



CENTRE STAND

DECEMBER 1987



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INC. Registered by Australia Post. Publication No. SBH 1345

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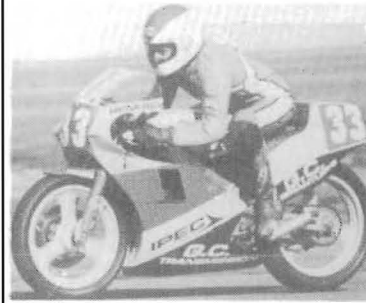
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VOL.4 NO.1

DECEMBER 1987

Produced and Published by Adelaide Advertising Service on behalf of the Motorcycle Riders' Association Inc. of S.A. G.P.O. Box 1895, Adelaide, S.A. 5001.

MRA:

Phone No. (08) 46 2169

Contributions invited.

Subscriptions gratis to members.

Photographs welcomed. Colour or black and white prints will be returned after publication.

Opinions; Contributors and advertisers opinions do not necessarily reflect the views of the Association or Publisher.

All advertising enquiries to:—
Adelaide Advertising Services.
GPO Box 1617, Adelaide. 5001
Phone 212 6227.

Deadline — 1st of month previous to publication



COVER PHOTO:

Fundraising committee hands over cheque for \$1089.19 to President Rusty and Treasurer Dave.

PUBLICATION: QUARTERLY — MARCH — JUNE — SEPTEMBER — DECEMBER

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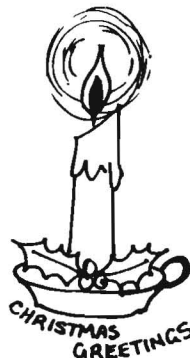
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EDITORIAL

Well folks, here we are again for another twelve months. Like us or hate us, you're stuck with us for the moment at least. We've certainly had a busy three months — the Radio Show continues along its merry way. (have you caught it yet? Tuesdays 6-7 pm Triple M FM 93.7); the Yorke Peninsula Register sadly had to fold — its members have now been taken up by the Mid North (hopefully there maybe a chance at reconnecting the YP Reg someday); Biketober and its many activities has been and gone with qualified success and now the Silly Season 'tis nigh. We hope you survive Chrissie & its associated perils in a relatively safe manner and look forward to seeing you next year.

Catch ya at the Toy Run,
Ride Safe & Keep It Up
Milo, Tom & Wendy

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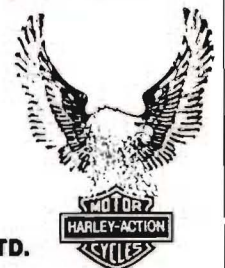
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'PROFILE LE PRESIDENTE'

It is with some trepidation that I write the following lines. Due to the fact, when El Presidente Rustico reads the following, my future health may suffer a considerable pause!

However in the interests of journalism, (or whatever you like to call it!) truth must prevail — so I plea protection of freedom of the press!

* * * * *

It would seem our new and erstwhile president decided to extend his knowledge (and experience) of rallying first hand.

Well now, what better than to take in the "Deep Creek" rally, Goolwa, early October. Not too far away either!

All who attend these gatherings of motorcyclists are well aware of the implications of meeting old friends, making new ones and generally tipping a tin — or two — or two — or two! After this mode of relaxation continues for some time, you dear reader and rallyist will be able to relate to the subdued consciousness of what is generally considered by most (non motorcyclists and stuffed shirts, etc.) as anti social behaviour!

But buried away in the land of rallies, a good fire, friends and a growing pile of empties; one does tend to lose one's inhibitions!

All in a good cause of course, it does help the stressed and depressed relate to that god awful, day to day thing out there, called SOCIETY! Even the proponents of the system will vouch for that!

However when the inexperienced over indulge in releasing their inhibitions, some notable events can and do take place!

Here is the essence of the matter at hand.

More ably expressed by the magic and truth of photography, than by the pen!

D. Adams (signed under duress).



Is this the Kat we are always hearing about?

VICE PREZ'S RAMBLINGS

There's been a lot of talk in the media lately about the conspicuity of motorbikes in the daytime. We're constantly

being run over by drivers who say they "didn't see us."

In Japan, to say "I didn't see him" is an admission that you are guilty of negligence. Of course, the Australian drivers couldn't accept this, because let's face it, we are a definite minority on the road, so surely it should be up to us to be seen not for them to have to make the extra effort of actually looking! Politicians invariably see this approach as the only electorally safe attitude to adopt and frequently leap on the "lights on" bandwagon so they can be seen to be concerned with our safety. They think that if we all turned our lights on, cars would suddenly stop doing "U" turns in front of us and changing lanes on top of us, etc, etc. In my personal estimation, probably more than 50% of riders have their lights on in daytime voluntarily, and they still get regularly carved up in traffic! So what's the answer?

The MRA is not opposed to the daytime use of headlights, just the COMPULSORY use of them. There are many reasons for this and it has been a topic for discussion and sometimes heated debate at many conferences. I'll endeavour to explain some of the reasons for our policy on the subject.

Firstly, there are times when your headlight can be directly detrimental to your safety. Take the situation in the early morning or late afternoon when the sun is directly behind you. Traffic approaching can only see your silhouette against the sun. Turn your bright white quartz halogen on and you've punched a hole in the only thing they can see!

The automatic reaction to anyone looking at a bright source of light is not to look directly at it, either, — hardly a situation likely to improve your chances! Sure, they've spotted you, but then don't look at you again after that.

And in the case of a brightly coloured bike on a sunny day. Quite easy to see to all but the blindest cage driver. Turn your light on, and you'll probably be seen, but you put yourself in another doubtful situation. You see, tests in the USA and Canada several years ago found that people could reasonably accurately guess the speed and position on the road, distance of an approaching bike without it's headlight on. With lights on, they were constantly up to 10 MPH out in their guess at the speed and had trouble with the distance. Cars have two widely separated lights and this spacing we use subconsciously to determine distance, but bikes only have one light, of course.

Recently, tests were done in the UK with running lights. That is the blinkers wired so they both are on constantly, not flashing. The tests showed only a 2% increase in conspicuity, but we feel that this may well be only to the novelty of the lights, the effect of which will be lost as they become a common sight.

Then of course, there are legal ramifications. If it was to become law to have your headlights on and your globe blew without your knowledge and suddenly you get creamed by Lord Valium in his tintop doing a "U" turn without looking, you are the one who has broken the law! Purely because you didn't have your light on. Yes folks, "I didn't see him" will be replaced by, "He didn't have his light on." The whole accident will suddenly be your fault and the driver gets off scot free.

Furthermore, the headlight is usually the first thing to break in an accident, so we'll have to argue that the headlight was on, anyway.

So, as you can see, the issue is far from black and white, and as I said, it is the Compulsory aspect that the MRA opposes. Much of the time, say on dim rainy days, having your headlight on can be a help (remembering that people may have a problem correctly estimating your speed.) We believe, as with so many other things pushed down our throats these days, that it should be "Education, Not Legislation."

4 B's REPORT

Most of you know by now what the 4Bs stands for; Bent and Buckled Bikers' Brigade — and what we can do for the motorcyclist. Ask any rider who has spent time in hospital due to an accident or has been picked up by our Recovery Service — what he or she thinks of the help given by our members and you will find that it would be nothing but praise and gratitude which makes being a 4Bs member so rewarding.

To give you an idea of what it's like to be a 4Bs and how our system works, here are a few examples and instances where two of our members were able to give assistance to three riders. These all happened in a space of a couple of days, so you can appreciate just how much can be done to HELP a fellow rider.

1. A few days before the Castrol 6 Hour, Lynne Rigby received a phone call from Paul Martyn who is receiving treatment at a convalescent hospital due to a motorcycle accident. He wanted to know if it was at all possible for him to attend the Castrol 6 Hour at the Black Lion Hotel. Being cooped up in the hospital bed and not being able to get out was starting to take it's toll. Not only did she organise the transportation for him, taking him down to the Black Lion herself, wheel chair and all, but while there made him feel as though he was still one of us by introducing him to other riders, who in turn also made him welcome.

He told Lynne after that he had had a great day out, and could not stop talking about how well the 4Bs take up the challenge to make sure that people like Paul get a little more enjoyment out of life.

2. While riding through the Gorge on a hot Sunday afternoon two 4B members came across a stranded rider and pillion. His Yammy RD had run out of two stroke oil and came to a sudden halt. After sussing out the situation one of the 4Bs went back to get the recovery trailer. Would you believe this rider looked as though he had just stepped of a surfboard, instead of a bike. For protection gear he was wearing a luminous, multi coloured tank top, knee length board shorts and sneakers. (Unbelievable but true)

Naturally enough the other 4B member who stayed with this NOVICE rider gave him a dressing down about wearing the right gear for bike riding and what can happen to bare skin when it comes in to contact with the bitument or gravel at any speed.

About half an hour later the car and trailer arrived, the bike was loaded on and the rider and pillion were taken to where-ever they requested.

3. After riding back from visiting a downed biker in a convalescent hospital two 4B members came across an accident scene, a motorcyclist had fallen from his bike after coming in contact with a car, and was being attended by the ambulance crew, plus a few bystanders. Being concerned 4B members they stopped to see if they could be of any assistance.

After the rider had been taken away to the R.A.H., we assumed the parents had been notified of their son's accident, by a bystander who assured us the parents were coming to pick his bike up. So we thought we would wait to help the parents load the bike onto the trailer. Time went on with no sign of anyone. The policeman on duty at the scene was VERY VERY HELPFUL, in solving both problems. He gave the 4Bs the phone number and address of the biker's parents and also gave the 4Bs PERMISSION to take the bike to his parents' place.

After contacting the parents ourselves who in turn had NOT been notified of their son's accident by the bystander, they also gave us permission to pick up the bike. One of the 4B members stayed with the bike to make sure no-one stole it while the other member went and got the recovery trailer.

It was not long before the bike was loaded onto the trailer and on its way to the parents' place. They were very grateful for the concern and effort given by the 4B members.

There are many more instances, but these three will give you some idea of just how rewarding being a 4B member can be, to know what you have done has made someone's troubles that little bit easier.

PS At the Economy Run we had a breakdown, and the 4Bs recovery service was there to assist a fellow biker.

We have since visited the biker who had the accident and he has now joined the MRA and is thinking of being a 4B member because he believes in what we do.

Alf Miers — Co-ordinator 4Bs


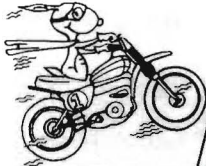


A recent Road Victim visited by the 4Bs

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PARA HILLS WEST

Well, the MRA has finally got it all!
 First, we went high tech. and purchased our own Apple computer . . . then we redesigned our Membership forms to make them look more professional . . . next we had our fearless leader appear on daytime television (along with the lingerie and detergent ads) . . . following this we launched into the air waves with our OWN radio show . . . and NOW . . . we have our very own poet-laureate! "WILD WILL" Catherly of the Yorke Peninsula Register has kindly offered his poetic services for the magazine. His first pieces appear in this edition. Let's know your feelings about his work.

Milo

ODE TO THE LEARNER-RIDER

by Willie Ceit

Solos are ridden,
 Side cars you drive; ---
 'Tin Tops' should be forbidden,
 So bikers can survive!!

Learners'; on low-power'd bikes should be taught
 So they can learn how best to ride; ---
 Instead of AnRD, p'haps an old 'Super Sports',
 For an Rd'd be plain suicide!

A Yammie 400; --- the four stroke, for sure,
 Would be bitter upon which to learn; ---
 But how to tell politicians; about that score,
 Is causing my mind a few "turns"!

Yes; --- Roses are red,
 And Violets are blue; ---
 The road carnage; leaves young riders dead,
 And our local law-makers; hust don't know what to do . . .
 (Yes; . . . I think, that is all that needs to be said!)

I think road safety's a forgotten cause,
 Until it happens to "us"; ---
 And politicians; be near the root cause,
 Of all the "Hoo-Ha"; --- and the fuss!

SIDECAR RIDER'S PROSE

So I've hit the pages of "Centre-Stand",
 A magazine for bikers; . . .
 My poetry; 'though not so grand,
 Shall verb'ly hit some pikers . . .

The politicians; Fed'fal and State,
 My wit, poetic lashing; . . .
 I'll strike them, 'fore it is too late,
 With poetical "politician bashing" . . .

We sidecar riders; both few and far,
 In arms, we should be rising . . .
 Our accident rate is low — should earn us a "STAR"
 We really need some advertising . . .

And so, in modest ways I seek,
 To put our cause "to air"; . . .
 In effort, to bring notice; "to peak",
 For those who chose; to ride "a chair".

"Wild Will" Catherly

SOUTH EAST REGISTER

The South East Register, after being practically dormant for four months, is about to become active again. Maybe, with a 'new-look' committee hopefully possessing the needed drive and enthusiasm, we can again interest South East bikers enough to participate and attend meetings, functions, etc.

One of the main problems of our (and possible other) register (s) is that the South East is predominately a 'shift-work' environment. This obviously makes it hard to organise anything but it is hoped that it is partly the 'sunny' south east winter weather (ask anyone that attended this year's Radiata Rally), partly the reasonably spread out membership, and partly the shift work employment that is to blame and not the "I'm alright Jack" attitude that seems so prevalent.

Apathy is a soul-destroying cancer which unfortunately seems to be the bane of all clubs, associations, committees, etc. It is obviously here to stay but maybe, just maybe, with greater communication, invited participation and considerable follow-up, hell, we might be able to at least break it down to a bare minimum. What say you ??

Anyhow. Enough she cried!! What a maudlin bloody subject to dribble on about anyway. Now, 'just a jump to the left'!

Coming up we have . . . on hold on. By the time this is in print we will have had our annual Toy Run which is run in conjunction with the Mount Gambier Christmas Parade. A great day for a worthy cause and a real buzz for the kids who take part (and some not so young kids too).

Being, to put it mildly, financially embarrassed we are going to organise several social events to hopefully bring in a few bikkies. How about all you hidden South East members getting off your butts just once and give us your support and therefore the opportunity to do something for you. Finally, I would like to thank Peter Mount for his support and faith in us (seems Adelaide has always been a bit suspect of us due to the close proximity to Victoria) and sincerely hope that we can justify the effort to keep us viable.

Gregg Morrison
 President, South East Register.

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SAMRATS REPORT



The SAMRATS have had a quiet three months, judging by their calendar, as 'organized' club events have been few and far between. Have the 'RATS been hibernating over winter? Or are they prospective members for the BMW Owners Knitting Circle? The SAMRATS have of course, in the last three months, been wallowing in the delights of their natural habitat, known simply as a Rally.

The SAMRATS have managed to infest no less than eight rallies, with between four and sixteen members, plus banner in attendance, though it's rumoured that only one 'RAT, usually a social, pack animal, attended the Black Night Rally. But the best attended and most memorable rally was the Beach Party Rally at Parilla. Sixteen members rolled up and we managed to bring home three various awards, including, 'Best Frankie Avalon Impersonator', Mike took this one out, must have been those gay Boardies, or was it the stuffed seagull Ramseted to his 'Bongo' t-shirt? Nellie scored the other fancy dress award, 'Best Gidget', with her trendy '20's bathing cosie (or does Fred always make her wear it when at the beach?). The best 'Wipeout', of course, went to Bruce for his spectacular end to end roll over in the side-car relay race, even though Fred tried pretty hard for the same award in the same outfit. We even managed to get ten 'RATS organized to participate in the March Past.

Members managed a couple of rallies over the months that followed, both local and interstate, including the Ian Pettit and Puma rallies, and the Riverland's Green Ginger Rally. Then in late September, we indulged ourselves in our only organized social event in two and a half months.

A bowling night at the Cross Road Bowls. Two lanes were booked, with fifteen 'RATS rolling up for a very interesting evening of bowling, as some members had never bowled before. A few strikes were scored a couple of spares and a dreadful number of gutterballs, some in our lanes, some in other people's lanes. Afterwards we headed for the Edinburgh Hotel for drinks, after having to fix Dave's sloppy steering head bearings, with the Harley's tool kit (the outfit developed the strange habit of wobbling straight at half the stobie poles along Goodwood Road, at any speed over 25km's).

Biketober then kept everyone busy, so no SAMRATS events were organized for the month, some members did however make it to either Deep Creek or the World's End rallies, as well as most of the MRA's events and Ponde.

So really we've had far from a quiet couple of months, though it might appear that way. After all not only rallies and runs are social events, so are our monthly meetings at the Lion. As you can gather the 'RATS are an odd species of motorcyclist, we enjoy a variety of different activities, for example, our Snob and Slob Brekky, an unnatural occurrence that happens every year, around Christmas, where 'RATS

and others migrate to the Torrens for a fancy dress breakfast. So check out our calendar and if you see an event your interested in, just roll up and join in the fun, or watch for future events as the SAMRATS have got even more runs, weekends away, rallies and club activities planned.

Sue Engel, Club Captain.

PS See main Calendar for coming events



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CALENDAR DEC - MARCH

DECEMBER

- 20th SAMRATS Snob & Slob breakfast, Uni foot-bridge, War Memorial Dr, 9 am
22nd Centrestand radio show 6 pm
23rd MRA Christmas drinks, Black Lion Hotel, 8pm
24th Mid-North Register meeting
29th Centrestand radio show 6 pm
30th South East Register meeting, Tantanoola Hotel, 8pm

JANUARY

- 2nd W.C. meeting
4th SAMRATS meeting
5th Centrestand radio show 6pm
5th 4B's meeting, Brahma Lodge Hotel, 8 pm
9th Riverland MRA meeting
12th Centrestand radio show 6 pm
13th Committee meeting
14th MAM meeting
19th Centrestand radio show 6pm
20th General Meeting
23rd/24th MRA Australia National Conference, Sydney
26th Centrestand radio show 6pm
27th S.E. meeting
28th MAM meeting
28th M.N. meeting

FEBRUARY

- 1st SAMRATS meeting
2nd Centrestand radio show 6pm
2nd 4B's meeting, Brahma Lodge Hotel, 8pm
3rd General Meeting
6th W.C. meeting
9th Centrestand radio show 6pm
10th Committee meeting
11th MAM meeting
13th Riverland MRA meeting
16th Centrestand radio show 6pm
17th General Meeting
23rd Centrestand radio show 6pm
24th S.E. meeting
25th MAM meeting
25th M.N. meeting

MARCH

- 1st Centrestand radio show 6pm
1st 4B's meeting, Brahma Lodge Hotel, 8pm
2nd General Meeting
5th W.C. meeting
7th SAMRATS meeting
8th Centrestand radio show 6pm
9th Committee meeting
10th MAM meeting
12th Riverland MRA meeting
15th Centrestand radio show 6pm
16th General Meeting
22nd Centrestand radio show 6pm
24th MAM meeting
24th M.N. meeting
29th Centrestand radio show 6 pm
30th General Meeting
30th S.E. meeting

GOANNA . . .

- * Who is the Harley rider/owner who washed Tom's B.M.W.?
- * Why did Bruce stop overnight when only half way to the Fish Holes Rally? Is 600 km too far for the Guzzi, or is Bruce getting too old?
- * Speaking of Bruce, how will he ever be able to put up his tent; service his bike; pack his outfit or clean his shed now that Fred has moved to pastures greener?
- * Why did Tom ride Sue's Harley on a B.M.W. Club run? Is he thinking of trading up?
- * Who pranged whose outfit at the Deep Creek Rally?
- * Who fell off their bike after the last Blood Run?
- * Is it true that the Club Captain of the Beemer Club (a MRA member) has not been on a Club Run since July? Has he lost his licence again or is he back in lust . . . er . . . love?
- * Who won the keg raffle? Good one Russ!! Who didn't get to drink any of it? Who drank most of it???
- * Who was a "Rally Virgin" before the Deep Creek Rally? Who can't wait until the next one?
- * Who held an impromptu POOL PARTY after the Awareness Ride? Who was very nearly drowned? Was there a Wet T-Shirt contest? Who flaked at his own party?
- * Is Tom getting too old to handle his B.M.W.? On the October long weekend, the B.M.W. Club went to Yorke Peninsula (approx 200km) on a camping trip and he is trying to tell everyone that he didn't exceed 110 kph all weekend. Is that why he rode Sue's Harley?
- * Who is Uncle Pervie???



ARE THESE NEW FORMS
OF MOTORCYCLE
PROTECTIVE
CLOTHING?

LETTERS TO THE EDITOR

Dear Sir/Madam,
THOUGHT FOOD?

I am writing regarding the SAMRATS reports in the last few Centre Stands.

With the MRA trying hard to establish a good reputation for bike riders it seems this group is hell bent on destroying everything the main body is doing.

Their reports are a constant brag of how much they drink, stay in pubs, how many pubs they can stop en route somewhere etc. In these days of high profile on drink driving/riding and the high drink — accident rate I am appalled at their attitude. They actually state "if bikes, booze and fun are not for you don't join the Samrats". Well bikes, booze and fun are for me but not the way these so called intelligent people abuse it.

I have heard a lot of bad talk about the M.R.A. lately and the way certain members behave i.e. drink riding, two adults and a child on a bike on the open road and these same people laugh (those making the comments) when its suggested they join the M.R.A, "What with people like that running it."

Its food for thought!

A CONCERNED VIEWER

*Editor's Comment — The contents of this letter does not only apply to the SAMRATS. Perhaps all contributors to Centre Stand should give more consideration to the content of their articles in future, remembering that our audience ranges from politicians to non-MRA members.

●

Dear Sir,

THE TIMES THEY ARE A-CHANGIN'
"On the worth of the MRA"

Some thirty-odd years ago, when I first sat astride my new Jawa and proceeded to engulf the byways of South Australia, I had never a thought or care as to how my biking would be in twenty, thirty, even fifty years' time.

They were pretty carefree days — no cops, no speed limits (never got pulled over, NEVER!), and not much traffic either. It was quite socially acceptable to ride a bike, and cheaper, too. Petrol was about \$27 for a 44 — gallon drum. Sheesh! That's over 200 litres!

All we had to worry about then was gravel-banked corners (there wasn't much tar on the roads in those days). Get into the gravel and you'd be history. Avon tyres back then were quite a different story to what they are today, too.

Those were the days of full-length leather overcoats and army surplus greatcoats, Tector Hinton goggles, fur-lined flying caps, etc. All sometimes fondly remembered.

Alright, I'll put the violin away and get on with it!

Well, this is 1987 now, and although much has changed, the pleasure of riding remains the same. The Vincents and Nortons and the rest are all pretty-well gone; now we have a plethora of powerful, fast, innovative machines. The choice is quite staggering. Motorcyclists have never had it so good — if they can find the bread.

What else have we? Rules! Bloody regulations! The game has changed. That's progress, and all round it could be a good thing. Proponents of the idea that "It was better then" need to get their heads out of the sand and deal with Today, for now and tomorrow are going to be the criteria for how you ride, and how your kids ride, in the future.

Trouble is, there is an illness in this modern age of motor-cycling. Yeah, you guessed it. Just a slight excess of people in the area of decision — making, who believe they know what's best for all. (Don't you like pollies Dave? — Ed.)

The old man used to say, "God help us from the good the do-gooders try to do us." I think it stands up pretty well even today.

Five years ago I was just one of the many who had heard of the MRA, but didn't have much idea who they were or what they did. How many converts are there out there?

Thanks to those hard-working, dedicated people of the MRA who, through dint of their beliefs and labours, allow me to ride a bike with still many of the freedoms of past years. Without them it could have been a different story.

I thank them for the young, and for the as yet unborn riders, who will, I hope, realize the investment that has been made in their future.

D. Adams Goolwa

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BE SEEN — BE SAFE

I have an interesting theory on commuter motorcycle safety. Particular — being seen by cage drivers. This idea may not go down too well with most riders, but if followed would prevent a great number of accidents.

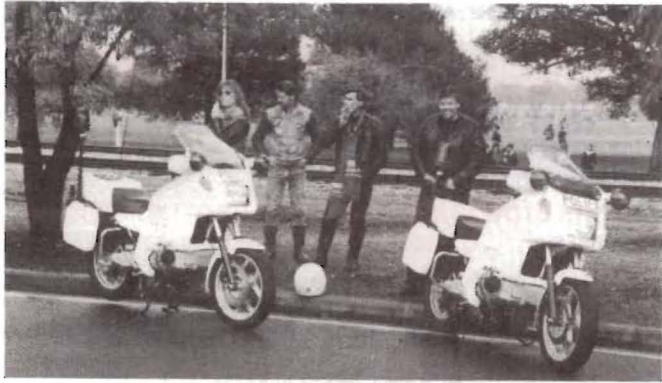
It goes like this: All commuter type motorcycles should be white! They should also be fitted with a white touring style fairing and white panniers. In effect, they should look as much like police bikes as possible!

The riders would have to get into the act as well, with white crash helmets, dark blue jackets and dark blue pants (not forgetting the long black boots).

I make these suggestions because I think they would increase the life expectancy of commuters. These suggestions are based on observations of riders on ex-police motorcycles and the reaction of MOTORISTS to these bikes. The mere sight of a white motorcycle/fairing/helmet combination is enough to startle the average HALF ASLEEP CAR DRIVING BOZO. The effect is usually long enough to allow the motorcyclist to safely pass the now semi-alert BOZO's car. In passing this car, the next car's occupant is startled into wakefulness, and so the story goes on.

To continue with the theory: If all commuter motorcyclists looked like police officers, then your BOZO car drivers would be in an almost permanent state of awareness. This, you must all agree would contribute greatly to safety of motorcyclists in a traffic situation, because motorists won't know if you are the REAL THING or not!!

HENRY — from Down South



DISCOUNTED MRA STOCK — NOVEMBER 1987

Motorcycling is Magic. T-Shirts only

Size 22	Black 6 White 2 only
Size 14	White 4
Size 12	Black 1 only White 4
Size 10	Black 2
Children's Size 14	Yellow 5
Small MRA Logo	T-Shirts only
Size 16	Black 3
Size 14	Black 2 only White 3
Size 12	Black 4 White 2 only
'84 Biketober T-Shirts only	
Size 14	Black 1 Only

All \$4.00 ea until Sold out so get in early

RIDER TRAINING VIDEOS

A video motorcycle training series called "Right Rider" has been produced by the Federal Office of Road Safety, with assistance from the Australian Motorcycle Council and MRA State branches.

The series consists of Right Rider, Right Maintenance, Right Roadcraft, Right Braking, and Right Attitude. The last one is currently in the throes of production, and is expected to be available in January.

Duration is between 8 and 14 minutes each. They are aimed primarily at the 17 year old group, but should prove both useful and interesting to younger and older age groups.

Without doubt, they will prove to be a valuable tool in assisting with rider training workshops, educational programs for school children, and promotional activities.

These videos are supplied free of charge, and copies are available in South Australia from the MRA.

NEW MRA BIKE SECURITY SYSTEM

MRA (SA) is now an agent for NSW-based Deter-a-Thief, a computerised bike security system which is currently enjoying a high degree of success in the eastern states.

It involves the inconspicuous sandblasting of identification numbers on about 20 individual bike components, such as fairing, tank, forks, heads, engine casings, frame, etc. Your particular number is then entered on a master computer, and if your bike is stolen, you notify us, we notify Deter-a-Thief, and they contact the second-hand dealers, repair shops, and Police in each State with details of your bike and its security number.

You also get a sticker for your bike which states that it is registered with Deter-a-Thief, and that parts can be identified. This acts as a deterrent, as thieves prefer to steal an unmarked bike which can be readily stripped down and sold. Of the 2800 bikes registered under this system to date, only four have been stolen, and three of those recovered. This suggests that the system is pretty effective, as 90% of bikes stolen are dismantled for parts resale or private use.

Your bike's number can't be transferred to another machine if you decide to sell it, but it will act as a selling point, and you could charge a bit more as the new owner would be automatically covered under the system (provided you let us know that you've sold it).

It costs \$85, or \$70 if you are an MRA member, and can be done while you wait. Think of it as insurance (we're currently trying to get a special rate through our insurance company for bikes fitted with the system). If you value your machine (and who doesn't?), it's worth the outlay.

TAXATION BILL WALKER

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SHOPPERS GUIDE

MRA STOCK PRICE LIST

ITEM	MRA MEMBERS	PUBLIC
Windcheaters (black only)	\$20.00	\$21.00
MRA T-Shirts (Black or white)	\$ 8.00	\$ 9.00
Motorcycling is Magic T-shirts	\$ 5.80	\$ 5.80
MRA Singlets (black only)	\$ 8.00	\$ 9.00
MRA Stubby Holders (foam type)	\$ 4.50	\$ 5.50
MRA Stubby Holders (flat type)	\$ 3.00	\$ 4.00
MRA Patches	\$ 3.50	\$ 4.50
MRA Bags	\$ 2.50	\$ 2.50
MRA Badges	\$ 3.50	\$ 4.50
Biketer 84 Badges	\$ 1.00	\$ 1.00
National Motorcycle Month 85 Badges	\$ 1.00	\$ 1.00
All Stickers	\$ 0.50	\$ 0.50
Biketer 87 Badges	\$ 3.50	\$ 4.50

ADD POSTAGE TO ALL:

Windcheaters \$2.50 each
T-Shirt/Singlets \$1.00 each
Badges \$0.50 each

MRA DISCOUNT LIST

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

10% discount at:

- Gawler Honda – except for tyres and motorcycles
- Smithfield Yamaha – except for 5% on tyres and tubes
- Motorcycle World – except sale items – no free tyre fitting
- Eurocycle – except fibre glasswork, discounts negotiable
- Harley Action – No exceptions
- Swann Insurance – special discounts
- Southern Vales McLaren Vale 10% on Tyres & Accessories
- Southern Yamaha, Morphett Vale
- Kessner Suzuki, Hampstead Gardens – 10%
- G.P. Motorcycles, Morphett Vale
- Des Madge Motorcycles, Morphett Vale
- Suzuki South, Edwardstown
- Carcycles – except new motorcycles and specials
- I.B. Motorcycle repairs and tyre centre – on labour rates
- K.M. Motorcycles 10%

15% discount at: Bikes and Bits

- C D Motorcycles Woodville. 10% on all parts 15% on accessories
- Reeds Metal finishers Edwardstown 5% on any plating.

M.R.A. DISCOUNT – COUNTRY

- Whyalla Motorway – 10% on tyres, accessories & parts.
- Redline Motorcycle Repairs, Whyalla Norrie – 10% on tyres parts & accessories.
- Reynolds Yamaha, Mt Gambier – 10% on parts & accessories
- Don Thornley Motorcycles, Mt Gambier – 10% on parts, accessories & clothing.
- South East Battery Service, Mt Gambier – 20%
- M.S. McLeod's, Clare – 17½% on Bridgestone Tyres.

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- Paines Crash Repairs, Clare – 10% on fuel 15% on tyres & spares
- Denton & Sons, Farrell Flat – 10% on limited items Yamaha.
- Eglinton Motorcycle, Kadina – 10% on parts and accessories.
- Waikeries Honda.
- Tatiara Motorcycles
- Tucker Motorcycles, Mt Gambier – 10%
- Mobil S/Station, Millicent 2 cent/litre
- Mobil S/Station, Mt Gambier – 1 cent/litre
- Shell Commercial St East, Mt Gambier – 3 cent/litre
- Kadina Yamaha – 10% on parts & accessories, Membership thrown in with new bike sales.
- Southern Cross Petroleum, Renmark
- Dempsey Motorcycles, Renmark
- Mobil Service Station, Glossop

FOR SALE

Kawasaki GTR 1000 Shaft drive tourer, immaculate condition, 16,000 km, warranty transferable \$6,500, Phone Ziv on 352 8153

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Membership Form

PLEASE USE BLOCK LETTERS.

Tick if renewal Date of Membership:

Membership No. (if known)

NAME:

ADDRESS:

P/C

Phone

OCCUPATION:

Enclosed please find the sum of \$10. being for one years membership in the MRA. Please supply

..... MRA Woven Badges;

..... MRA Metal Badges at \$3.50

Family Membership \$15.00 Pensioner \$8.00 & \$12.00.

Total enclosed: \$

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

LET THOSE WHO RIDE DECIDE

NOTICE TO ADVERTISERS

The Trade Practices Act 1974 came into force on October 1, 1974. There are important new provisions in that Act which contain strict regulations on advertising and all advertisers and advertising agents are advised to study those provisions very carefully.

It can be an offence for anyone to engage, in trade or commerce, in conduct "misleading or deceptive" in particular Section 53 contains prohibitions from doing any of the following in connection with the supply of goods or services or in connection with the promotion by any means, of the supply or use of goods or services.

- Falsely represent that goods or services are of a particular standard, quality or grade, or that goods are of a particular style or model
- Falsely represent that goods are new.
- Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have.
- Represent that he or it has a sponsorship, approval or affiliation he or it does not have.
- Make false or misleading statements concerning the existence of, or amounts of, price reductions.
- Make false or misleading statements concerning the need for any goods, services, replacements or repairs.
- Make false or misleading statements concerning the existence or effect of any warranty or guarantee.

PENALTY

For an individual – \$10,000 or 6 months imprisonment.

For a corporation – \$50,000.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication.

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