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Greetings
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CENTRE STAND



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

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MOTORCYCLE RIDERS' ASSOCIATION INC.

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- EDITORIAL -

Well, here we all are yet another year! Prior to the A.G.M. we weren't really thinking of editing 'Centrestand' again, but.....the best laid plans ...

Motorcycle Awareness Month is behind us yet again — look inside for a full report and for some constructive criticism also. The Toy Run is looming rapidly — don't miss out on playing one of Santa's "Little Helpers" by donating a gift to the underprivileged kids of Adelaide — the Salvo's always seem to know where the Xmas pressies are most needed. Speaking of needs: we have a Cash Raffle on the go at the moment with prizes around the \$8 000 mark. Not bad for \$2! So, go ahead, make your Christmas by winning \$ 5 000; tickets available at any General Meeting.

With the silly season approaching with alarming speed, watch out for over-indulgent tin tops, take it easy on the giggle juice yourself and keep it upright!



**COP YA LATER,
MILO, TOM AND WENDY.**

PRESIDENT'S REPORT

Both fortunately (MRA membership-wise) and unfortunately for us, the Federal and State Governments, in their endless and selfless quest for ways in which they can serve the people, have once again used their vast collective store of wisdom to convince themselves that we are still our own worst enemies, and require yet more legislation to protect ourselves from our own ignorance, attitudes, and inadequacies.

According to our revered and omnipotent leaders, whose incomparable self-delusion should only be considered in terms of ordinary mortals humbly attempting to serve the best interests of those people who elevate them to their lofty pedestals, motorcyclists are thoughtlessly allowing themselves to be hit by innocent drivers because they are not making themselves seen.

It is both unreasonable and socially unacceptable for motorcyclists to burden the fragile shoulders of the motorist with the responsibility of looking for them on the road. We motorcyclists (those of us who are still alive) are showing a complete lack of regard, not just for our own welfare, but, more importantly, for the tender sensibilities of the drivers.

It is inconsiderate of us to kill ourselves by riding into other vehicles. A recent NSW Government report "proves" that 74% of our fatalities are caused by ourselves because we insist on riding around trying not to be seen by motorists (the fact that 3 bikes were surveyed in 1980, and 7 in 1984, should not be taken to mean that the surveys were not thorough or the results conclusive).

It might appear by this criticism that I have anarchist tendencies, but I haven't. Quite the reverse. I am not being critical of the Federal and State Governments as such (much), only of their unwillingness to look at issues without prejudice, for it seems that the Governmental attitude is that we are killing ourselves and trying to pass the buck to the driver.

Is it just possible that the drivers are killing us and trying to pass the buck to the motorcyclist?

In case you have not already guessed, the legislation I'm referring to is that of "Lights On". The Federal Government, supported by the State Governments, is currently attempting to introduce an Australian Design Rule which would require new motorcycles to have their headlights come on when the ignition is switched on, with an over-ride switch to enable the rider to turn the lights off if desired.

That's funny. I thought bikes already had a headlight switch. Could it be that the Government, with its penchant for over-regulation and underhandedness, is trying to bring in this soft-sell rule for we gullible motorcyclists in preparation for an easier introduction of compulsory lights on in 18 months' time? The Government wouldn't plan such a sneaky move that far ahead, Surely?

Let us forget for the moment the wealth of data (Government, industry, and private group) available from research done in the U.K., USA, Canada, Sweden, and Australia, which indicate, without exception, that "lights on" has a minimal positive effect on accident potential, and under some conditions can actually increase the chance of having a prang (depending on conditions, accident rates in the surveys varied between an increase of 1.8% and a decrease of 2.3%).

Let us also not draw the obvious conclusion from our own 4B's statistics, which show that, although around 62% of bikers currently ride with their lights on during the day, 80% of bikers hospitalised because of daytime prangs had their light on. (If "lights on" works, does this mean that the other 38% are having all the prangs?)

Pedestrians actually run a 150% greater risk than motorcycles of being killed by drivers. Would wearing headlights and brightly-coloured clothing save them? No? Would training drivers to be more alert, considerate, and responsive be a more sensible way to go, then?

We all know that statistics can be interpreted to suit any particular school of opinion. We think our interpretation of the evidence is unbiased and practical, given that we are the ones who are suffering, and it is in our own interests to support whatever is best for our safety.

Probably the Government thinks its interpretation is also correct, and is instigating these controls for our own safety.

So let us then put aside for the time the (to our minds) conclusive evidence that "lights on" is ineffective, and consider our own position, for many people think that bikers are a rabble-rousing mob which is against all forms of control.

Not so. We are responsible members of society who understand the need for, and inevitable development of, some form of regulation in any social structure.

Some people might say we are ingrates who bite the hand that feeds us, for look at all the support the State and Federal Governments have given us with Motorcycle Awareness Month, rider training, and other road safety pursuits. We need this and appreciate it, but say we should not be expected to compromise our principles, and ask why that support would be given with one hand and taken with the other?

Why should our common sense attitude towards confrontation be applauded and our preference for consultation be welcomed when our opinions given in consultation are largely ignored? Are motorcyclists merely to be humoured because we make up only 10% of the voting population? Are the issues which mean life or death to us of such little significance in the grand scheme of things?

The MRA is not against "lights on" or any other idea which will improve our safety on the road without diminishing our freedom of choice, provided those ideas are constructive, practical, and can realistically be expected to produce positive results. We would far sooner work with the Government than against it, and it would be more productive for all concerned.

What we are against is legislation for legislation's sake, particularly against relatively small groups such as ourselves whose reaction against ill-founded legislative proposals cannot have the political effect of the larger groups, such as drivers.

In short, we are being discriminated against because there is little fear of the Government's political security being jeopardised.

The Government's motives for legislation on motorcyclists' safety would appear a lot more credible if the same amount of effort was being put into improving the safety of all road users. We have long recognised that the root cause of our high accident potential is not that drivers don't see us, it's that they don't look for us. We do not register on either the conscious or subconscious level (possibly on the unconscious level though – the state in which most people drive).

Why? Because drivers are trained from school age to recognize only those things which might constitute a physical or financial danger to them, or a loss of privilege (motorcycle police are noticed, aren't they?). Motorcyclists learn to stay alive through wits and awareness; to most drivers these virtues appear unnecessary.

We say put all that legislative energy into better training and road-wide education for motorists, and then we'll see an improvement. Put more money in, too. Surely a road safety allocation of a miserly 0.2% of the national budget could be improved upon? Or is lip service to road safety the most that the Government feels is necessary?

The State Government is currently running a campaign aimed at voluntary headlight usage. We see no harm in this, although we do not believe the hoped-for effectiveness will eventuate. On the other hand, the rider training scheme is already proving effective, and is quite popular (apart from the cost). Logically then, better training and education for drivers would also be effective. Or would that be politically unpopular?

Because of the statistically-proven ineffectiveness of lights on, we believe that motorcyclists should have the choice of using their lights or not, according to their own opinion on the matter. This, and the other reasons I have given, is why the MRA and the Australian Motorcycle Council can not support any form of "lights on" legislation.

So please, Minister, don't tell us what's best for us when you and your advisors won't listen, and you haven't been out there as we have.

Peter Mount

SECRETARY'S COLUMN

This is the second report I have prepared for Centre Stand, the idea being to keep you up to date on interesting correspondence since the last issue.

From the minutes that have come in I see that West Coast Register has a Workshop Manual Library which can be accessed by contacting that register.

Going out have been significant letters to the Minister of Transport concerning the push for "lights on" legislation and the "Minister Hyde" television announcements.

In respect of "lights on" proposals, the Acting Minister, also our newest Minister, Mr R J Gregory, has advised us that, "the Vehicle Standards Advisory Committee is currently working on the development of an ADR for new motorcycles based on modified turn indicators or a modified headlamp switch".

Your State Committee has already let it be known that a modified headlamp switch, that is, automatically or unless the rider makes a conscious decision to switch off, is not acceptable, however it would seem that the push is for some form of compulsory conspicuity aid. Your committee is watching this one very closely and will continue to press the theme "let the rider decide!"

With the "lights on" letter the Minister sent us a consultants report. This report, "Observational Study – Day Time Use of Headlamps by Motorcyclists" is interesting. Some snippets

are:

- * There were 1350 sightings of motorcycles recorded.
- * Of these were 73 multiple sightings, one bike was seen 5 times, 59 twice and 5 three times.
- * After corrections for multiple sightings and incorrect recordings there were 991 useable registration numbers, of these 87% (862) were registered and 13% (129) were unregistered.
- * Street motorcycles accounted for 79% of sightings whilst 13% were trail/enduro and 7.9% were scooters/mopeds.
- * And the best news of all, Yamaha sightings lead the push and at 28.3% beat Honda at 25.5%, Suzuki at 18.4% and Kawasaki at 17.1%.
- * These makes accounted for 90% of all sightings.

If you would like more details see your register or see me at a main Branch meeting. Copies will have been made available to register representatives at the State Conference.

Mickael Giesecke

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CALENDAR DEC - MARCH

DECEMBER

- 3rd West Coast Register meeting,
Workers' Club, Whyalla Norrie, 1 pm
- 3rd Mid-North Register overnight Christmas party
near Morgan
- 4th Flinders Tourers Toy Run, Port Pirie
- 7th General Meeting
- 10th Riverland Register meeting, Kevan & Julie's,
Glossop, 1 pm
- 11th Adelaide Toy Run. Leaves Glenelg 12 noon
- 14th Committee meeting
- 17th Northern Register Toy Run, Pastoral Hotel,
Port Augusta, 10 am
- 18th SAMRATS Snob & Slob Brekky, Adelaide Uni
footbridge 9 am. Bring chicken & champagne,
beer & prawns. Dress accordingly, or don't.
Everybody welcome.
- 21st Chrissie drinks, Black Lion 8 pm
- 22nd MN meeting
- 28th No South East Register meeting

JANUARY

- 14th SAMRATS bus trip to Schutzenfest, Time to be
arranged.
- 14th RR meeting
- 18th Committee meeting
- 21st SAMRATS "A Day at the Seaside". Family day
and overnight for the adventurous. BBQ &
Bring games, sleeping bags, fishing lines etc.
Victoria Hotel, Top o' Taps, 10 am
- 25th General Meeting
- 25th SE meeting
- 26th MN meeting
- 28/29th National Conference (possibly Adelaide) Adelaide

FEBRUARY

- 1st Committee meeting
- 1st Magazine articles in
- 4th WC meeting
- 4th SAMRATS Gointagoolwa overnight camp. Vic-
toria Hotel, Top o' Taps 10 am. Jet skis, cats,
windsurfers for hire
- 11th RR meeting
- 15th Committee meeting
- 18th Suzie's Birthday Party, 6 pm at Mike & Sue's.
Sheep on spit and keg, BYO everything else
- 18th NR meeting
- 22nd General Meeting
- 22nd SE meeting
- 23rd MN meeting

MARCH

- 1st Committee meeting
- 4th WC meeting
- 8th Social night & guest speaker or demonstration
- 11th RR meeting
- 11th SAMRATS overnight to Monash and meet RR
mob. T.T.G. Hotel 10 am

- 15th Committee meeting
- 18th NR meeting
- 22nd General Meeting
- 23rd MN meeting
- 24/27th MRA National Rally, Mambray Creek, SA.
Everything catered. You will be asked to help.
- 29th Committee meeting
- 29th SE meeting

SAMRATS meetings first Monday in month, Black Lion Hotel,
7.30 pm

4B's meetings Tuesday prior to Committee Meetings, Brahma
Lodge Hotel 8 pm

MRA CHANGES TO MONTHLY MEETINGS

Aimed at improving interest, response, and attendance,
the MRA will hold general meetings every four weeks, instead
of every fortnight, as it has done since MRA (SA) started in
1978.

Committee meetings will be held every fortnight, instead
of once a month, as previously. This will enable more work to
be done, business processed more quickly, and cut down on
the length of the meetings.

In addition, every two months there will be a social night,
which will include a guest speaker or demonstration.

All these meetings will continue to be held at the Black
Lion Hotel. The new format will begin in January 1989 for a
trial period of six months.

LAW CHANGE ON REGO LABELS

As a result of representation from the Australian Motor-
cycle Council, the (Federal) Vehicle Standards Advisory Com-
mittee has agreed to change the present regulations so that
registration labels could be placed in a prominent position any-
where on a motorcycle, not just on the left hand side.

4 B's REPORT

Since the last issue of 'Centrestand', the 4B's have not been
idle. Through our motorcycle recovery service and other fund
raising activities, a special leg splint was presented to the
motorcycle division of the St. John's Ambulance.

The Hospital Bed Push has been and gone and proved to be a
very popular event. Many people from all walks of life expres-
sed a great deal of interest in it — even Tom Griffin fronted for
the push.

We have tried, through such activities, to keep the MRA in
high standing with not only the motorcycle community, but
with the public as a whole ... so far, I feel this aim has been
achieved.

I don't know what will happen next year, but one thing is
certain: we need a lot more new members, as does any club or
organisation if we are to survive. You can achieve a good deal
of self satisfaction by being a 4B member, so if you have a
little spare time available and feel that you would like to be-
come part of the team, come along to one of our meetings.

Alf Miers
4B's Co-ordinator



The Breakaway Rally was held on the weekend of September 3rd/4th on private property in the hills behind Tanunda. The control tent was really an old tin shed, and hot soup was available on arrival - cooked up on the vintage wood stove inside the control tent/shed. It's a pity this rally was not better attended by local rally goers as it was a great site - close to Adelaide, easy to get to, with plenty of good camping sites available. I hope there will be a Breakaway in '89.

The Black Night Rally was held at Kyalite, on the same weekend as the Ian Pettit Rally, so I called into the Black Night Rally on my way to Bordertown. Both Rallies were fully catered, with the Kyalite Pub being the centre of entertainment at the Black Night. Plenty of camping space was available on the banks of the Wakool River.

The entrance to the Ian Pettit Rally was very slippery, but quite alright if taken slowly with both feet down. If you wandered off the clay, you immediately became bogged in the soft stuff. Met up with many of the regulars there, Fred and Nellie, Bruce, Bob, Geoff, Marty, Megan et al. One enthusiastic GT owner failed to win the burnout contest - no, it wasn't me!!

The Happy Birthday Oz Rally was an excellent way to start Biketober and the write up in the "Green Horror" says it all. I just missed out on appearing on the "7:30 Report" about it. Congratulations must go to Hal Caston for its organisation, the Rally site had everything - even deep drainage!!

I can't remember going to the Astral Rally, who was there or where it was, BUT ... I must have had a good time as I've got the Rally badge to prove it.

The SAMRATS meet at the Black Lion Hotel on the first Monday of every month and all are welcome. The meetings are laid back and informal; Rally forms etc are available.

Uncle Pervie



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STATE CONFERENCE REPORT

The seventh State Conference was held on November 5 at Torrenville Primary School, a fitting venue for constructive discussion, strengthening the MRA throughout South Australia, and mutual education (of a more than primary nature, one hopes).

Here are the major points arising from the Conference:

1 As a result of a detailed financial statement from our treasurer, Andrew Adams, showing that each member cost \$14.62 to service, the Registers ratified a sixth State Conference agreement to return all membership money to Main Branch. The shortfall is recovered from sale of stock and fundraising.

2 The National Conference idea of researching the profile of the driver most likely to be involved in a motorcycle prang was dropped in favour of a Close Call Sheet, which will contain details of the sorts of vehicles, drivers, situations, and conditions which present the greatest hazards for bikers. Entitled the Control & Recognition of Accident Potential Sheet (thanks Gary), the information on it will come from you, so write in about the things that bikers should especially watch out for.

3 Main Branch will send sticky labels of membership renewals to the Registers each month. The Registers will then send renewal notices to all members in their areas, and return these notices to Main Branch monthly. Main Branch will likewise notify Registers of any memberships sent directly.

Main Branch will arrange a flier containing information about the Registers for distribution with all Register membership forms.

4 The P.R. Officer is to prepare an MRA promotion leaflet (including Register details) for distribution to off-road clubs. Main Branch will also arrange for someone to speak at club meetings. The aim is to show off-roaders what the MRA has to offer, to find out what their needs are, and to help if possible.

5 Organization of the MRA National Rally at Mambray Creek is well underway. Fully catered, it will be held over Easter '89 to enable those living far away to come without the usual hectic rush. A lot of assistance will be needed over the weekend, so come prepared to help out for a short time.

6 Recommendations were made on a core syllabus for a national rider training curriculum, on request from the Federal Working Group on Motorcycle Safety.

7 Suggestions for national marketing of the Right Rider video series were also discussed, on request from the A.M.C.

8 The Federal Government has asked us to consider what aspects should be covered in a video series on advanced motorcycling concepts. Various recommendations were decided upon, too many to go into here.

9 The Federal Office of Road Safety has also requested input from the MRA on effective issues to cover in the development of "driver awareness" material. Twenty or so suggestions were put in the pot, along with a dozen marketing and promotion ideas.

10 Concern was expressed at declining attendance at meetings.

Remedies offered included moving weekend meetings to mid-week, having more variety, developing one or two specific goals each year, and more regular interaction between our groups.

11 Themes for Motorcycle Awareness Month '89 were discussed, including ideas for national promotion and competitions to arouse public awareness of the existence of MAM. It was decided to combine the two by having a public competition for the theme, with the best one winning (possibly) a ticket to the Adelaide or Phillip Island G.P.

There would be no obligation on the MRA to use the winning theme, although if there were plenty of good ones there would be no shortage of themes for years to come. Effective concepts for posters and T.V. promotion were also suggested.

Of course, whether these ideas will be implemented nationally will depend on the outcome of the National Conference in January. Whatever the decision then there is no reason why we in S.A. can't use some of the ideas.

12 A number of items suggested will be raised at the AMC and MRA conferences, such as noise, lights, and the national rally.

13 There was concern about the anti-bike slant commonly found in news reports on car/bike accidents. Letters will be sent to T.V. and radio stations and newspapers asking them to report these events with less bias, and making them aware of the negative psychological effect they have on the public's attitude to motorcyclists.

14 It was felt that greater social interaction between Registers was needed, but the problems of time and distance made regular visits difficult.

The upshot of it all was that we hold an annual rally just

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for MRA members, within about 80 km of Adelaide (Anybody like to check out the ex-Fleurieu Tourers' Deep Creek site? any other ideas?). Before you all cry out "Aaagh no! Not another one!" let me finish.

Adelaide will be responsible for organizing it, and I use the term loosely, for it will be similar to the late Peter Ham's "No Frills Rally", i.e. no badges, no catering, no cost, BYO everything. Adelaide will arrange the site, firewood, water, and advertising. Any costs can be recouped on the day through a raffle.

Although there will be no charge, it will be for financial members only, so if anybody rocks up who is not a member of whose membership has lapsed, they can pay their \$12 at the gate and become an instant MRA member.

It would be a way for we bikers who are linked through MRA interests to get together, at least on an occasional basis, and enjoy each others' company and make our own fun, without worrying about how many are coming, if it's going to pay for itself, whether there's enough beer and food, and if everything has been organized properly. It will be held between August and November '89. Hope you like the idea.

I would like to thank the people whose support made the conference successful: delegates Linda Smith and Alf Miers (Adelaide), Andrew Walladge (Riverland), Greg Stevens and Chris Tilbrook (Mid-North), Andrew and Heather Butler (South East), Chris Twigger and Gary Noom (minutes secretaries), Wendy Polljonker (Gofer), the 4B's who donated the meat for the barbie, and Mike and Helen Giesecke, who organized the venue and put a lavish spread for the after-conference party at their home.

Peter Mount

GOANNA . . .

* What does Suzie do for a crust? Does Mike (Big Belly) know or care?

* How many Committee members attended the 4B's Bed Push? How many walked the entire 12.7 km? How did Uncle Pervie get to the start of the Bed Push - he ran from Glenelg to the Torrens Parade Ground, then walked all the way back to Glenelg - bloody fool!! Tom even walked the whole distance without assistance.

* Is it true that Dave Rault (past MRA Treasurer) has bought a house? Will it become our long awaited MRA House? How come all of the ex-Treasurers have bought either new bikes or houses after their stint on the Committee?

* Who will be Santa at this year's Toy Run? Will he/she ride his/her Pitmans Yamaha?

* If one of the Fund Raising Committee win the Cash Raffle, will there be a redraw? EDITORS' COMMENT (also on Fund Raising Committee): NOT BLOODY LIKELY!!!!!!!

* Which S.A. Motorcycle Club was the starting point for motorcycle politics in this State? Don't know? Try this one on for size: It was the Suzuki Club!! Who was a foundation member of the Suzuki Club back in 1972-73, and is now the President of the B.M.W. Owners' Club or S.A., and is still very active with MRA (S.A.)?

* Is it true that a member of the Green Ginger Guzzlers had a helmet stolen at the World's End Rally on the Friday night? Surprise, surprise, the said helmet reappeared in the same spot on Sunday!!

* Having been to all 'Biketober' runs and shows, I really must give credit where credit's due. Well done M.A.M. Committee. Can they improve on '88? Want to get involved? Call the MRA on 46 2169. - the Fund Raising Committee is also looking for helpers and ideas.

* Be at the Xmas drinks - Goanna might appear!!



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Eco Ride



Bikecentennial '88 Blood Run



Awareness Ride Glenelg



'88 Bike Show Brickworks Market

BIKETOBER 88

As you may know, October is set aside by the MRA as the month for our annual road safety campaign dubbed "Motorcycle Awareness Month". Some may know it better as 'Biketober'. In previous years we have used slogans such as 'motorcycling is magic', "Be aware" and last years 'You didn't see, or, you didn't look?'. This years headline was "Bike Centennial '88", a reference to the contribution motorcycling has made to our history (and hopefully to our future).

The month's activities proved quite successful in some areas, but, rather disappointing in others. The biggest disappointment would have to be the media's total and complete non-interest in what we were trying to achieve. Despite press releases, they were notable by their absence. Obviously motorcyclists being responsible is not as newsworthy as "bikies" being irresponsible. I've never had a lot of faith in some sections of the media, and I'm afraid that feeling has been reinforced quite a bit lately.

The other area of disappointment was the non-attendance of a large number of bikers at the first event of the month held on October 1st. Having gone to a lot of trouble, and some cost, to produce road safety leaflets (highlighting specific 'car hits bike' accidents), I have hoped to have had more than the five people turn up at the Victor Richardson Gates to help distribute them. To those who took the trouble to help all motorcyclists, I thank you. In contrast, Sunday the 2nd was a great success. With 9 awards to be decided, we had hoped for a good turnout of owners and machines for our brickworks bike show. We were not disappointed this time! More than sixty solos', outfits and trailers were put on display by proud owners. Some clubs and their members argued and agonised over whether they should attend or not, but, after deciding to, most seemed pleased by having done so.

It is planned to make the Bike Show an annual event, and it is for this reason that we have made the 'Best Club Display' award a perpetual trophy. You may be interested to know, if you do not already, that the first club name in the trophy is that of the South Australian Police Motorcycle Club, who had a very good display set-up.

Beautiful weather seemed to be par for the course this October, and the 15th was no exception. Almost sixty riders tuned up for the Fuel Economy / Poker Run which began at B.P. Darlington. A new route this year took the riders down south through Mt Compass, Ashbourne, Strathalbyn, Clarendon and back to Darlington. Although supplied with a map and written instructions a few still managed to make a wrong turn or two and of those that didn't a few didn't like the dirt road! I must thank Kim Every for putting in the good work on that one. For those interested in the results they were;

Poker Run winner, Adam Toolan - full house of Aces and 2s'. Fuel Economy Run, 250 class - David Mattell XL185 47.51 km/lt., Unlimited class - Andy Nicholl Suz GSX 1100 28.54 km/lt., 500 sidecar - Rob Toolan Honda XL250 20.37 km/lt., Unlimited sidecar - Graeme Jacobs Yam XT550 26.58 km/lt. Winner of the Rev Head award for the worst consumption went to David Burgess Whos' Kawa GP550 man-

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aged to burn up fuel at the rate of 13.33 km/1t.

Many thanks to those who assisted with the control points etc., and also to the manageress of B.P. Darlington who donated a \$30 voucher which we used as second prize for the poker run.

Later that evening we held one of our almost famous Rock'n'Rage gig's at the Reepham Hotel with the 'Lunchcutters' supplying the music. With over one hundred people attending, it proved a reasonable success.

October 22nd saw the close of our Blood Challenge against the Salvation Army, with the usual Blood Run from Le-Cornus, through the city to the blood bank in Pirie Street. About forty riders put their arms forward to help those in need of the life sustaining fluid.

The official closing event for this years Biketober was the annual 'Motorcycle Awareness Ride. Held on October 29th, it left the Glenelg carpark at 12.30 pm., some half an hour after the advertised time, for the cruise up Anzac Highway, through the city to Bonython Park. The reason it was delayed is because of a clash in timing. Queen Beatrice of Holland and her hubby, Prince Claus, were due at the intersection of North Terrace and King William Street at precisely the same time as our ride. Consequently the Police requested a slight delay in our departure, never the less the ride was a good success with approximately one thousand riders showing some good old biker solidarity. Those who stayed on after the ride were treated to music from the talented band 'Street Level', a somewhat appropriate name. Yes? Once again though I was a bit pissed off at the lack of interest shown by the media. Rape and pillage seems to be the only thing worth reporting these days, a road safety campaign by a bunch of 'ratbag bikers' must rate pretty lowly!

The last event to be held was on the following day (Sunday) in the form of a charity Hospital Bedpush. Organised by the MRA 4B's to raise funds for the RAH unfortunately I could not attend this event, so for a report check out the 4B's column.

Those members involved in organising this years Biketober would like to thank all the sponsors of the various events and we would also like to remind you our membership to support those who support you!

I personally would like to thank and congratulate the members of the M.A.M. Committee who devoted so much time and effort to making the month a success; to Peter, Wendy, Peter, Tom, Peter, Kim and all the other helpers and 'go fors' many thanks. (Yes, there really were that many Peters!) Jolyon

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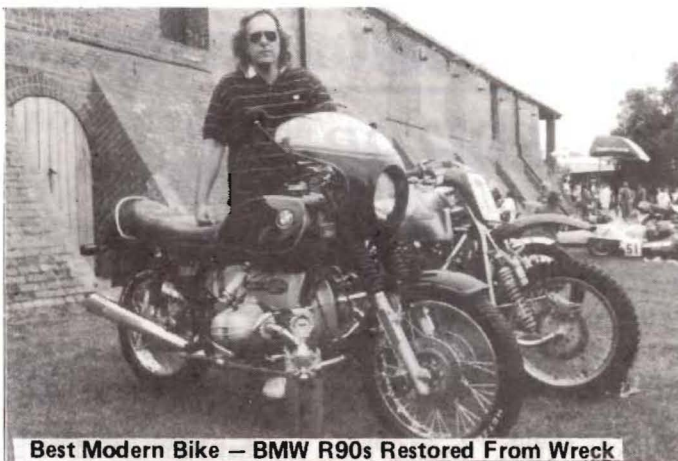
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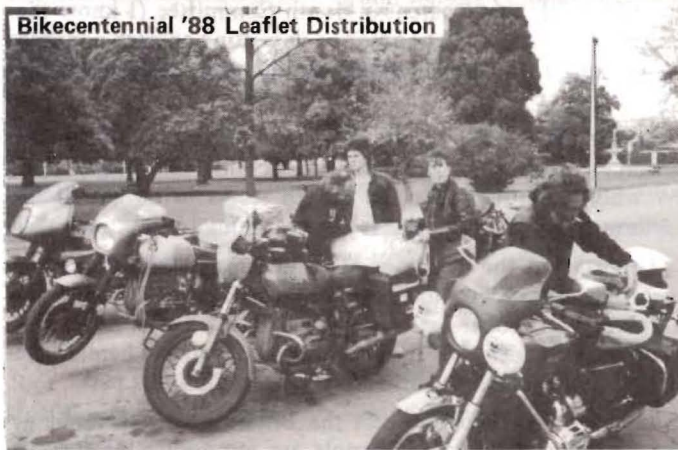
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Letters to the **EDITOR**



MOTORCYCLE AWARENESS MONTH ... A CRITICAL REVIEW.....

With another Awareness month gone, its time to sit back and have a long hard look at what was achieved and what what wasn't.

Before I start, I want to point out that I am not criticizing the effects of the Awareness Month Committee (I know the frustrations and problems involved in putting on such a month having served on this committee in the past) or those of the MRA.

As the title of the month says, its to make people aware of motorcycles travelling on the road. To this sole point I feel the whole month failed. The month seems to be geared towards motorcyclists and this is just preaching to the converted.

Lets start at the beginning. The posters and leaflets printed were magnificent. To the person(s) who designed them, congratulations. October 1st saw a Road Safty leaflet campaign. Another good idea. Let the motorist know we are here. If the message only gets through to a few percent its still a plus.

Opening Day Bike show at the Brickworks. Top venue as lots of (non motorcyclist) people are wandering through all day. Bad day as its World's End Rally weekend, and as a result there was a lack of touring club displays, it's also Bathurst Races and hangover day from the grand final. The day was still a great success with several clubs displaying their machinery and telling people what they are all about.

It gave the MRA the chance to tell people about its aims and to point out to people that we are out there so watch out for us.

The fuel economy/poker run was well attended with about 60 people rolling up for a good ride and the chance to win some prizes. However the Rock'n'Rage was not well attended. Why? Well five bucks is a bit steep for a band like the Lunchcutters (Nothing against the band's music) and then have to pay high prizes for drinks. You could see bands like Exploding White Mice, Everys or Mad Turks for less and these bands pull people along. To get people to go you need a name band. Perhaps even an interstate band. Sure your costs are up but then you can charge more and are bound to get more people. A lot of these would be non bikers so you are not preaching to the converted. And that leaves the Awareness ride. Numbers seem to be dropping each year and so is media coverage. I didn't see anything on the tube or in the paper about the run. There didn't seem to be many people staying at the park. Perhaps this is because there was nothing to keep them there except a band. There were a few speeches, and as usual the opposition turned up. But who were they talking to?? Motorcyclists. I rest my case.

The 4B's bedpush was another good inspiration (and for a

good cause). It showed motorcyclists in a different light. ("Look Ma, you said all bike riders were into pilaging, burning and raping and there they are collecting money for a good cause".)

So what's the answer? Well I know it's not easy to cater for everyone's whims but my idea of motorcycle awareness month is to take motorcycling to the people. A few ideas are;

Shopping Centre displays, This was done a few years ago and was a great success. Even if we can't get into the huge centres, there are a lot of smaller ones around the city.

Failing that, more displays at places like the Brickworks, like Trash and Treasure shows etc.

Have the Awareness ride finish at a place where there are likely to be a lot of people wandering around, i.e. Rhymill Park, or perhaps even see if we could use a small section near the Grand Prix track in Victoria Race Park where there would be people looking. And have club/trade displays at the end of the run.

The idea of the month is to make people aware of motorcyclists and to do this we have to take motorcycling to the people.

Jessa

There is now an Australian Design Rule for trailers designed to be towed by a motor cycle. This is known as ADR 44/00 and was issued in July 1988. All trailers and towing connections made after this date must comply with this ruling.

An example of some rules are:-

- * Wheels and tyres intended for industrial applications shall not be fitted to any trailer used with a motorcycle having a maximum design speed exceeding 15 kmh.
- * Weight of laden/unladen trailer at tow coupling shall be not less than 2% and not more than 5% of it.
- * When laden to "gross laden mass" and with "drawbar" in its design position, the top of cargo space of trailer shall be no higher than the difference between track width of trailer and height of floor of cargo space.
- * Safety connections (ie chains) must be incorporated between towbar of motorcycle and drawbar of trailer. The safety chains must prevent drawbar touching ground and rear wheel etc.

Towbar, coupling and drawbar must be tested to requirements:-

- * longitudinal tension and compression: 150% of specified towing capacity.
- * Transverse thrust: 50% of specified towing capacity.
- * vertical tension and compression: 50% of specified towing capacity.
- * All three items must have manufacturers name (or trademark) and "gross trailer mass" for which the unit is designed, (in kg).

This information is only a brief description of what is involved. Could you pass this on to your members and anybody wishing to know more on this matter, please contact me through the MRA, Adelaide branch.

Geoff Richardson

Dear Ed,

I hope you'll permit me to give a plug in your magazine for a most helpful and friendly motorcycle shop known as Japanese Motorcycle Dismantlers.

I've been in the state of S.A. for a year now and have had my \$500 Honda C.X. kept mobile and enabling me to get to many rallies and runs etc due to expertise of the staff and management at J.M.D.

In the past I've had many different types of motorbikes and although I consider myself reasonably mechanically able there are just some things that I won't endeavour to do. Therefore leaving me at the mercy of many past rip off merchants and worst of all smarta---. Being female has left me wide open in the past (mainly Victorian dealers) to alot of sneering and sarcasm and shoddy workmanship. Sometimes to the point where I think they'd really like to see my wheel come off on the first corner. Well this is not the case at J.M.D's as they have always made a suggestion about something that's on the way out. Not like some dealers who'd say, "Get that off before you kill yourself." a favour if you need any parts, assistance or advice and see the guys at J.M.D's. They're also on the new motorcycle Hotline which is proving to be most beneficial when hunting down parts.

Yours faithfully,
Megan Oates

P.S. So often people can find time to write a letter if they have a complaint, but so few bother if they have praise.

RIVERLAND REGISTER

Straight after our early A.G.M. (thanks to Kevan and Bruno for standing again, and welcome Jeff as Vice), I rode off into the blue (grey actually) for three months.

This was dreadfully hard work; seeing all those places I've never seen before; meeting all those people I've never met before; not to mention near misses with roadtrains, four wheel drives and young European tourists.

There have been a few exciting developments in the Riverland lately; The official hand over of a Spinal Board to the St. John's in Berri's busy Riverland Plaza with accompanying displays from both St. John's and the MRA.

The decision was taken to intitiate 'workshop time' prior to our meetings, whereby novice riders (and those of us who tend to shy away from tinkering) will benefit greatly.

A couple of local Councils have been pressured with regards to slack roadworks and inappropriate road furniture.

We are also looking forward to a visit from the SAMRATS in the near future — should be an interesting day or two!!

We are now accepting orders for our new MRA RIVERLAND T-shirt.

Price: reasonable.

Andrew Walladge
Pres. MRA RIVERLAND



MEMBER PROFILE

KNOW YOUR MRA MEMBERS — the first of MANY



Name:	TOM GRIFFIN
Committee Position:	Magazine Co-Editor, Also on Fund Raising Committee
Born:	12th October 1949
Place of Birth:	Mildura, Victoria. Moved to S.A. in 1960
First Bike:	Honda SL125
Current Bike:	2x B.M.W. (one with sidecar)
Drink/Smoke:	Yes (only socially)/non-smoker
Favourite Food:	Mum's roast
Ambitions:	To get off the MRA Committee
Dislikes:	Interviewers and slack motorcyclists
Most Embarrassing Moment:	Not saying
Occupation:	Aluminium Window Fabricator
Favourite Film:	"Lust in the Dust"
Favourite Music:	'60's Rock 'n' Roll (Real Music in Real Mono)
Favourite Book:	U.S. Penthouse (only for articles)
Favourite Bike:	Vincent with an Egli Frame
Member of other Clubs:	B.M.W. Owners of S.A. (President) S.A. Sidecar Club SAMRATS Green Ginger Guzzlers M.T.C.

.....as told to Uncle Pervie

P.S. If you are a Committee Person or an active member, Look out! You could be next.

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868 KEN WEST	1729 IAN WOOD

If you know the whereabouts of these members please ask them to advise the association of their new address.

MRA DECEMBER '88 — 11

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Biketober 84 Badges	\$ 1.00	\$ 1.00
National Motorcycle Month 85 Badge	\$ 1.00	\$ 1.00
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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
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- Motorcycle World – except sale items – no free tyre fitting
- Eurocycle – except fibre glasswork, discounts negotiable
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- 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
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- K.M. Motorcycles 10%

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- Reynolds Yamaha, Mt Gambier – 10% on parts & accessories
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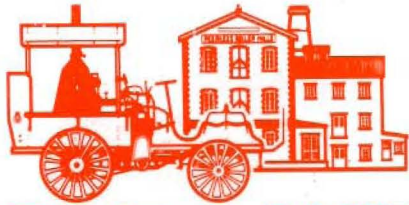
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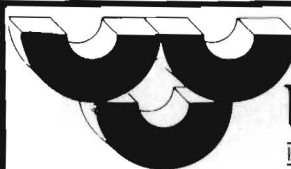
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