

CENTRESTAND

SEPTEMBER 1994



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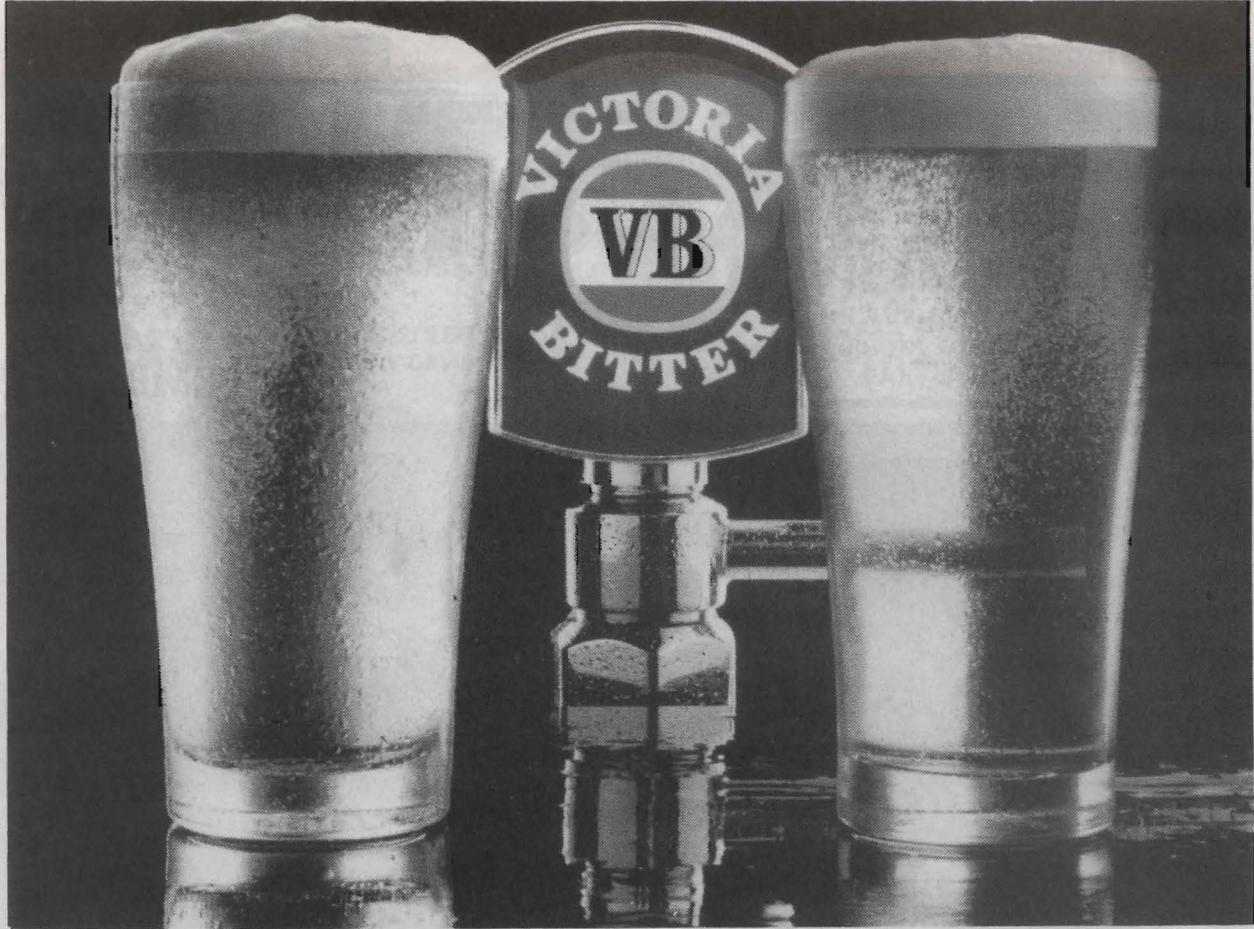
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EDITORIAL

With Spring here again our thoughts turn to those week-end days when the sun shines, a light breeze blows and the road beckons. The gloom of Winter is now behind us and we remind ourselves why we ride by doing it.

The increasing pressures of work and life in general can take over ones thinking with the result that the weekend ride can be put off due to 'more important matters'.

If this is you, then think of the ride as therapy. You owe it to yourself to take a break from work and loosen up. A ride will have you wondering why it took so long and it's healthy.

Ride Safe Harald

MRA SA NOTES

ANNUAL GENERAL MEETING

- See page 7 for all the details. A reminder is due here that the date of the Main Branch AGM is on Monday, September 12 and not 13 as mentioned in the notice of the last issue of Centrestand. So please check your diaries.
- The AGM of the Mid-North Register will be held at 9.30 pm at the Crystal Brook Hotel on Thursday 22nd September.
- The AGM of the South-East Register will be held at 4 pm at the Butler's residence, Kennedy Road Tantanoola on Saturday 24 th September. A BYO Barby will be held afterwards.

MEMBERSHIP RENEWALS

- Our apologies are due to anyone whose new membership cards have not been sent out yet. We have run out and are waiting for new cards to be printed. The new cards will look slightly different and will fit your wallets better. So please be patient.

MRA RECOVERY SERVICE

- This service is still available to members. The demand on the service has not been high of late, due mainly to bike shops and private contractors getting into the act. This is not necessarily a bad thing. We started it and now, due probably to our success, there are a range of competitive service providers for motorcyclists.

If you wish to use the service call Gary on 43 8381 and he will make arrangements to help you. Instant service is no longer possible so bear that in mind.

BIKE EXPO

- Unfortunately our hopes of a Bike Expo will not come to pass this year. Our apologies to members who have been looking forward to this but time has run out on us and our priority for the time our Committee members have available has to go to the TOY RUN which promises so far to be a good one. We will however be organising a Motorcycle Awareness Ride some time in October. So watch out for notices in the press.

10 YEAR BADGE

- Some members will have received a 10 Year member badge application form with this issue of the Centrestand. This means that our records show that you are eligible to receive the badge if you want it. If you think that you are eligible but did not receive an invitation then enquire with Milo, our Membership Secretary, and you may gain satisfaction. Be quick, presentations will be at the Annual General Meeting.

MRA VIDEO

- There is a possibility that a professional quality video will be made of the 1994 Toy Run. The Committee is currently considering following this up further and if successful members will be able to purchase their own commemorative copy. I'll keep you posted on this.

MRA MEETING DATES CHANGES

- Please check the PICK YOUR DATE for changes to meeting dates. General Meetings will now be held bi-monthly after the AGM and Committee meetings will be held monthly on the same night as Toy Run meetings. This has come about due to increasing time demands on Committee members and a falling off of general member presence at General meetings. We will however, be trying to get speakers along to General Meetings to make them a bit more interesting.

LOST MEMBERS

- Some of our members forget to tell us where to send the Centrestand. If you know them give them a nudge for us.
- No. 3612 Glynn RAIT formerly of 1B Howard Court, Glen Osmond
- No. 3576 Drew SYMONDS formerly of 212 Stephens Hill Road, Bellvue Heights
- No. 3535 Antony WILLIAMS formerly of 56 Bond Street, Marden
- No. 2497 Glenn O'CONNOR formerly of 31 Hazel Terrace, Henley Beach
- No. 3480 Robyn McKAY formerly of 6 Farrant Street, Prospect

CALL HOME!!

PRESIDENT'S REPORT

I hesitate to say, but on reflection I suppose that the past year has not been all that bad. Harald finally put the CX500 out to pasture; the Hall of fame accepted the by now infamous Wing; we're still able to put out our magazine 4 times a year, pretty well on time; politicians remain unhelpful as time immemorial has dictated that they always shall be; Skyhooks made it back to the microphone and Woodstock revisited showed them that you can only really live once.

The bonus this year has been the low bike fatality count - a positive for SA's roads when compared to earlier numbers. What the explanation is, is anyone's guess, but I'm doubting that it's the Lights On Legislation or the interest displayed in motorcycles by the government. It's most definitely not the concern exhibited by Transport Minister Laidlaw. I know it's not, because there has been none.

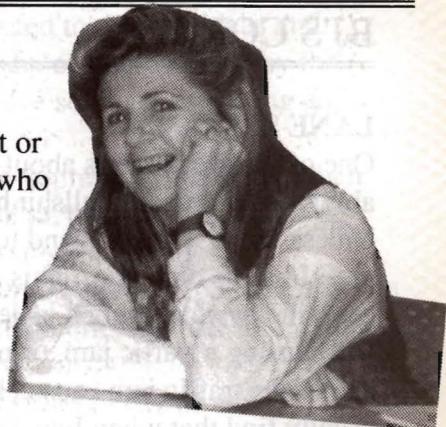
At a meeting in mid-February, the Minister met with some MRA boids (Peter Mount and myself) to discuss a number of road safety issues - repeal of sidecar helmet law; 250 cc limit; rider training involvement; grant to promote motorcycle awareness month and an improvement in the method of coroner's statistics from fatalities investigations, among other things.

What the MRA received back was silence. After 4 months went by, a reminder that we'd still not received a reply was sent. What eventually emerged from the minister's office was a total fob off. She hadn't even signed the letter. One of the staff had and one who clearly had not the faintest understanding of the issues at hand.

The letter referred to a fatality report which was almost concluded. It suggested that at the end of August when the report was complete the MRA would be asked to comment. No reference to any other matter raised half a year ago was mentioned. Consultation after the event is clearly this new

Minister's agenda.

Either she is getting very poor advice from her department or we have a Minister who couldn't give a hoot about riders in the slightest. I guess that other priorities need assessment like changing the name of the STA and sorting out bridges.



Ah well, pity the poor rider who just wants to see some interest from the government which promised so much in Opposition. What's that old tune "... we're here from the Government, we're here to help ..." .

Of course, an adequate response to the Minister's office will be despatched forthwith. I'll keep you informed, perhaps next year.

DENISE KEANE

MONEY MATTERS

As usual, nothing much happens around this time of year, so major expenditure this quarter has been minimal.

We have outlaid \$679.50 in advertising commissions for Centrestand but naturally this has been offset by our advertising revenue. Printing of June Centrestand was \$410.00 .

We have also finally produced the 10 year Member badge which saw an outlay of \$428.00 as well as \$286.00 for new SA member patches.

Current balance remains around \$3 000 but we have already earmarked around \$1 500 for new membership forms, cards and associated stationery.

IAN 'MILY' MARLOW TREASURER

BJ'S CORNER**LANE SPLITTING**

One of the great things about bike riding is the ability to cut out the bullshit by lane splitting. Unless I'm in a hurry I tend to stick with the traffic until I hit the crap pile. This may be two or three cars side by side doing 5 ks less than the speed limit and causing a traffic jam, or more usually the tail end of the traffic jam caused by these cretins. I usually find that when I go "between" I can work my way through and suddenly break out into a clear space (not unlike coming out of storm clouds into the sunshine) and resume "normal mode" riding again without the group aggro of those trapped in the crap pile. Of course if I spot a Cop then I immediately switch back into "normal mode" and put up with the crap until I can safely escape. I have often wondered what the Law says about lane splitting, but after 40 years life experience I firmly believe that some questions should not be asked.

It was with great interest then that I read a recent Telnet discussion about the legality of lane splitting in various states. It seems that in some states it is allowed (Vic), in some it is disallowed (ACT) and in some it is a grey area where it depends on the cops mod (SA).

I believe that bike accidents occur in two main groupings. First there is the misadventure of losing it at high speed by pushing the limits of your bike or yourself. Then there is the mid traffic bingle of car and bike travelling at moderate (ie legal) speeds attempting to occupy the same place in time and space.

Of these I feel almost immune to the first due to age and temperament, but positively vulnerable to the second due to habitual peak hour commuting. The biggest threats to my well being "out there" are CAGE PACKS. These cages are like wild dogs, one or two of them and you're OK, but if you get surrounded by a pack of them you are in trouble.

I have no hesitation in increasing my risk factor for a second in order to reduce it significantly for a prolonged time by escaping the pack.

There were some quotes from the Telnet discussion which I think are worth including here:

"When I did my learner's course in Sydney the reply was that it (lane splitting) is legal so long as you stay to the right of a car in the same lane....but they advise strongly against it."

"I should mention that sometimes the cager will see me splitting. I know because about 10% move over and make more space (they're not antagonised) and about 5% move over to make less space (so I have to stop and wait and they get to feel good about themselves for a while). I think this latter 5% have a beef with motorcyclists in the first place. Sometimes I make eye contact with the cager and they don't do anything at all."

"What is 'obvious' to me is that it is more dangerous to be surrounded by cars than to be ahead of the pack. Can you tell me that you prefer to have cars surrounding you in moving traffic rather than having no cars around you in your danger zone? In stop-start big city traffic I have seen uncountable numbers of tail-end collisions between cars. I prefer not to be the meat in the sandwich and choose to use my judgement as to when I can lane split and conversely when it is dangerous for me to do so."

"We discussed lane splitting in the HART course that I did. It was a level 4-5 refresher course. the discussion basically ended up how this one has. Some hoons loved it, some safetys denounced it, others said it depends on this and that. The instructors said that they had done it and after restating the obvious dangers involved in doing it (which every rider knows about) all they could say was that it's really up to you if you want to lane-split."

B.J. ROBERTSON

ANNUAL GENERAL MEETING

The MRA(SA) Inc. AGM will be held on **Monday September 12, 8 pm, at the Peppertree Restaurant, North Adelaide Hotel, North Adelaide.**

All Committee positions will be declared vacant and the 1994 - 95 Committee will be elected.

Positions to be elected are:

President	Vice President
Secretary	Editor 'Centrestand'
Publicity Officer	Treasurer
Membership Secretary	
Minutes Secretary	
Stock Control Officer	
Register Liaison Officer	
Road Safety Officer	
Run Coordinator	
Sub-Committee Representatives	
Up to 8 General Committee Reps.	

All *financial* members of the MRA(SA) Inc. are eligible to stand for election to one or more of the above positions and to vote in the election. Nominations should be made in writing to the Secretary prior to the opening of the AGM.

Note: Any member unable to be present and wishing to vote in support of any candidate in the election may present a vote in writing to the Secretary prior to the starting time of the AGM and have their vote recorded in the election.

The procedure for the evening will be:

- General Meeting Business
- Break for refreshments
- Election of Office Bearers

PRESIDENT - is head of the organisation and guided by the Executive Committee in the running of the Association, chairs meetings of the

Association and expected to provide ideas and leadership and follow up on any tasks set by the Committee. May involve some letter writing and talking to pollies.

VICE PRESIDENT - represents the MRA when the President is unable to, helps the President do their job and undertakes special projects.

SECRETARY - controls the correspondence of the Association, keeps the records in order and writes letters when necessary.

TREASURER - Keeps the books of the Association, runs the check account, does the banking, provides regular advice to the Executive Committee on the state of the financial affairs of the Association.

MEMBERSHIP SECRETARY - Keeps the membership list up to date, sends out reminder notices re subs and information to new members.

CENTRESTAND EDITOR - Collects, writes and edits copy for the magazine. Ensures that production is to schedule and that advertising is being collected.

STOCK CONTROLLER - looks after MRA stock, recommends new purchases, get quotes, arranges sale displays at meetings etc.

ROAD SAFETY OFFICER - Attends to any business regarding road safety ie reading reports, liaising with govt depts for information, keeping informed of developments.

REGISTER LIAISON OFFICER - contact between Main Branch and Registers, keeps Registers informed of Main Branch issues in which they have an interest and vice versa.

PUBLICITY COORDINATOR - Writes and delivers media releases, makes sure our notices get into the club notes.

MINUTES SECRETARY - Takes minutes at MRA meetings, types them up, gets copies made and ensures that the Registers get their copies ASAP.

RUN COORDINATOR - heads the Jolly Good Run Committee and organises all runs (4 per year)

GENERAL COMMITTEE REPS - take an interest in the running of the Assoc. and generally help out.

AN EVENTFUL DAY

It was a chilly start to Sunday 21 August 1994, Poker Run Day. This was the day that my wife and I got to be together on the bike for the first time in months.

The day started easily enough, except that we made a wrong turn trying to get to POVEY MOTORS. This was a real good start. It looked like we would get lost getting out of the car park!

After a cuppa and a chat, Steve Tyler, Myself and Nicky (my Wife) jumped on our bikes and headed off for DEAD MAN'S PASS. About 5 kliks down the road I saw a headlight in the mirror. It turned out to be our very own Road Safety Officer, John Gazard, obeying the speed laws - of LIGHT!! We found DEAD MAN'S PASS (right where it was left). Nicky and I were left there to deal cards and worry about curious bees. It seemed that they liked the smell of my bike (What oil did that mechanic use?). Everyone else gradually rocked up with David Povey bringing in the tail. We then took off for Hamley Bridge, after which we flew to Owen and then on to The Rocks.

About 20 ks before The Rocks Nicky lost a screw (I always said that she had one loose) from her visor. David Povey came to the rescue with some first aid tape. Then on the way home, about 10 ks out of Owen, the rivets holding the guts of my left hand muffler in, decided not to play any more!! The bike got real loud real quick!! A short stop in Owen, a kind word, a pathetic expression and I managed to scrounge some wire from the servo and one of their customers. Some quick repairs and we were mobile again.

All in all Nicky and I had a great day. many thanks to those who helped us out and congrats to the organisers for a job bloody well done!. It was also nice to see some of the MID-NORTH there too. Good on ya for making the effort, sorry I didn't get to chat to you all.

Could this become an annual event? Let's tell the Committee if we want it. You've got to tell them to get what **YOU** want. Once they know then it's just a matter of time.

RUSSELL 'JOHNO' JOHNSON

(This was the Annual Meet the Mid North Register Run. Last year we went to the Barossa. Next year? As Russ says, let the Committee know where you want to go.

Editor)

RUN FEVER STRIKES

If you enjoy going for a run on the weekend or on any occasion, if you enjoy just going for a burn, alone, with partner or mates, if you enjoy going out just to experience the thrill of motorcycling for its own sake, then this is for you.

You probably have a favourite run somewhere in the state that you could share with fellow motorcyclists and win a prize in doing so.

What we want you to do is to write in to Centrestand with an description of the RUN. Include the route (mud map will help), the distance covered, time normally taken to cover the route, wether you ride it as a scenic drive, scratcher or Mick Doohan. Tell us why this is one of your favourite RUNs and what there is about the RUN which makes it interesting, what's at the end of it, where you have lunch and any etceteras which you might think of.

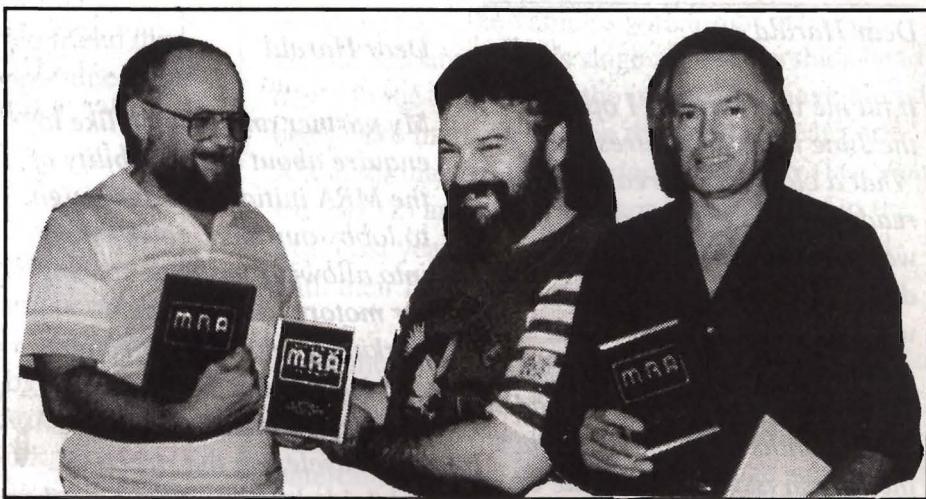
Centrestand will get its RUN testers to do your RUN and rate it according to certain secret subjective criteria which we have yet to work out and the favourite RUN of our testers run between issues of Centrestand will get written up in the next issue and the winner will receive an item of exclusive MRA apparel of their choice from the current MRA stock range.

So get those pens revved up and tell us about it.

LIFE MEMBERS

At the Christmas Party last year, three members were presented with Life Members plaques for their service to the MRA.

Peter "Late" Mount, Tom Griffin and Ian "Milo" Marlow, were made Life Members, for over 10 years of serving the MRA on Committee's, Peter and Milo are still involved with the running of the MRA, with Tom not able to commit himself as much this year due to work commitments.



The Three Amigos, Tom Griffin, Ian "Milo" Marlow and Peter Mount

There are now 10 Year Member badges available, the same size as the Member badge (3 cm). There are about 15 people eligible this year, in 1995 that figure will reach nearly 80. The badges are available for a cost of \$4 and will be presented at the AGM each year. If you think you are eligible, phone Milo on (08) 268 3654.

New, member patches are also available at \$6, the same design and size as the "Member sticker," we also have Blood Donor badges (2 cm) at \$5, for all you little bleeders. The design is the map of S.A. with MRA in black on a white background and a blood drop in red, (*see last issue of Centrestand, page 11*) you have to show your donor card to receive this badge. Show you care and buy one.

TOY RUN MARSHALS

Each year the Toy Run gets bigger and organising the crowd is getting harder with the few marshals that we have, so we are in desperate need of more people to help as marshals.

Being a marshal is not a hard job, it is just a matter of "herding" the bikes into parking spaces at the Glenelg car park (how often will you get a chance to tell someone on a Harley where to go?).

On the run, making sure that the bikes are bunched up as close as possible so as not to cause too many gaps.

At the oval, it is just a matter of walking around and answering any questions, such as:- where do I get a Badge, where can I get a T-shirt &c. We will let you know where these are available from and the answers to most of the questions you will be asked.

Being a marshal, you will be identified by a Toy Run Official badge and hat, you also get you food and drinks free from the officials tent, this is our way of saying thank you for you help.

The only down side is, you have to be at the Glenelg car park by 8.30 a.m. on Sunday morning, as a lot of the bike start arriving around this time. So don't go out on the tiles the night before.

Once at the oval, your duties will finish at 2.00 p.m. approximately (except for a few of the regular marshals who will be required till stumps), from then on your time is your own.

MEETINGS

We only have one meeting of marshals, which is on Sunday, November 27 at 11.00 a.m. and is held at the Glenelg car park, this is to give you an idea of where we want you to be on the day and also how to use the two-way radios. It will only take about one hour.

At the moment we have fourteen marshals with only one being a lady, there must be more lady club members who ride bikes, so come on ladies, get on the phone and call Paul, the job is not as hard as it sounds.

If you are interested or would like more information, phone Paul Morgan on 346 0663 or at work on 206 2181. He will be more than happy to hear from you.

LETTERS

Dear Harald

It hit me immediately I opened the June issue of Centrestand! What a classy look, real easy to read (my eyes are out of warranty now). Took the time to dig out the March issue to see what the trick was and found that it was just a different type of Font being used. Also realised three months after the event that the March issue had no date on the cover. Seems to me that someone is putting a fair bit of effort into experimenting with the layout. Keep it up!

B.J. Robertson

For the technical minded, the Font is called Times New Roman, 12 point for the text and 14 point for the headings. We will continue to experiment. All suggestions from members will be taken note of.

Ed.

MASCOT

It has been suggested that the MRA SA could identify itself by the time honoured tradition used by other organisations and football teams etc by mast-heading their name with a bird or an animal. We thought that we would choose one that exemplifies the mind your own lifestyle, harms no one, freedom loving, comes in all colours type of people that bikers are. Hope you like it.

FOOTPATH PARKING

Dear Harald

My partner and I would like to enquire about the possibility of the MRA initiating a campaign to lobby our local government into allowing footpath parking for motorcycles. Footpath parking seems to be effective and inoffensive in Melbourne and quite frankly, parking motorcycles on the streets of Adelaide has proved to be risky and quite expensive for us. We both ride motorcycles and even though we park in designated bike parks, we both have had our machines knocked over on numerous occasions. My partner is a student and he has had his bike knocked over no less than six times in the past 18 months. His once immaculate bike is now trashed and will cost thousands of dollars to repair. We are dismayed by the motorcar driving public's lack of awareness of parked motorcycles and thus hope that should footpath parking be introduced, we will be saved any more distress and financial loss.

We would be happy to help with any campaigning, such as organising a petition and the like. We hope that you can help us and would be pleased to hear of any other suggestions that may help our plight.

Lyn Coleman

ORGAN DONATION

If you have not already given permission for your organs to be used when you die, you should give this serious thought.

Organ donors in Australia are way below the level of other countries and a lot of people are on the waiting list, the more serious ones carrying a pager and hoping to hear it sound.

Your donation can make a big difference to someone's quality of life, be it an eye, lung, liver or heart etc. and in some cases will save the life of the recipient.

If you decide to become a donor, it is best to inform your next of kin of your decision. This could save a lot of problems when the time comes.

To donate your organs you just have to tick the box on your licence renewal, or, if your licence does not expire for a number of years you can get a donor card to carry with your licence from any major hospital.

WANTED

1951-1956 Royal Enfield 500 single, any condition.

Mainly in need of engine and gear box.

Contact :

Peter Mount (08) 339 5400

TOY RUN REPORT

Given some comments made by my old friend the Bunyip, I thought that it would be opportune to tell you about how the Toy Run is organised.

We start to meet monthly from about February to October when we go fortnightly till the Toy Run. Anyone is able to come and be part of the Toy Run Committee (the current Committee numbers 10). This is however, a working committee and everyone is expected to pull his or her weight by taking on some responsibility and carrying it through. Most people have an area in which they work, like publicity, catering, sponsorship, bands, equipment funding, marshal organising etc.

The things we have to arrange include, designing and printing the posters (good quality), distribution of posters, bands, trucks for the stage, food vans, MRA barbecue meat and equipment, tents, drinks, trade stands, police and council cooperation for the run, celebrity guests, toilets, oval cleaning, insurance, children's entertainment, sound mixer, two way radios for the marshals, adequate numbers of marshals, liaison with the St. Vinnies, bunting, toy pick ups from the Westfield Shoppingtowns, order badges, write letters, letters and more letters telling people about the Run and requesting assistance to name a few.

We also always end up spending a certain amount of time planning events within the Toy Run which we end up not being able to bring to fruition due to a combination of lack of funds, time and the people power to actually get the job done. Our designs almost always outstrip our resources.

In the few days before the Toy Run we tie up loose ends and collect all the equipment we will need for the day. Then we all try to get a good nights sleep as we know that this will be a full on day from 6 am to 10 pm.

On the day we usually start work at 7.00 am setting up the tents up at the oval and, organising all the equipment and the vehicles which start arriving around 8.00am. At this stage all the marshals head down to the Bay to join the others who have already been there marking out the road and the car park. About 20 marshals are needed for the day (last year we had 12) and about 10 people to help out at the oval (last year we had 6 until the Vinnies arrived with their BBQ team).

Once the crowd arrives at 12 noon we direct traffic, feed the multitudes, sell stock, collect toys, speak to the press, keep our celebrity guests and sponsors entertained, patrol the grounds to make sure that all is well and that everyone is having a good time etc.

At the end of the day we pack everything up, make sure the oval is clean, count the money and go to bed. The next day is spent cleaning and returning equipment and aside from the immediate post mortems that inevitably follow such an occasion, that's it for another two months when the whole thing starts again. We're not really mad, we just act like it.

A lot of the equipment and services provided for the day are due to volunteers, are donations from individuals and businesses or are supplied at a discount rate. It costs about \$15 000 to put on the Toy Run and most of the costs are recouped in one way or another so that the MRA doesn't have to spend lots to put the day on. Some things do have to be paid for and all that is what takes a lot of organising.

As you can see, the day doesn't just happen, so don't take the Toy Run for granted. You can help too by offering to be available to help on the day or if you wish, to become part of the Committee. It's not too late.

HARALD LINDEMANN 1994 TOY RUN
COMMITTEE MEMBER

SOUTH-EAST REGISTER REPORT

THE RALLY

The skies looked grey as we left our girls behind and headed for the 1994 Radiator Rally. The time was 12.30 pm on the 15th of July. Only light drizzle fell as we entered the rally site. The track in was a bit rough. I was in the sidecar and Crazi was riding (so you can imagine just how rough).

People had already started arriving and we were just beginning to set up, which didn't take long with all the helpers. By Friday night we had admitted a nice crowd of around 30.

The evening was chilly to say the least but a number of campfires around the place were quite warming and made for "creative conversation". I won't go into detail only to say this was the weekend comets started bombarding Jupiter. Anyhow, I had a quiet evening and retired around 1.30 am.

Saturday morning and the sun was shining into the tent. There was quite a bit of activity outside so I rose from my warm sleeping bag. Outside a few people were gathered around our campfire and although they couldn't quite get my name right all weekend (Heater) it appeared like the weekend was going to be a good one. I wandered up to the main tent where instead of coffee I indulged myself in a couple of cups of Ole's (Ern's Spit Hire) home made thick pumpkin soup.

The weather was a bit on and off although it seemed that the sun shone more than it rained. I did my share in the main tent serving refreshments and taking entries. In the afternoon there was a successful and well run gymkhana with lots of participation, after a bit of encouragement. The bungy pull, using a real bungy cord, saw some real guts and determination amongst the ranks, not to mention the bottle of port at the end of it.

The main bonfire had been ignited as the light started fading and the night grew colder and didn't it

get cold between campfires. The smell of sizzling meat encouraged Crazi to put our own roast lamb into the camp oven and onto the coals along with a few selected vegetables. It came out delicious. Once we had taken what we wanted the rest was left to the "hovering vultures".

The night saw the arrival of the rest of our entries. Some of our members were kind enough to forfeit their badges for the time being as we ran out. (We had ordered one hundred, so in terms of entries this has been our most successful year).

The night held lots of entertainment with burnouts, the bike bash which would have been more successful had someone not set fire to the bike after dousing it with petrol and nearly setting himself alight in the process and NO it was not Bill.

The evenings official entertainment ended with the usual naughty bits with a couple of outstanding winners. Everyone seemed to be enjoying themselves. I know I was and I'm sure that Crazi was too because often I could hear his voice at distant campfires and so could everyone else. (I don't normally call him Crazi but at rallies he doesn't answer to any other name, I've tried. As the Jim Beam started warming the bones and muddling the mind I decided to lie down for a while. Well, that was the end of my night.

I woke the next morning, I don't know what time it was, but I do know I completely missed the presentations and it became apparent to me that people had been leaving for quite some time and the clean up had begun. I guess that it was then that I decided to get my act into gear and help. Once the site was spick and span and the workers fed and watered it was time to go home. Back through the rough and now slippery track again.

We arrived safely home after travelling at around 80km/hr due to "shit in the carbies" as Andrew put it (Yes! That's his real name). All-in-all a very enjoyable weekend and it's great to be home.

HEATHER BUTLER

4BS REPORT

I thought I'd put pen to paper to let everyone know what's been happening in our small group.

The last Blood Run in June was successful enough, but it would have been nice to see a few more people. We had a dozen or so who gave up a drop or two of the precious fluid. Our next Blood Run is on the 17th September. We will meet at the Kurralta Park K-Mart at 8.15 am. If you want to join us there it would be great to see some new faces - and old ones too! You can always meet up with the group at the Pirie Street Blood Bank at 9.00 am if that is more convenient. I hear that a special MRA Blood Donor Badge is being struck. Anyway, "Please Consider" as the ads say.

The bike pick ups are still going on. At the last meeting Gary told us that he had done some recently and that he will do what he can to help anyone who needs a bike shifted in the metropolitan area. Remember, this is still a voluntary service. Peter Mount has kindly taken over the big trailer that has been used so frequently in the past and it's now up in the hills.

Things are still fairly quiet in the RAH - for the 4B's at least. The nurses however, seem to be working harder than ever! When I visit the RAH I expect to find a few bikers there. These days they come from as far away as Broken Hill, Alice Springs and Darwin. Testimony to the good work carried out by the staff of the hospital.

Steve at the Flinders Medical Centre reports that things are quiet there too, but the fewer bikers in hospital the better! So keep a lookout for maniacs in mobile cages and other road hazards!

So its business as usual for the 4Bs. If you think that you wouold like to join us, call me on 346 8068. Our meetings are still held on the second Thursday of the month at 8 pm at the Flagstaff Hotel, Waymouth Street, City. See you there ?!

GREG JANZOW

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

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

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

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

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

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

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



BLOOD RUN
We are meeting at K-Mart
Kurralta Park to ride to Red
Cross House, Pirie Street,
City to donate BLOOD!

Why not come along - first
time bleeders welcome.

DATE: Saturday September 17
TIME: Meet at 8.30 am

RUNNEWS

Back at the '93 MRA State Conference, one of the discussion points was our social activities. I put forward the idea that we should hold at least one social gathering with each Register every year. This was met with enthusiasm by all present.

By that August, we had organised a Barbie run to the Barossa to meet with the Mid North Register. A somewhat indirect route was chosen, taking in some of the better motorcycling roads to give everyone a decent ride to reflect on over their BBQ lunch!

Next it was the South East's turn. We picked a date for February and chose Policeman's Point, about mid way between Adelaide and Millicent as it has a pub and a caravan park with cabins and tent sites for those who wanted to stay overnight. A good choice as it turned out, good hosts, pool, tennis court and it's one of the cleanest caravan parks around.

THE ROCKS POKER RUN

August was coming around fast, maybe time to visit the Mid North again. While looking for a site to hold our now successful Great Escape Rally, Greg Stevens showed the Committee a lovely spot called the Rocks Reserve, a few ks from Balaklava. Due to the local Councils requirements, it wasn't feasible to hold the rally there, but it was such a top spot it just had to be shared with other riders. Just the place to end a run. It's scenic, hidden, has a creek running through it, shelter, BBQ and even dunnies. Mid North suggested a Poker Run and we figured that a BBQ at the finish would set the Run off just right.

And so it was. Sunday the 21st seemed to suit everyone. David Povey and I set out the route and travelled it. David then wrote it up and gave it to Paul Morgan who got it all printed up for us along with some flyers that we put in the bike shops. Definitely a team effort!

Sunday morning David lent us one of his Volvos and a trailer in which the MRA BBQ was carried to the Rocks. A little after 10 am there were only 9 bikes at the Povey Motors workshop. By the time the first bikes set out there were over 30! Not bad for a winters day which started out overcast.

As one of the dealers, I set out a little early, along with Russ and Nicky Johnson and John Gazard followed shortly by Uncle Pervie. We left Nicky on the corner of Gawler Terrace to direct traffic. Pulled into Dead Mans Pass Reserve for a smoke. A few minutes later Pervie arrived. He'd no sooner stopped the CBR when the first customers came in on their GPZ550! We reckoned that there was a hidden turbocharger in that one. They were well in front of the rest.

With that John, Pervie and I headed through the crowded main street of Gawler and on to the next destination, Hamley Bridge. Pervie left us there and headed off to Owen. He'd no sooner gone than the lil' GPZ 550 came in! Not sure about any fast dealing, maybe they just wanted to get theirs before we wore the cards out!

The hordes came and went and I stayed back for the stragglers who never came. One side of the main street in Owen was awash with bikes when I arrived. I wish Goanna was still around, he'd be able to suss why it seemed that only Hondas were parked on the footpath.

We were greeted at the Rocks turn off by Dave and Gordana directing everyone down the right dirt road. Whose engine didn't gain a few extra revs over that rail crossing.

Down at the reserve we were greeted by Paul Morgan who had the MRA BBQ all fired up and was dealing out the last card. The Mid North had turned up early, abandoning the Poker Run idea due to lack of numbers and just made a ride of it. They sure keep their bikes shiny considering all the dirt roads they have up there.

(continued on page 15)

RUNNEWS

(continued from page 14)

After all the eating was done (the MRA barbie was pretty busy for a while there) a winner or two were found. Barry Edwards, on his immaculate silver Yam got best hand and David Povey came in with second best hand. Congratulations guys! No doubt we'll see you at the next one.

"A terrific ride to a top venue."

After plenty more conversing and settling of lunches the crowd started to thin out. The last of us headed out, the Mid North group turned right for their ride home, we headed straight on down to Mallalla and home. As is usual with an MRA run, there was a wide range of bikes; 250s, chookies, tourers etc up to 1100s, oldies, newies, singles, twins and 4s. The idea is to get on 'em and enjoy 'em.

The odd bumps on the road were more than compensated for by the lovely South Australian countryside on a not too cold, sunny Winters day. A terrific ride to a top venue. Must do it again next year.

As Register Liaison, I did the preliminary organising of this Run, but I had plenty of help. Thank you to Les "Uncle Pervie" Dicker, Russ and Nicky Johnson, John Gazard, Dave Vaselli, and Gordana for marshalling and dealing and a double thank you to David Povey, not just for doing most of the organising, but also for the loan of the Volvo, trailer and a starting venue. Also another double thank you to Paul Morgan who organised all of the printed matter in very quick time and also drove the BBQ equipped Volvo to the Rocks and looked after that end of the run.

Thanks one and all. catch youse at the Bush Pig.

STEVE TYLER

THE BUNYIP RIDES AGAIN

Got talking to a few others on the road the other week who reckoned they were all looking forward to the next Toy Run. They said that they weren't members of the MRA but wouldn't miss a run.

From what I can gather this one will be no. 16 or thereabouts. These blokes said that they wouldn't join because the MRA wasn't what it was in the '80s. but how would they know - none of them has ever fronted up at a meeting in years. Not political enough was their complaint - gone are the Trades Hall days when it was standing room only, packed to the gunnels. Well, I thought about this over my sarsparilla and couldn't help but agree. A lot of clubs were going down the drain, folding due to pressure from lack of members and lack of activity.

What does it say when you can get thousands of riders together in one spot when fluffy toys are the go? Just how apathetic have bikers become? It seems to this old wise head that there are too many takers just sitting back watching and waiting for it to magically appear again.

It seems that there are a lot of riders who come along for free and I mean for free. A bit of help wouldn't go astray for those committed to ensuring that the day goes smoothly, then everyone could have a better time.

Me mate Bob Zimmerman was right - the times did change and riders lost interest in the only South Australian organisation that reminds Governments that bikers matter. I guess that when it hits the hip pocket nerve then we'll get enthused again eh?

Oh crumbs, I guess we'll all just front up to the Toy Run and go along for the ride.

C.C. BUNYIPSON

AN EVENTFUL DAY

It was a chilly start to Sunday 21 August 1994, Poker Run Day. This was the day that my wife and I got to be together on the bike for the first time in months.

The day started easily enough, except that we made a wrong turn trying to get to POVEY MOTORS. This was a real good start. It looked like we would get lost getting out of the car park!

After a cuppa and a chat, Steve Tyler, Myself and Nicky (my Wife) jumped on our bikes and headed off for DEAD MAN'S PASS. About 5 kliks down the road I saw a headlight in the mirror. It turned out to be our very own Road Safety Officer, John Gazard, obeying the speed laws - of LIGHT!! We found DEAD MAN'S PASS (right where it was left). Nicky and I were left there to deal cards and worry about curious bees. It seemed that they liked the smell of my bike (What oil did that mechanic use?). Everyone else gradually rocked up with David Povey bringing in the tail. We then took off for Hamley Bridge, after which we flew to Owen and then on to The Rocks.

About 20 ks before The Rocks Nicky lost a screw (I always said that she had one loose) from her visor. David Povey came to the rescue with some first aid tape. Then on the way home, about 10 ks out of Owen, the rivets holding the guts of my left hand muffler in, decided not to play any more!! The bike got real loud real quick!! A short stop in Owen, a kind word, a pathetic expression and I managed to scrounge some wire from the servo and one of their customers. Some quick repairs and we were mobile again.

All in all Nicky and I had a great day. many thanks to those who helped us out and congrats to the organisers for a job bloody well done!. It was also nice to see some of the MID-NORTH there too. Good on ya for making the effort, sorry I didn't get to chat to you all.

Could this become an annual event? Let's tell the Committee if we want it. You've got to tell them to get what **YOU** want. Once they know then it's just a matter of time.

RUSSELL 'JOHNO' JOHNSON

(This was the Annual Meet the Mid North Register Run. Last year we went to the Barossa. Next year? As Russ says, let the Committee know where you want to go.

Editor)

RUN FEVER STRIKES

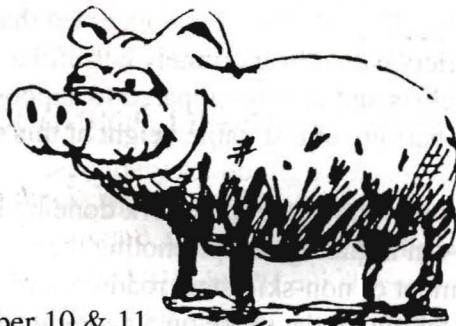
If you enjoy going for a run on the weekend or on any occasion, if you enjoy just going for a burn, alone, with partner or mates, if you enjoy going out just to experience the thrill of motorcycling for its own sake, then this is for you.

You probably have a favourite run somewhere in the state that you could share with fellow motorcyclists and win a prize in doing so.

What we want you to do is to write in to Centrestand with an description of the RUN. Include the route (mud map will help), the distance covered, time normally taken to cover the route, wether you ride it as a scenic drive, scratcher or Mick Doohan. Tell us why this is one of your favourite RUNs and what there is about the RUN which makes it interesting, what's at the end of it, where you have lunch and any etceteras which you might think of.

Centrestand will get its RUN testers to do your RUN and rate it according to certain secret subjective criteria which we have yet to work out and the favourite RUN of our testers run between issues of Centrestand will get written up in the next issue and the winner will receive an item of exclusive MRA apparel of their choice from the current MRA stock range.

So get those pens revved up and tell us about it.

RALLIES**BUSHPIG RALLY**

September 10 & 11

Shadwell Gap Road (5k West of Snowtown)
 Booze, wood , water, BBQ facilities available
 Entry fee \$10.00 100 badges only be early
 Gymkhana - 4 pm Saturday
 NO GLASS-NO FIREARMS-NO AGGRO

REDBACK RALLY

October 15, 16 1994 Millewa, Victoria
 Follow signs from Paringa Hotel near Renmark
 No Catering - BYO Food and Booze
 Gymkhana, Water, wood, Trophies
 Cost: \$10.00 Pre paid, \$12.00 late
 Limited badges only, preference to pre paids
 Phone Paul on (08) 326 0663 A.H. for more information.

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October 22-23 1994 At the Gladstone Drive In SA
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Entries close October 31 1994

Include a stamped SAE with entry fee

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 Modbury North SA 5092

INTER CLUB ENDURO

The Mid North Register of the MRA is combining with the Moonta Dirt Bike Club to present a non ACU Enduro Event on Friday November the 25th. This is a family day so come along prepared to have some fun.

Ring Greg Stevens on (088) 65 2120 for more information.

FOR SALE

Vintage Trailer, timber & steel construction, 1920s chevy axle, 1930s Chevy wheels with red. ideal Bay to Birdwood **\$300 ono**

Holden EK Ute 1961, recon gennie, as new tires, needs lots of welding and TLC VTH-278 **\$400 ono**
 Call Steve (08) 261 7971

Honda CX 500 Shadow 1981 model THE 353 with twin discs, air forks, air horn, spot light, recon engine at 80,000k new bearings top and bottom, new cam chain and adjuster, handlebar mounted fairing, panniers, large top box & gearsack rack, good tyres. Needs stator rewind. Has done 107,000k is a bit rough looking but a great tourer. Will consider best offer over \$500.
 Call Harald AH (08) 260 4461

AMC REPORT

COUNCIL PLANS - ACTIVE YEAR AHEAD

The AGM of the Australian Motorcycle Council (of which the MRA SA is a member) was held on August 13/14 and a number of important issues will be addressed over the forthcoming year.

The AMC currently sits on three standards Australia subcommittees. One, the Road Marking Paint Sub-Committee, has set a good skid resistance standard to cover the first 3 days after the paint has been laid (on the basis that it is much slipperier immediately after application than after a few days wear).

The sub-committee is now working on a standard for water-based paint. It has been agreed that there will be no skid resistance standard for this paint (at this time), as it differs from thermoplastic in that it does not sit on top of the surface but moulds to it, with a subsequent difficulty in devising an objective test. However, if motorcyclists continue to experience problems with either of these paints we will need to recommend a review of the standards.

The Motorcycle helmets Sub-Committee, has been reconvened due to pressure by the AMC. Problems discussed include deficiencies in the standard with regard to rotation on the head in a crash. It will examine the British standard and recent American research which tests the helmet at speed.

Other helmet issues include listening devices, modifications, light refraction, deterioration, noise, tinting, ultraviolet/infrared transmission, scratchability and fogging of visors. There are already standards for the last two, but they appear to be inadequate. No standards exist for the others.

The third, the Roadside Barriers Sub-Committee, is also directly relevant to motorcyclists. There are four main types; concrete, steel, wire rope (cable) and emergency short term barriers. Wire rope is currently used in Britain and is being favoured by the New Zealand Road Transport Authority despite

that no tests involving motorcycles having been conducted. Wire rope is cheaper than Armco and causes less damage to cars and trucks, hence its popularity. The AMC is very concerned that wire rope barriers would be extremely harmful to motorcyclists and is only prepared to support concrete barriers of a suitable height at this time.

In the view of the amount of work done by the MRA SA in initiating and promoting the development of non-skid steel roadwork plates, the AMC is taking up the cause on a national front and is currently trying to establish a formal standard.

On the international front (ie the International Standards Organisation) the 100bhp limit which a few European politicians have been pushing for has been defeated for the 7th time. Makes you wonder whether pollies the world over are really interested in listening to and representing the people...

The National Road transport Commission is in the process of establishing uniform regulations for registration and licensing, with each state minister having the power of veto over certain parts of the federal regulations. This may improve the situation regarding trikes, their registration, Australian Design Rules (ADRs), and standards for which the AMC has been negotiating for the past five years, with considerable success. Trikes are now registrable in SA, WA, NSW, Qld and Victoria. The Tasmanian minister doesn't like them and the NT has yet to act. AMC has gained a weight limit increase from 400kg to 450kg and is currently in the throes of having the stability regulations altered due to a problem with fluids spilling as the vehicle is tipped during testing.

A Federal Education Committee has been formed to discuss school curricula with a view to establishing national education strategies and directions. The AMC feels that there should be a push for the Federal Government to direct that road education be included in national profiles of subjects available for inclusion in school curricula. Early training in schools in road usage and safety is seen by the AMC

as a means of countering the existing "accident" culture which lulls drivers into a sense of security.

South Australia is again leading the way with its recent introduction of a "Road Safety Across the Curriculum" kit, which is intended to help teachers in middle secondary schooling to plan road safety lessons and to incorporate road education into existing curricula. According to SA Minister of Transport Diana Laidlaw, "If our responsibilities on the road are outlined at an early age, future generations of road users will be better prepared". (Note: MRA SA has been pushing for this strongly since 1986 and has presented papers at Government forums recommending its introduction.)

The AMC applauds both the Federal and South Australian initiatives, but believes that structured and formalised road education should begin when children first use the road by themselves as pedestrians and cyclists.

The AMC is asking for a federal study of the effectiveness of rider training throughout Australia. If such a study provides statistical evidence which supports the value of training, then this will in lend support to an argument for the national introduction of compulsory driver licensing/training scheme.

In an effort to improve support for rider training and to increase the availability of small bikes (sub-250) in training schools, AMC will ask that rider training bikes be exempt from import duty.

Regarding the SA Urban Speed Limit Review (the Unley trial), the general feeling of AMC members is one of support for a reduction to 50kph, but not lower, on the grounds that road users will accept and comply with speed limits which are reasonable, but will ignore those which seem too low. Hence, users would tend to stick to a 50kph limit but do 60 or more in a 40 zone. There should also be an increase in arterial road speeds, where appropriate, to make urban speed limits effective and to reflect this more reasonable and practical approach.

However, there would be problems with consistency and signage throughout areas. The AMC is more in favour of non-aggressive traffic calming devices provided they are not dangerous for motorcyclists. Whilst the AMC will not endorse the findings per se, it will endorse the basic philosophies set out in it.

Some motorcyclists and others amongst the general public may be of the opinion that the AMC has given in and given up the "Lights On" (ADR 19.01) issue. This is not so. The AMC has fought and continues to fight, this legislation in a way which seems most appropriate and wherein its strength lies: through sound, logical and well prepared arguments put with clarity and persuasiveness; by utilising the political system to its advantage and by pressing its case firmly while maintaining positive and constructive relationships with those who have the power to enact (and repeal) legislation and with whom the AMC must work if it is to continue being effective in representing motorcyclists in other areas and on other issues. This is the way which, the AMC believes, will eventually lead to success.

A need for the AMC to reaffirm its position on this has come about through a crash case in Victoria involving a motorcycle and a car, with the driver claiming "reduced responsibility" and using ADR 19.01 for support (presumably the motorcycle did not have its headlight on). Such a situation has been one of the AMC's major concerns and the outcome of this case could set a precedent for future cases. the AMC will monitor this closely, with a view to providing relevant information in support of the motorcyclist if necessary.

Finally, in recognition of the first major review of its policies in ten years, to reflect the concept of motorcycling unity throughout Australia and to help the AMC stand out in the global trend towards globalism, the Council intends updating its logo and is seeking ideas from its members. Individuals should send their ideas into their state branch, but don't delay, for we want to act quickly on this one.

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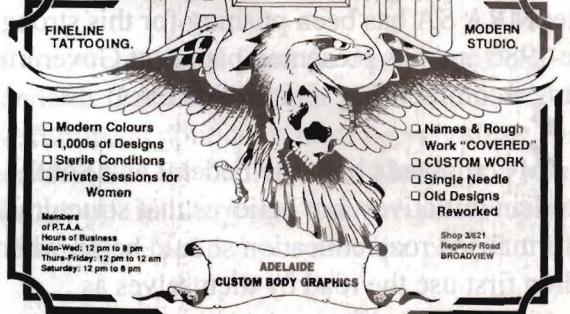
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