and the other states with the expansion of the MRA.

As well as helping underprivileged children, the Toy Runs are a great public relations exercise. They show bikers as members of the community and as caring for their community. They also tend to improve membership every year. Last year about 2000 riders took part and this year the same are expected.

Theresa Rockley

# TOY RUN 89

10th Anniversary



**M.R.A.**  
Motorcycle Riders' Association  
"Let those who ride decide"

BAND

**Greg Baker  
and the  
Legendary  
Lizards**

Sunday, December 10th  
Assemble Glenelg Carpark  
11.30 A.M. for ride to  
Woodside Oval.

**DONATE A TOY, AND  
GIVE A NEEDY KID  
A BRIGHTER CHRISTMAS**

THE TOY RUN IS ORGANISED BY THE MOTORCYCLE RIDERS ASSOCIATION, FOR NEEDY CHILDREN, AND IN THE INTEREST OF ROAD SAFETY WITH THE SUPPORT OF THE SALVATION ARMY AND THE SOUTH AUSTRALIAN POLICE.

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Enquiries: Mike Engel 381 9082 (H)  
Dave Rault 382 8109 (H)

# 4B's REPORT

Thanks to everyone who has donated magazines, however we still could do with more. Please get in touch with any of our members at meetings or phone 264 9810 and if you cannot get them to us, we can pick them up.



As you can see from the photograph our Recovery Service Trailer is now fully operational. We have 2 sponsors:

**DRY CREEK CRASH REPAIRS** of Churchill Road, Dry Creek Phone: (08) 262 5689 and **YAMAHA PITMANS**

So please if you need work on your tin top (please forgive us, but let's face it, they do come in handy), or bike parts or accessories please remember our sponsors first.

Since the last magazine went out we have welcomed two new members, Mark and Suzie. We have now changed venues and days for our meetings. We hold them every Thursday fortnight at the Flagstaff Hotel, Franklin Street, City, starting at approximately 8:00 pm. It is a top pub and the manager, Chris Binns, is great. If anyone is interested in doing 4B's work, please call us on (08) 264 9810.

On the 19th July we donated \$500.00 to St John Ambulance Division and to show their appreciation they presented us with a "Certificate of Appreciation".

Thanks to Steve Jones the Wanbi Pub Wun was a great success. After deducting all costs there was a profit of \$100.00 which we will be donating to St John Motorcycling Ambulance Division, at their invitation, on the 6th December at their Xmas barbie break up.

By the time you read this we would have had our Bed Push and hope everything goes well, so until then Stay Up Right hope to see you around (but not in hospital)

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# CALENDAR

MRA CALENDAR DECEMBER 1989 – MARCH 1990

## DECEMBER

- 13th Main Branch Christmas party, Black Lion 8.00pm  
27th South East Register meeting, Tiger Hotel, Tantanoola 7.30pm  
28th Mid North Register meeting  
30 -31st Historic & Modern road racing, Mac Park

## JANUARY

- 6th WC meeting  
10th Main Branch committee meeting  
13th Blood Run, leaves K-Mart Kurrulta Park 8.45am  
13th Schutzenfest (could be a bus organised - watch News club notes)  
14th Snob & Slob Breakfast, northern end of Uni footbridge 8.00am on Bring beer and prawns, champagne and chicken, come as you are or as somebody else. Organised by the Sidecar Club  
17th General Meeting, Black Lion Hotel, Richard Street, Hindmarsh 8.00pm  
25th MN meeting  
31st General meeting  
31st SE meeting

## FEBRUARY

- 1st Magazine articles due in  
3rd WC meeting  
7th Committee meeting, Black Lion, 7.30 pm  
14th General Meeting, Black Lion, 8.00pm  
22nd MN meeting  
28th Social night, Black Lion, 8.00pm  
28th SE meeting

## MARCH

- 3 - 4th Red Gum Rally  
3rd WC meeting  
7th Committee meeting, Black Lion, 7.30pm  
14th General Meeting, Black Lion, 8.00pm  
22nd MN Meeting  
28th General Meeting, Black Lion, 8.00pm  
28th SE Meeting

4B's meet Thursday of week between General Meetings at Flagstaff Hotel, Franklin Street, 8.00pm

Samrats meet first Monday in the month at Flagstaff Hotel, Franklin Street, 8.00pm.

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# RALLIES . .

## BUSHPIG RALLY

The inaugural Bushpig Rally, held at Hughes Gap over 30th September and 1st October, showed what the Mid-North MRA can do in the way of good organization. Bikers from around the state, and some from across the border, enjoyed what was provided and, no doubt, are looking forward to next year's event. There were 92 badges given out at the gate — and pretty smart badges at that! Not a huge number of people — and it's a pity that the World's End Rally was held on the same weekend. But it was good that several bikes stopped to visit on the way to the larger rally at Quorn.

The rally site was ideally located among the tall trees in a river valley. Half way along the road between Crystal Brook and Gladstone. Campsites were sensibly separated from the catering and socializing area by the Crysal Brook itself, which had but little water in it, but still managed to get some people wet. A large, open flat area above the site was used for gymkhana events.

Catering was provided by the Mid-North crew and was quite adequate — a barbeque and a pig-on-the-spit, along with other nibbles and plenty of beverages to wash it all down. Payment was by coupon purchased at the site.

Activities started early on Friday night when the first rally-goers turned up for drinks and a "rage". On Saturday there were several official gymkhana events — go slow, balloon bursting, keg push and slalom. These were made more challenging by the ground being set with smooth rocks and covered with long grass. There was a "greasy pole" type arrangement for those interested in belting each other with pillows — this proved noisy amusement through the night for some.

Among the unofficial events were the usual burnouts, lots of noise, smoke and burning rubber — even a new car joined in the fun, compliments of some unsuspecting car rental firm. Hill climbing attempts by another 4-wheeler and a large 2-wheeler was good entertainment and gave some anxious moments as well. Also there was GTR dropping and picking up again — but we won't mention that! Rumour has it that someone tried to cook some wet socks for breakfast, but it was more likely some sort of accident. Hope they had a spare pair.

After dark several small fires dotted the site, and a large bonfire provided a hedge against the cold, as rally-goers chose to either sleep or indulge in the all-night carry on. The weather held out and Sunday saw a terrific day to round things off.

The Mid-North MRA should be pleased with the way the rally turned out — lots of fun, hassle-free and relaxed. Thanks to Malcolm, Toot, Loren, Greg, Chris and anyone else involved in getting this one together. Good one, fellas! See ya' next year (Date to be announced).

Greg Janzar



## BUSH PIG AND WORLD'S END RALLIES

On the weekend of September 30th and October 1st, Gary, Rosemary, Daryl and I set off about 9:00 to go Rallying again. The weather looked a bit suss when we left. The further north we went the darker the skies got. It rained only slightly.

When we got to the Bush Pig Rally Site about 11:00 (just out of Crystal Brook on the Gladstone Road), we thought "Wow". What a top site. It was set in amongst the trees, it

was perfect. But the only complaint we had was that before we entered the gate, we crossed the wet grass track and there was a hole hidden under the grass. Yes, you guessed it. We dropped the GTR1000. No damage done because we were going at a snail's pace (this time).

We stayed long enough to say 'hi', get our badges, have a natter and off to the World's End, leaving about noon. We headed off down the Gladstone Road. The weather started to improve a little but the road didn't. They were doing road works for about 10 ks (felt like 100ks).

But then we were at Quorn. The usual Bike rallyists were outside their favourite waterholes, but we went around the corner to the Grand Junction Hotel and had a bite to eat and liquid refreshments or two. Got some bread and milk at the local deli and headed off to Warren Gorge.

The road-in was pretty good but when we got there, there was water flowing across sections of the road. The last crossing was the deepest and there were about half a dozen people telling us which was the best way across. (Of course they all told you different ways). So we decided to shut our eyes and hope for the best (well I did anyway). We finally made it. Got our badges, which were definitely better than the previous years' designs, and then proceeded to a camp site. The weather was perfect. We put up our tents, after having to borrow a hammer from Steve. We heard through the grapevine that the gymkana was about to start.

Steve and his Wing and chair, so Rosemary and I jumped in and off we went. Steve decided "Why go through at a snail's pace?." Yes we tore through. Rosemary, Steve (luckily) and I got drowned. Never mind we enjoyed the experience of getting thoroughly and utterly soaked to the skin. It didn't take long to dry out (only 2 hours). Thanks heaps Steve!

The gymkhana began. Firstly the ladies event. Throwing the forks (bike forks, of course). Then it was the mens turn. We still don't know who won. Then it was the water relay. One young pillion decided she wanted to see the ground closer and took a nose dive. She was, luckily, not hurt. Only a few scratches and bruises.

After that we all walked back to the camp. On the way through grabbed some fire wood (already provided) at the Control Tent.

We got a fire going and waited until we got some hot ashes. Cooked tea (snags 'n' bread), and talked to our 4Bs member from Whyalla, Fred Struensee. Had a few beers as well. There were some drongos there with fireworks. After awhile they quietened down. As the sun slowly sank into the west, the kookaburras came out and laughed (at what we can only guess).

The fire was roaring, other campfires were going, we lost count after 20. Apparently there were some campers in the creek (luckily they were dry in the morning — at least on the outside, we don't know about on the inside). People came up and talked. We just sat and talked and drank (not too much this time).

We all retired at about 10:30. It was pretty cold during the night but in the morning it was a beautiful day, again. We had brekky and coffee. At about 7:30 we started packing up. We said goodbye to everyone and left about 8:30. Rosemary and I walked across the waterway while the guys rode very carefully through. During the night more water had started to flow.

By the time we got out of the Gorge and headed off, the weather was starting to become cooler and clouds were developing again. We decided to go back through Port Augusta. It was very boring but the road is a lot better. By the time we

got to Port Wakefield our behinds were decidedly square. We stopped for a home-made pasty and drink and relaxed for about half an hour, then rode home.

The traffic wasn't very heavy but there were a few slow cars doing the speed limit (heaven forbid), but they didn't slow us down to much.

On the whole it was a very quiet and peaceful rally. Yes we all remember this one ( a first for some of us). Congrats to the organisers of both rallies for top spots, etc.

Vanessa Jonathan



## WANBI PUB WUN

Once a year a little known town called Wanbi is turned into a thriving metropolis of disorganised bikers.

Gary, Rosemary, Nigel, Lazlo, Daryl & I arrived at approximately 4:00 pm Saturday the 9th September. Put our tents up in Wanbi Heights. Had a few drinks and thought it was time for tea. There was a local fisherman selling his wares, but we thought that sounded too fishy, so decided on the pub for tea — at pretty good prices too.

After tea some of us got down to some serious drinking. The stories that came out over the night with more and more drinking was unbelievable. However we all enjoyed it (those of us that could remember it).

We of course did the right thing and staggered off to do a campfire tour. There were about 6-8 and everyone welcomed us with open arms, bleary eyes and slurred speech. The night progressed.

There was only one thing that dampened the night (for a while). At one of the camps, one of our members was bitten on the trouser leg by an over zealous dog. It was not the dog's fault. Our member walked between the fire and the dog's girl owner and the dog was protecting her. They apologised, the dog got chastised, however there was no harm done and we bade them goodnight.

We staggered back to our campfires and got into more drinking. (Some of us not too heavy — some of us too much — but hey, what's a rally for?) A few of our group retired at about 10 pm and the rest of us diehards went to bed about midnight.

The next morning we woke at about 7:30. Tried to look intelligent but thought that exercise was wasted and got on with brekky. The local deli opened about 9:00 so we had coffee, looked at the threatening black sky and thought "let's move 'em out".

On the way home it started to rain and it rained and it rained. The wind was bitter. Then of course there was the hail. Going back through the hills we encountered (why not, we had everything else) fog. It was that heavy that we could not see the last petrol station at the Eagle until we had past it. Once we got past Eagle on the Hill it was clearer. It was only cold.

We got home about 1:00 and tired to thaw out. Didn't even turn the cold water on in the shower.

But it was a fantastic weekend with great company and the towns people of Wanbi made us welcome and said: "You all come back now, ya hear?"

Vanessa Jonathan

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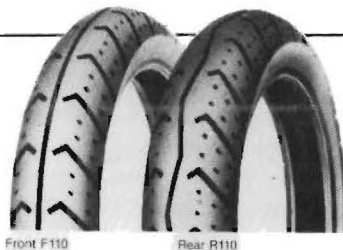
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