

**HAPPY 10th
BIRTHDAY - MRA**



CENTRE STAND

JUNE '88



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

BUNNY RUN	2
STATE CONFERENCE REPORT	6
REGISTER REPORTS	9
OH NO GOANNA AGAIN!	11

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ASSOCIATION INC.

JUNE 1988

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COVER PHOTO:

Bunnies take time out before Annual Bunny Run at ACH.

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EDITORIAL

Gidday,

Welcome to the final issue before the A.G.M. in September. We trust that all MRA members will make an attempt to rock along to this important meeting. Before going any further, it is perhaps appropriate to look at the ways in which the MRA could profit by your involvement (and vice versa): the General Committee which oversees the running of the MRA is always after "new blood"; the many and various sub-committees such as the 'Biketober' committee, the fund-raising committee, the magazine committee and the 4B's committee all require our continued support and assistance. Without the tireless efforts of individuals within each of these Committees, the MRA as an organisation would have folded years ago. So . . . how about it, don't you think it's about time you started to give a little more??

On a sad note "CENTRESTAND" — the Radio Show has folded after twelve months of On-air campaigning. Unfortunately, we can simply no longer afford to continue with the Show - the original idea was to gain as much sponsorship as possible. However, potential sponsors have proved to be a little thin on the ground thus necessitating our imminent departure from the alternative airwaves of Adelaide. Who knows, perhaps we can revive the programme in some other guise at a later time?

Anyway, make sure you rock along to all of the Annual General Meetings (all Registers hold theirs sometime in September) to give some REAL support to your hard working Committees.

RIDE SAFE,
MILO, TOM AND WENDY.

PRESIDENT'S REPORT

As you may have guessed from my previous reports, I'm not particularly at ease with writing these, but unfortunately this one is based on the one factor which involves all of us and the two major events we hold every year.

Firstly, I must make a personal plea to all of our members within South Australia who receive this magazine: Unfortunately, the MRA is running into financial difficulties (this is in no way due to poor management by Main Branch, or through lack of effort from the Fund Raising Committee) because of a general drain on our resources without any major Fund raising activities over the last few years. I therefore strongly urge all members to become actively involved - to give some input, assistance and support.

Without your support, we cannot possibly hold any of the major events planned for the remainder of the year. Due to an overall apathy, we have Main Branch Committee members organising and manning all activities. But even we are only human, and have reached the point where no more can be done without extra help. "Biketober" activities will need to be scaled down and the Toy Run may not even be staged if no support is forthcoming.

What needs to be recognised is that the Association can only run effectively as long as it is supported by ALL members. As shocking as it may sound, the MRA is dangerously close to folding due to the pressures and strains put on manpower and finances. I personally believe that if the general membership does not make the effort to come along to General meetings and support the Association which in turn supports them and every other motorcyclist, then one day we may no longer have such an organisation. Where does the fault or blame lie in such a case? Look to yourself for the answer to that one.

If you wish to continue to have a say on your rights as bikers, then I suggest that you begin by supporting the Association before it's TOO late.

As just one positive aspect of how YOU can help, we currently have a raffle in progress. Ticket sellers are always welcome - books can be picked up at any General Meeting or by writing to the Fund Raising Committee. As a further incentive, the prize winners will be drawn at a video night to be held on 15th July at the Black Lion Hotel. Admission is a mere \$2, bar prices apply and the evening gets under way at 7.30.

Once again, I cannot stress too highly the plight we are in. We are still continuing to fight on many issues (3rd Party Premiums, Lights On etc) but need more support for all of our projects. Consider the possibilities, come along to offer your time and services - let's keep the MRA in South Australia for the next 10 years. Let's pull together to keep it together!!!

Ride Safe in '88
Russell Hicks, President.

BUNNY RUN REPORT

On Friday April 1st (no it's not April fools) the M.R.A. held it's third Bunny Run.

For those of you who don't know what the Bunny Run is, well, it is when we get together on Good Friday and give out Easter eggs to the children at the Adelaide Children's Hospital.

We meet at the Victor Richardson Gates at the Adelaide
2 - MRA JUNE '88

Oval from approximately 1.00pm onwards. There was a vast turn out of people from all walks of life - from the Harley to the Honda Scooter. It was good to see the vast variety of people there too. The regulars and the not so regulars.

The sidecar had a good variety of eggs in it. Little eggs and big eggs, plain eggs and fancy eggs.

When we arrived at the Adelaide Children's Hospital it was good to see at least one TV News was there. Thanks Channel 10 for at least caring a little bit about what we do for the children. As for the other stations well !†*!†*!†*.

Now who said motorcyclists are lazy? I have proof of approximately fifty of them walking around the Adelaide Children's Hospital (yes, I will accept bribes to keep pictures out of print) giving out the eggs to the children.

After doing the rounds of the floors to the children, I must say how lucky I feel that I have not had the misfortune as they have to be in hospital over this festive weekend. It kind of makes you feel good after you do these things.

Well on finishing I would like to thank the Staff of the Adelaide Children's Hospital for letting us give the children the joy of Easter, the people who turned up and gave their time - the faces you always see and faces you don't always see and for the bunnies who really did their job well.

That is it until next year!!

THE PHANTOM BUNNY.



What's this . . .Kenny Everett joining the Bunny Run ?

ANNUAL GENERAL MEETING

Notice is given that the Annual General Meeting of the main branch of the Motorcycle Riders Association of S.A. Inc is to be held on September 14th at the Black Lion Hotel, Richard Street, Hindmarsh. All financial members are requested to attend. Nominations for all Committee positions will be accepted at any General Meeting prior to this date.
BE THERE!!

HAPPY 10th BIRTHDAY !

On May 16, 1978 the MRA was founded in Victoria. Sixteen people met at the St Kilda Inn Hotel for the inaugural meeting and from there grew an association which was to span the continent, contain many thousands of members, and strive forcefully for a fair go for bikers.

At that time (and continually since) the governments of Victoria and the other states were attempting, with an alarming degree of success to introduce restrictive and ill-considered legislation for motorcyclists which had no basis in common sense, research, or consultation with those who would be affected.

The 260cc law for novice riders had recently been passed in Victoria using the shaky logic upon which impromptu legislation is so commonly based, and other state governments were soon to follow, noting the relative ease with which it could be introduced. Other controversial legislation was also in the pipeline, such as the infamous conspicuity package, with its white-walled tyres, yellow bikes, and compulsory "lights on" proposals.

The problem was that the motorcycle lobby groups of the time were often proving ineffectual. Bikers were dissatisfied, and many had doubts that their interests were being represented as they wished.

What was needed was a powerful, dynamic group which could make a stand against repressive legislation, provide an informed and accreditable representative voice for motorcyclists, and generally improve the lot of bikers right across the board.

These needs, and the youthful vigour of the MRA, banded motorcyclists together in such numbers that their opinions could no longer be ignored. With numbers came success, and with success, numbers, and before long the MRA was raging across Australia, providing a political unity which had not been necessary prior to the seventies, and which ironically had been provoked by the short-sightedness, ignorance, and lack of consideration of the politicians themselves.

The aims devised for the MRA at the time were simple: fair and sensible laws, improved road safety, and better image for motorcycling. These aims have given the MRA a very wide sphere of action, and because there will always be issues within this sphere which will demand attention, there is no real limit to the MRA's life, or what it can achieve in the future. If we all pull together.

I have always thought that democracy does not mean simply "majority rules", but more importantly, that minority groups have the right to be heard without discrimination. However, as bikers, we know from experience that to be treated democratically we must demand that right being a forceful minority.

Bikers are individualists by nature. The love of motorcycling draws us together, but unfortunately, that very individualism prevents us from realizing our unified potential. We are sometimes our own worst enemy. We can work well together when our collective welfare is seriously endangered, but have difficulty in consistently presenting a strong front at other times although the common bond remains.

But it is also in the nature of bikers to have powerful sense of justice and humanity, and a great passion for fresh air and freedom, and as long as these basic rights are threatened, there will be a need for associations like the MRA.

HAPPY 10th BIRTHDAY M.R.A.!

Peter Mount.



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The SAMRATS have had a busy time since the last edition of "Centrestand", going to rallies and various social events. We attempted to organise a day at Mallala Raceway, however we failed to get enough people interested to make it worthwhile; so instead of racing around the track on the Kwaka, I raced around the lawns with the mower.

The Bunny Run on Good Friday saw a great roll up with various breeds of human bunnies being sighted. Dave's sidecar was loaded up with Easter Eggs and then pushed up to the Children's Hospital. Some of the SAMRATS guarded the assembled mass of bikes whilst the owners were off handing out eggs to the kids.

For the second year, we had a very enjoyable visit to Yabby City. There were 12 famished feral rats running down the road to Clayton (theRun you have when you're not having a Run!!). One of the rats, Peter, was so hungry that he gnawed through his throttle cable on the way there. After much feasting on yabbies etc, we had a pleasant ride back through the hills, enjoying the fast, sweeping bends.

The Flying Doc Rally was resuscitated and held on the Anzac weekend at Mambray Creek. The SAMRATS swarmed around the Shell station at Cavan, then set off along the Pt. Wakefield road non-stop as far as Lochiel, where we spent quite a lot of time socializing in a local establishment. Soon after leaving Lochiel, Dave's outfit expired and he had to get it taken back to town. His infamous passenger, Bruce, managed to hitch a ride the rest of the way to the Rally with Linda.

We arrived at the Rally site, checked into the tent and received our badges, which were quite small and in the shape of the Southern Cross. I don't think that Sir Charles Kingsford Smith was ever a pilot for the Royal Flying Doctor Service – but, I could be wrong!!

Whilst moving into the camping area, Sue threw away the Harley and dinged the tank and air cleaner. However, she just about broke even by winning longest distance solo female and



Yabby City Revisited

a new rear tyre. The site was quite cozy with lots of firewood available, and . . . if you were brave enough there was Witch's Roo Stew on sale. Not much water in the creek though, just stones (not the drinking kind!!).

For those who are unaware of it, the SAMRATS always have copies of entry forms for various Rallies and all are welcome to obtain them from us at MRA or SAMRATS meetings. SAMRATS meet at the Black Lion Hotel on the last Monday of each month. See you there.

Uncle Pervie.



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4 B's REPORT

These past 12 months have been very exciting and busy for the 4Bs. Not only have we managed to increase our membership greatly but also to venture into other activities as well.

Our Motorcycle Recovery Service started out as a idea between two people who knew what it was like to be stranded with a bike that either had to be pushed home or picked up by whoever was available at the time. With a lot of hardwork and managing to overcome Government Red Tape the MRA 4Bs now operate a one of, Motorcycle Recovery Service which has since been in operation and has helped over 100 motorcyclists whether MRA members or not, who have either broken down through some type of fault, (electrical, flat tyre, broken chains, clutch cable etc) or through an accident.

Not only is the Service, the cheapest but also it is run on a strictly VOLUNTARY basis, and the money received goes, at the moment, to St. John Ambulance. The money so far has obtained for St. John, 4 (four) Mobile Spinal Support Boards, which at \$300.00 each takes quite some time to raise. These boards are a real God Send to people with Spinal Injuries caused through an accident of any tpe (car, pedestrians, falling off a roof etc) and is a vast improvement on the old type of board used.

The Bike Recovery Service is run on a 24 hour basis, so no matter what time a Motorcyclists breaks down he or she can by ringing our phone number, be picked up and taken safely home. We only pick bikes *NOT* fix them up. The phone number to ring is 263 2446.

Another project we have had going was a Monster RAFFLE, which started out really as an idea from an EX 4B member. While he was in one of the many bike shops in Adelaide he asked the owner if he would like to donate anything to the MRA 4Bs Raffle. As it turned out not only did the owner give our member something of reasonable value, but also most of the other bike shops did the same. All in all we ended up with about \$1800 worth of motorcycle accessories and this is how our monster raffle was born.

There were three prize categories; 1st Prize \$1,265.00 2nd Prize \$293.00 3rd \$126.00. The Raffle books were distributed amongst the bike shops and also MRA & 4B members. Out of the raffle about \$2,000 was raised and will be used to buy more Spinal Boards and other equipment for St. John Ambulance.

The winners who were; 1st John McCormack of Exeter, 2nd was Mark Hudman of Parkside. 3rd. John Critchley of Millicent. Had their tickets drawn from the barrel at the Black Lion Hotel on 13th April by Pat Creasey. (Thanks Pat)

Other projects that we are contemplating, are a Hospital Bed Push from Adelaide down Anzac Highway to Glenelg. Which should be good publicity for MRA 4Bs and a real Buzz for us. Also we're organising an Observation Trial Run to raise money, this time, for the 4Bs to keep the Recovery Service going. eg. maintenance to car and trailer, and hopefully to buy an answering service machine.

The Bed Push is a way in which we hope to show the public of Adelaide that being a Motorcyclist does not mean that we are a bunch of rev headed misfits but ordinary people who care enough to want to get out there and make life a little more comfortable for those who need our help.

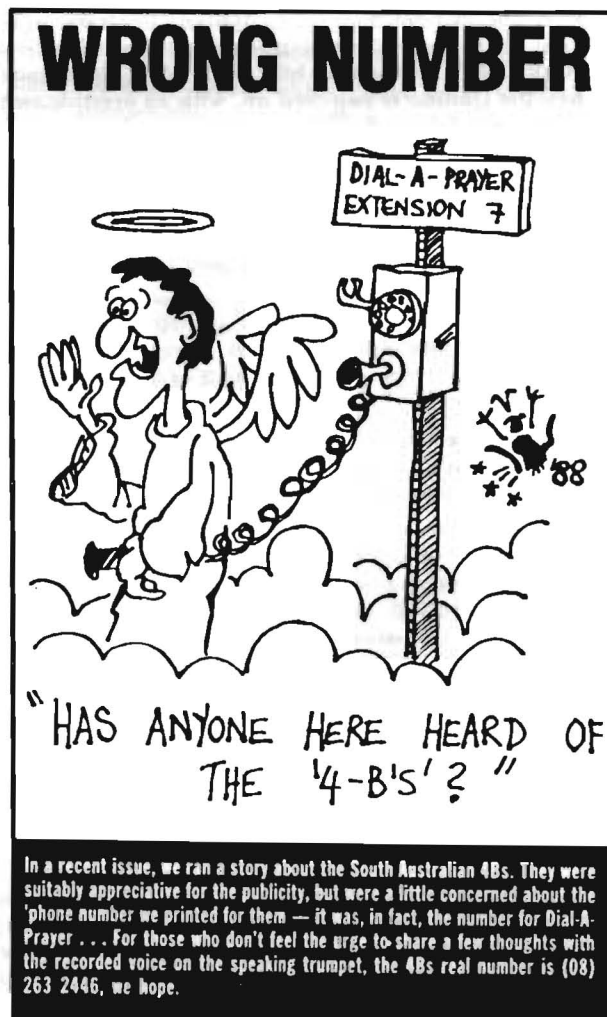
The Hospitals are more than catered for as far as visits go by our 4B members, because of our increased members which now numbers about 20 people, plus our country members.

So as it shows the Adelaide branch of the MRA 4Bs are quite active not only in the visiting of hospitals but in any way they can to raise the opinion of people towards motorcyclists..

ALF MIERS
Co-ordinator 4Bs MRA
Adelaide Branch

The 4B's would like to thank the following sponsors. The bike shops were:

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Mobile Motorcycle Centre	Jap Motorcycle Wreckers
Pitmans	G.P. Motorcycles
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STATE CONFERENCE REPORT

The MRA Sixth State Conference was held on April 30 at the Black Lion, and it was pleasing to have a full contingent of representatives from our five registers, including quite a number of observers.

State Conference are a little less formal than national conferences, where people from the floor are not generally allowed to put in their two bob's worth; in fact, from time to time it was difficult to tell who were delegates and who were observers.

Nevertheless, the important point was that those who had something positive to contribute were able to offer their opinions, with the result that the decisions made at the conference were constructive, informed, representative, and of benefit to the MRA throughout the state.

I leave it up to you to decide how you feel about the issues discussed. If you feel strongly about any of them, either for or against, perhaps a letter in the next magazine would be a good way to get your opinion across.

Subjects discussed were as follows:

1. Our representative on the Federal Vehicle Standards Advisory Committee (VSAC) has informed us that the Federal Government has backed down on the compulsory lights on/running lights issue, but would like to introduce an Australian Design Rule (ADR) which would have bike lights come on automatically when the ignition is switched on, with an override switch to turn them off if desired.

Conference delegates saw this as merely the thin edge of the wedge, having no basis in results from what precious little research has been done, and not necessarily in the pure interests of motorcyclists' safety. The collective opinion was that the Federal Government appears determined to push for "lights on" in any form, regardless of its own wholesale ignorance, conclusive evidence of the effectiveness of "lights on", evidence suggesting detrimental effects, or even any satisfactory methodology used in research to date.

We already have the option of switching on our lights, and this ADR was seen only as the Government paying lip service to road safety, and a political ploy to enable compulsory lights on to be introduced at a later date.

Those bikers who had a prang with their lights off would surely be a greater disadvantage through the machinations of the legal and insurance systems, despite legitimately exercising their freedom of choice. The unanimous decision was to maintain that choice as it exists now.

2. A motorcycling education package will be developed for pre-licence age school children. This will have nothing to do with rider training: the intention is to educate children about motorcycles and motorcyclists, so that they grow up without prejudice, and in the hope that, even if they never swing a leg over a bike, they will be more aware of us on the road when they drive. Some registers are already well on the way with this program.

3. It was seen as vital to the continuation of our beloved Centrestand that members support the magazine through contributions rather than relying solely on committee members for input (Come on, you guys and gals, it's your mag, so tell the rest of us avid listeners what you think!).

We should also support our advertisers more, and let them know where we saw their ad. The magazine should also contain

more information on everything that the MRA is working on, not just the main issue of the moment.

4. Subject to a financial report showing that the existing membership fee covers the cost of each member, registers will send full membership fees to the Main Branch, instead of retaining \$2 of each membership, as happens at present.

It cost a lot to keep MRA running, and to provide all the services we currently enjoy. It's also jolly hard yakka, and Dave Rault is a damned good Treasurer, but if the Main Branch folds we all go down the tube. Some registers wanted to offer more (bless their bleedin' hearts), but the decision reached will not place any hardship on registers, will help the Main Branch considerably, and can always be reviewed as the need arises.

5. Registers are now aware of the legal requirements regarding roadworks, and members should contact their local committees about any hazardous situations.

6. Delegates looked at alternatives to the current 250 cc restriction on novice riders, and it was decided to support the concept of no restriction on weight or capacity, but a power restriction of around 30 to 35 HP, achieved where necessary by fitting cylinder head compression plates. This would alleviate the expense of getting another machine after 12 months, while at the same time making the bike safer and more tractable in inexperienced hands (This is only slightly less than the power of big bikes of the 50's and early 60's)

7. Ways were discussed by which membership could be doubled within two years. Those determined included:

- An MRA poster for distribution throughout SA
- Constant update of MRA activities in Centrestand
- A survey to establish why some members do not renew
- Statewide community service announcements
- Pushing the rider training videos
- Greater promotion of our own issues and actions
- Speaking at motorcycle club meetings
- Better and more regular publicity
- A higher profile in both the motorcycle scene and the public arena
- Improved services

Other ideas from members, or specific ways in which we can implement these, would be welcome. Now all we need are people to help with these lofty aspirations . . .

8. Registers will actively support the Government rider training scheme. Involvement will undoubtedly benefit all concerned in many ways.

9. The 5/25 helmet exemption proposal (as suggested by NSW at the National Conference) was discussed at length. Simply put, if a person has five years experience riding bikes (with an appropriate licence), and is at least 25 years of age, they should have freedom of choice regarding the wearing of a helmet. The effects of this proposal are not so straightforward, and space precludes my going into all the aspects considered. (If you want to discuss it in more depth, write to Centrestand). Suffice it to say that, by a narrow margin, it was decided to support the proposal.

10. Information of local activities for Motorcycle Awareness Month was exchanged, and there will be quite a bit happening throughout the state. Look for details in the September issue of Centrestand.

11. Registers and Main Branch will research the profile of the driver most likely to be involved in motorcycle collisions, and

prepare a discussion paper on the results, which will be sent to the National Executive for collation with the results from other states.

Ideas on action we can take, aimed at this sort of driver, will be implemented, and after a suitable period of time, the profile of the driver will again be researched to determine the effect of the campaign.

One method suggested to assist in this research was a "Close Call Sheet", which riders who have had close calls (which means everybody) will send back to us for collation.

12. Ideas for a national campaign to reduce road trauma in relation to motorcyclists were discussed. These included:

Education in road behaviour and awareness in schools

Scare tactics (a wide range available - Police, ads, driver training etc).

TV ads from the bikers' point of view.

Personal involvement ads (relatives, friends)

The use of a good cross-section of people in promotions (business people, ladies, brickies, etc.)

Get SGIC, Dept. of Road Safety to sponsor ads

Members' ideas on this are also welcome (write to mag).

13. A decision was made at the National Conference in January that all states should provide five main services to facilitate MRA uniformity throughout Australia, much as the automobile associations do. The delegates felt that the five we already have, i.e.:

Discounted bike insurance

Computerised anti-theft security system

4B's, which includes a bike pickup service

Touring, rally, and accommodation information per SAMRATS

Legal advice

are good, and more realistic than the one or two others which were suggested.

14. The area in the general vicinity of Port Augusta was thought to be the most practicable for the National Rally, to be held over the Easter '89 break (private property near Mambray Creek is a possibility at this stage).

60% of the nett profits go to the organisers, and it was unanimously agreed that all registers would assist in whatever capacity they could, even if it would "simply" be in providing workers during the weekend, and that profits would be shared equally. (I think all SA members can be proud of belonging to a group which is so unselfish, and which can work so well together).

A management committee was set up, comprising John Kocsis (West Coast) Greg Stevens (Mid-North), and Peter Pety (Northern).

15. It was decided at the last National Conference to introduce nationally recognized life membership, and this was ratified at the State Conference. The delegates determined that prerequisites for life membership should include:

A minimum of five years' active service.

That the service be exemplary and consistent

That anyone can nominate a person, but that nomination must be ratified by their local committee.

Nominations would then be proposed at the following State Conference, and if passed, would then be recommended to the National Executive for formal acceptance and arrangement for the presentation.

16. The Registrar of Motor Vehicles (RMV) is discriminating against motorcyclists who have their bikes registered in the country, regardless of where those motorcyclists live, or whether their registration is legitimate.

There is no provision for those people who are licensed in the city, but those who bikes are mainly gargaged in the country, unless they are prepared to lie, in which case they are threatened with a \$1000 fine or six months jail.

Needless to say, feelings ran very hot on this issue, and it was decided to take the strongest possible action, beginning with a no-nonsense letter to the Minister of Transport demanding, among other things, an answer to why motorcyclists have been selected for victimisation when their third party fund is currently running at a profit, and when there are almost certainly numerically more cars incorrectly registered, yet car drivers have not received similar threatening letters.

It was seen to be an under-the-table Government scam, and a selective affront to the integrity and right to privacy of motorcyclists as members of the community. We also intend questioning the legality of whether the RMV can act in this way.

Besides all this, it was considered a bloody great waste of taxpayers' money as all the information demanded by the RMV is on their computer data bases, and they only had to get somebody less incompetent than those who devised this insidious scheme to cross-reference that information. Watch the newspapers for more details.

17. A weather eye will be kept open for information on interstate MRA activities which might be of interest to our members, and which can be included in Centrestand.

18. Ideas on MRA events which could prove attractive to corporate sponsorship were tossed around, and the general feeling was that such events should be of interest to the general public, or at least a large number of motorcyclists (e.g. bike shows, riding demos), and that they need not nec-

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essarily have a bike theme (e.g. dances, competitions). Whatever the event, it would be essential that the MRA be promoted and recognized as the organiser or co-organiser.

19. There was disquiet at the \$90 cost of compulsory rider training scheme, and suggestions were considered as to how this could be reduced, or absorbed by restructuring some other related cost, such as licences.

This bone of contention remained unresolved, but it was decided that the Main Branch would again approach the Dept. of Road Safety and Transport to convey our members' opinion, and discuss alternatives.

20. Delegates saw the need for the MRA to get away from the image of the representative body only of road-going motorcyclists. Ways were sought to make motorcyclists aware that we are just as concerned about the welfare of off-road bikers.

To this end we will write to off-road clubs, speak at these meetings where possible, attend off-road functions, and place a greater emphasis on off-road riding in our promotional material.

Finally, congratulations to those register and committee representatives who supplied such comprehensive written reports. They are necessary not just for collective enlightenment at conferences, but as an easy and concise referral source.

Thanks to the delegates and observers who attended, and to those who freely offered their time and made the whole thing work — Wendy Polljonker, who, as gofer, kept everyone supplied with coffee and cake, and whatever else was needed; minutes secretaries Geoff Richardson, Linda Smith, and Peter Bernardo; Alf Miers and Lynne Rigby of the 4B's, who provided valuable input and helped in the kitchen; and perhaps most important of all, Anne, manageress of the Black Lion, who kept the bodies going when they started to flag, by knocking up excellent lunch.

Anne has a great flair for basic, say-it-how-it-is poetry, often written in haste as the occasion presents itself, for which she receives precious little recognition.

She therefore feels that the MRA is fair game, unappreciative sods that we are, and derives immense pleasure from creating ditties about us, often to the good-humoured chagrin of a few, but always to the huge enjoyment of the many. I'll conclude with these lines she wrote after serving lunch, with no apologies to Mr. Hicks.

*"State Conference on Saturday —
Fifteen for lunch," said Russell;
Before I knew, 'twas twenty two —
I'm going to kick his bustle!
Do It Ann — Do It*

Peter Mount



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NORTHERN REGISTER

Formation of the Northern Register.

The first Northern Register meeting was held on the 19th March '88. The register was formed to cater for members and interested persons living in the Northern Area of S.A. (Pt. Augusta, Stirling North, Quorn, Hawker, Leigh Creek, Woomera etc.).

Meetings at present are held in a shed at the rear of 14 Carlton Parade, Port Augusta on the third Saturday of the month at 1pm.

Contact number. 086 42 6475 or 086 42 5071.

Postal Address 9 Sparkes Street, Port Augusta. 5700.

SOUTH EAST REGISTER

The time elapsed since the last state conference has obviously been well spent by those in the South East Register. Enthusiasm and participation have increased enormously and I feel as such we are well on the road to recovery. Transferring all our meetings to a week night (last Wednesday in the month) and to one CENTRAL venue, (Tantanoola Tiger Hotel) has proved to be beneficial and at the moment seems to be the way to go down here. Numbers attending meetings and organised functions is increasing gradually and augers well for the future. We have held a successful Christmas Parade Toy Run, Poker runs, Observation Trial and general get-togethers over the last six months and with our forthcoming Mother's Day Run, Warmth Run (June 11) and third Radiata Rally (July 16-17) we seem to be keeping busy enough to keep us out of trouble. All-in-all a much brighter outlook than six months ago.

Just one word of thanks to Roger Clothier, Danny Ryan, Jelly Neville and the boys from Bordertown who travel relatively long distances to participate in our functions and make you proud of the spirit and camaraderie of motorcycling.

Ride Safe
Gregg Morrison
PRESIDENT, S.E. REGISTER.

RIVERLAND REGISTER

After almost a year of operation, I decided it was about time to blow our own horn – literally speaking. We have:—

- *Established good working relationships with local television, radio and at least one newspaper.
- *Established good working relationships with local councils.
- *Established discount outlets for members at three Riverland service stations and two motorcycle dealers.
- *Undertaken promotions in the Riverland Plaza shopping complex and Berri Public Library featuring the 'Right Rider' videos.
- *Formed a local 4B's.
- *Participated in the '87 Riverland Toy Run (organised by the M.C. Tourers of Renmark).
- *Arranged for membership applications and the leaflet 'The Ride of your Life' to be given to m/c learner permit holders by the Motor Registration Department.
- *Assisted the Riverland Special School with their Art and Craft Day.
- *Assisted organisers at the Red Gum Rally at Renmark.

- *Informed the National Motorcycle Press of our existence.
- *Ensured details of our Register will be included in the soon-to-be-updated "Riverland Directory".
- *Establishment of Beer Boards.
- *Negotiated for the establishment of Riverland MRA Logo, patches and T shirts.

As you can see for yourself, the 'not so new anymore Riverland MRA' is getting things done, mainly by a small band of dedicated, enthusiastic motorcyclists.

If you are in the Riverland – we are now in the position of being able to assist you in many practical ways.

As you ride to work over the gravel free roads (thanks for calling the Register to arrange with the Council to clean it up); you decide to fill up (cheap petrol of course with the MRA membership card) and call in to collect the parts you have ordered (MRA discount of course). As you approach an intersection, a car which appeared to be creeping through a stop sign actually stops and yields (thanks to a promotional event where he discovered that motorcyclists are actually people). As you dismount at work, you notice a learner rider pulls up alongside – on the outer edge of control – so, naturally you hand the rider a membership form and explain what the MRA is all about.

Keep it up & catch you soon,
Andrew Walladge
Pres. Riverland MRA

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CALENDAR JUNE - SEPT

JUNE

- 4th Northern Register Share The Warmth Run
 4th West Coast Register Meeting
 5th SAMRATS 3rd Annual Mystery Brekky Run.
 Leave Hilton Hotel 6 a.m.
 6th SAMRATS meeting
 8th General Meeting
 11th Tarcowie Trot (W.C. Reg) SAMRATS leave Smith-
 field Hotel 10 a.m.
 11th Riverland Register meeting (could be moved to 4th
 or 18th due to T.T.)
 12th 4B's Moonta Run
 15th Committee meeting
 18th Northern Register meeting
 18th SAMRATS "Any Port In A Storm" Run to
 Waitpinga Beach. Leave Top O' Taps 2pm.
 22nd General Meeting
 23rd Mid-North Register meeting
 26th Main Branch bottle drive. Members phone 462169
 for collection
 29th South East Register meeting

JULY

- 2nd Blood Run. Meet Le Cornu's, Keswick, 8.30 am.
 Opening Day of Blood Challenge over 15 weeks
 2nd Green Ginger Rally
 2nd W.C. meeting (could be moved to June 25 or
 July 9)
 2nd Woomera run for July 4 celebrations. Meet at Neil
 & Denys Spencer's, Pt Augusta. (This could occur
 on Sunday or Monday due to G.G.)
 4th July 4 parade & presentation of plaque from North-
 ern Reg.
 6th General Meeting & close of beer raffle. All tickets &
 money in.
 9th R.R. meeting
 9/10th News 24 HR Trial. SAMRATS in Sutherlands Area.
 13th Committee meeting
 13th W.C. Blood Run
 15th Video night at Black Lion & beer raffle draw. \$2
 entry
 16th Radiata Rally (S.E. Reg)
 16th N.R. meeting (could be moved to 9th or 23rd due
 to Radiata)
 20th General Meeting
 23/24th SAMRATS O/Night CAMBRAI PUB RUN leave
 Dernancourt Kawa 2 p.m.
 27th S.E. meeting
 28th M.N. meeting

AUGUST

- 1st SAMRATS meeting
 1st Magazine articles in for September issue
 6th SAMRATS Progressive Dinner (Getting Progress-
 sively slogged at Mike & Sue Engel's). 7. P.M.
 Till Stumps.
 6th W.C. meeting
 6/7th Border Run
 10th Committee meeting
 13th R.R. meeting
 13/14th Chalet Rally, Parilla
 17th General Meeting
 20th MRA/WIMA Bowling Challenge Cross Road Bowl

- 20th N.R. meeting
 20/21st A.M.C. Conference, Canberra
 25th M.N. meeting
 31st General Meeting
 31st S.E. meeting

SEPTEMBER

- 3rd WEST COAST AGM
 5th SAMRATS meeting
 10th RIVERLAND REGISTER AGM
 14th MAIN BRANCH AGM
 17th NORTHERN REGISTER AGM
 21st Committee meeting
 22nd MID-NORTH AGM
 28th General Meeting
 28th SOUTH EAST AGM

4B's meetings held Tuesdays prior to General Meetings,
 Brahma Lodge Hotel 8pm

Motorcycle Awareness Month meetings held Thursdays of
 week between General Meetings, at Jolyon Porter's.

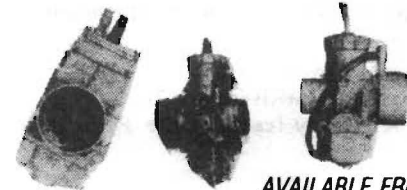
MISSING MEMBERS

DO YOU KNOW THE WHEREABOUTS OF THESE
 MEMBERS?

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 IAN & SUE COOK
 BRIAN P. ESCHBANK
 KEITH FITZSIMMONS
 RENE HILDITCH
 KAREN LIGHT
 GORDON MANN
 LEE MATTHEWS
 ROSEMARIE WAYMAN
 PAUL A WIDDISON
 CHRIS WIDDISON

If you do, would you please ask them to advise the Assoc-
 iation of their new address as they are not receiving their
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GOANNA . . .

- † Was one of our illusions Committee members born in Victoria AND lived in Queensland for some while? Might explain said Committee member's choice of motorcycle.
- † What have Sue Engel, Russell Hicks, Kerry Stelzer and Tom Griffin have in common besides riding Motorcycles?
- † Thanks to Russ Hanby for the many dollars contributed by him for not printing anything embarrassing about him.
- † Why hasn't anything been written about Peter Mount lately? Is he laying low or is he also paying vast sums in "silence" money?
- † Who preferred to go to the Gold Wing Rally instead of Bathurst? NO, it wasn't Pete.
- † Who had a "get off" from his K100 BMW in Queensland over Christmas without causing much damage? The same bike was safely back home in an Adelaide shed, when the rider's wife drove the car in knocking the before mentioned bike over. THIS TIME causing \$1500 damage. Is there a divorce pending??
- † Has Ray Drew returned to W.A. for the cheap rego?
- † Who is the only advertiser to remain with us since the beginning of "Centrestand" in December '84 ? Yes, the magazine has been going that long !!
- † What changes take place in the window of 69 Anzac Highway, Keswick about every two weeks ?? One clue: it involves a very, very, very skinny person (nickname of Bones).
- † Who is featured on the front and back cover of the S.G.I.C. sponsored brochure "SAFE RIDER" ? Is the person (seen on a BMW and on a Honda Gold Wing) president of the BMW Owners Club of S.A. ? Why the "Wing? Will he be re-elected?

LETTERS TO THE EDITOR

Dear Editor,

I read an article the other day which inspired me to write to you, the members of an Association which fight for the freedom of choice.

This article was published in the March edition of Bike Australia and was written by Brian Wilkins who is the President of M.R.A. Australia.

I am not going to sit down and write the article out word by word' as I feel that if you at least care or are concerned enough about the M.R.A. then you will want to read it.

I feel that the members of the M.R.A. should start to show a bit more interest in the association so that it can keep going, function and grow to greater heights.

As an active member I feel that a lot of people don't even care what we are doing or even want to know what we are doing, instead they think that they can just sit back and read all about it in this magazine.

How do we know what you as members want us to do about different laws etc. if you don't or cannot be bothered to come to a meeting and express your views. It is fine to say that the M.R.A. is going to, but without your views are we??

So let us become involved, just by coming to a meeting ever once in a while. Whether you ride a Honda or a Vespa, wear matched leathers or cut-offs, a helmet or a head-band, like it or not you are a motorcyclist.

What 'they' do to one of us, they do to all of us. We need all of us to defend ourselves.

So come along and be part of it. Don't do it for anyone else : do it for yourself.

Dave Rault

Dear Editor,

You often hear people say that their bike broke down and no-one stopped to help them fix it.

The other day I witnessed an incident where a guy's motorcycle broke down and three bikers going by stopped to help fix it.

Upon completion of the repair the grateful (???) biker proceeded to put on his helmet and take off.

Not a word of thanks was even muttered grumbily and inaudibly into their chin let alone spoken out loud to the three who who stopped to help.

If this kind of thanks is given why should others stop and help?? You tell us!!!

All it takes is a few courteous manners - or do some bikers lack these. I wonder?????

Manners cost nothing and are most appreciated

Dear Editor,

At a recent general meeting of the Motorcycle Riders' Association when talking about the general membership and its increase and decrease, we got onto the subject of a few members obtaining the feeling that if you ride a 250 cc motorcycle people tended to ridicule and 'look down' on you.

When this opinion was voiced a lot of comments were made such as 'you should expect to be laughed at riding a 250 cc', 'who would want to ride a two stroke heap of junk' and 'all they are worth for is for making other people sick, the riders wonder why others don't stick with them - they don't want to die on the fumes'.

After discussion it was left at, that perhaps 250 cc riders do get a bit of flack but they are also very paranoid about themselves riding a 250 cc.

The other weekend I attended a motorcycle run. I was the only 250 cc and the other 6 or 7 bikes were powered from 500 cc to 1100 cc. On the way to our designated spot the other riders were very obliging - letting me feel my way along the unknown road, realising that I perhaps did not know exactly where to go and also that perhaps my bike could not accept as much 'stick' as theirs.

I really enjoyed the ride and had a fun time at our designated spot to socialize. Out in the country with your bike - truly wonderful.

When it was time to start our journey home we all hopped on our bikes. Within 5 kilometres of leaving our spot I was virtually left alone - all except one had gone.

The others were passing me when I was trying my best doing the state limit of 110 kilometres per hour. Even though I had ridden to our spot I still wasn't 100% sure on how to get home. Had it not been for the one person who rode behind and stayed with me all sorts could have happened.

I always thought that when doing a thing 'together' you do it together. If someone is slower then don't others normally compensate? I mean to say is my only doing 110 kilometres per hour such a crime?????

Do you who ride above 250 cc motorcycles like being ridiculed and being told that your bike is not good enough? Don't forget us 250 cc and under motorcycle riders also have feelings and as much right as you.

Anonymous
Name & Address Supplied

SHOPPERS GUIDE

MRA STOCK PRICE LIST

ITEM	MRA MEMBERS	PUBLIC
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MRA Singlets (black only)	\$10.00	\$12.00
MRA Stubby Holders (flat type)	\$ 3.50	\$ 4.50
MRA Patches	\$ 4.00	N/A
MRA Badges	\$ 4.00	N/A
Biketober 84 Badges	\$ 1.00	\$ 1.00
National Motorcycle Month 85 Badge	\$ 1.00	\$ 1.00
Biketober 87 Badges	\$ 3.50	\$ 4.50
Biketober 88 Badges	\$ 4.00	\$ 5.00
All Stickers	\$ 0.50	\$ 0.50

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Windcheaters \$2.50 each Badges \$0.50 each

T-shirt/Singlets \$1.00 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

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Kessner Suzuki, Hampstead Gardens – 10%

G.P. Motorcycles, Morphett Vale

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Suzuki South, Edwardstown

Carcycles – except new motorcycles and specials

Suzi Parts, 134 Flinders Street, 10%

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C D Motorcycles Woodville. 10% on all parts 15% on accessories

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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.

Paines Crash Repairs, Clare – 10% on fuel 15% on tyres & spares

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ADDRESS:

P/C

Phone

OCCUPATION:

Enclosed please find the sum of \$12.00 being for one years

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Family Membership \$18.00 Pensioner \$10.00 and \$15.00

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:

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

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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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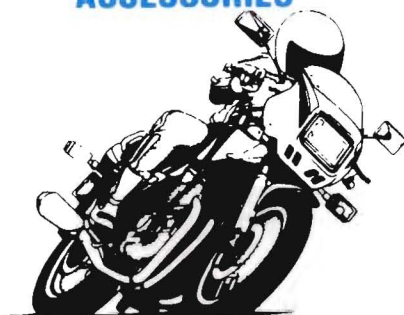
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