

CENTRE STAND

JUNE 1990



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS ASSOCIATION OF S.A. INCORPORATED.
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M R A

MOTORCYCLE RIDERS'
ASSOCIATION INC.

JUNE 1990
VOL 6. NO. 3

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LIGHTS ON RALLY

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- JUNE - SEPTEMBER - DECEMBER

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Chairperson:	Tom Griffin	269 6741 H
Secretary:	Michael Giesecke	352 5097 H
Stock Control:	Harald Lindemann	260 4461 H
Magazine Editor:	Harald Lindemann	260 4461 H
4B's:	Daryl Jonathon	264 9810 H
Register Liason:	David Burgess	276 4678 H
Samrats:	Les Dicker	262 2209 H
Spokesperson:	Peter Mount	339 5400 H

General Meeting 8.00p.m., Committee Meeting 7.30 p.m.
St John Ambulance Centre 18 Tynte Street, North Adelaide.
See Calendar for dates.

REGISTERS

WEST COAST

President: John Kocsis 086 45 3667 H Secretary: Anne Groll 086 45 3667 H
Treasurer: Phil Leslie 086 49 3430 H

Postal Address: P.O. Box 2217, Whyalla Norrie, 5608.
Meetings: 1st Saturday in month, Whyalla Workers Club, 1pm

MID NORTH

President: Tom Bunnet 086 36 3348 H Secretary: Greg Stevens 088 65 2120 H
Treasurer: Malcolm Hill 086 35 2397 H Vice: Trevor Bowshire

Postal Address: P.O. Box 37, Snowtown, 5520
Meetings: 4th Thursday in month, venue rotates.

SOUTH EAST

President: Andrew Butler 087 33 4646 H Secretary: Vicki Eales 087 35 4287 H
Treasurer: Heather Butler 087 33 4646 H Vice: Graham Blackall 087 24 2837 H

Postal Address: P.O. Box 909, Millicent, 5280
Meetings: Last Wednesday in month, Tiger Hotel, Tantanoola, 7.30pm

- EDITORIAL -

In this and previous issues, a number of writers have mentioned the need for membership involvement of the MRA. Over the last few years the jobs of the MRA have devolved to fewer people, some of whom have been involved for many years and who feel the need to hand over the reins to newer members. As fewer people have been forced to take on more jobs, it becomes harder to get things done. Observe the lack of a Motorcycle Awareness Month in SA this year, which is bound to disappoint a few people.

With a continual limited number of people (which is steadily decreasing) available to do the work which members have come to expect, the MRA could, over the next few years; grind to a halt as an effective force in representing its members to legislators and in providing its services.

The Annual General Meeting, at which the new committee members will be elected, will be held on September 24th. Nominate for a position. You will find it takes less time and its more fun than you will expect. Don't always expect somebody else will do it - sooner or later we run out of somebodies.

Ride Safe
Harald



SURVEY RESULTS

Here is part one of the long-awaited survey results. Basically I am just giving the various percentages as these figures speak for themselves, and offering the odd comment or explanation where applicable. It will be up to the members and the committee to use them as they see fit.

Only 3% of members think stock quality is not up to scratch, and as we have always put a high priority on quality we can assume that our members are generally satisfied.

11% think the service could do with some improvement. This number is substantial and we should look at speeding up delivery.

14% think the range is inadequate. One of the stock controller's problems is to maintain a wide range of sizes in sufficient quantities to cater for demand without having a lot of dead money sitting on the shelves. We used to carry over \$10,000 worth of stock, which was too much for an organization of our size. It was necessary to compromise by cutting down on quantity and range, which now means that people sometimes have to wait while our suppliers fill our bulk orders.

Somebody suggested we should have a range of colours; others thought caps, shoulder bags, and V-necked jumpers would be a good idea. We continually run into the same problem of the cost of stockpiling, but write to the committee with your ideas, and if there is a particular product which many of them want and which would be economically viable we will give it a try. Remember thought, it's your money sitting on the shelves.

Although meetings are considered the fifth most important activity/service (out of 13) by our members, a whopping 73% either never or occasionally attend. This is not quite as bad as it seems, as many are tied up with work (18%), are heavily involved in other activities (18%), are limited by time and distance or family commitments (15%), or do not like any sort of meetings (7%), for a total of 58%. Bear in mind that a large proportion of our members live in the country, and work, distance, and community interests often play a different part in those members' lives than they do in the lives of the city members.

Of those who do attend meetings, no matter how rarely, 36% come because they find them interesting, enjoyable and friendly, 16% come because they like participating in open discussion, 13% specifically come to find out what's happening on the local and national scene, 13% come only for the social atmosphere, and 4% think the meetings are particularly well-organized. The remaining 18% either did not comment or did not like anything about the meetings.

On the face of it, these figures seem to suggest that meetings are fairly well-rounded, satisfactory affairs. However, many people can tolerate disagreeable aspects of a situation if the overall effect is tolerable or enjoyable. There is plenty of room for improvement to meetings, as witnessed by the wide range of comments under "meeting dislikes".

The most criticism (24%) was aimed at time-wasting through irrelevant discussion, talking in circles, rehashing previously-discussed issues for the benefit of members who had not attended recent meetings, and members hogging the floor or talking about their own personal experiences which could otherwise be discussed after the meeting.

Almost 10% do not like meeting in a hotel because they disagree with drinking and riding, it gives new and old members a bad impression and reputation, they do not drink themselves, they do not like the pub atmosphere, or the constant traffic to the bar disrupts the meetings.

8% do not like the generally apathetic attitude of many who attend, shown by a lack of interest in discussion, continually cracking "in" and "off" jokes, talking amongst themselves while others are talking, and otherwise disrupting or taking no interest in the meeting.

5% do not like the low attendance, but that is one of the things we are trying to fix with this survey. 5% think meetings are too formal, but recognise the need for some structure in them, and 4% think they are too informal.

Other areas of criticism include lack of influence in country areas, lack of information from Main Branch to registers, bickering, people being prevented from making their point due to interjection or belittling of their opinions, lack of friendliness and acceptance shown towards new members, lack of importance attached to some issues and lack of innovation in addressing others, swearing, smoking, and cliquy sub-committee members who all sit together in their own little groups, seeming to shut out others.

Criticism of other makes and sizes, even in jest, is not appreciated by many, some think comfort and warmth is a factor for consideration, some think some issues don't get resolved, and a few find difficulty getting to meetings on week nights. One member who came to a meeting for the first time was pushed into taking raffle books and immediately lost interest in meetings.

The President at the time of the survey (July '89) also came under fire for providing poor leadership, his manner of speaking at meetings and in public, and being up himself. This detrimental situation has been rectified with his withdrawal from that position, and we can now look forward to a more constructive and progressive development of the MRA, particularly in those areas which were adversely affected.

17% either did not comment or did not dislike anything about meetings.

The major recommended changes to meetings were, in conjunction with the previous dislikes, tighten them up, stop the waffling, start on time, move from a hotel to a hall or clubhouse, and have guest speakers from time to time, including M.P.'s.

Other recommended changes were no smoking, don't hurry meetings, a short formal meeting followed by a social meeting, less formality, more formality, a more serious approach to issues, fewer but more interesting meetings, no division of committee and members with tables, sub-committee representatives should sit with the main committee, hold meetings on weekends, designate somebody to introduce and welcome new members, improve leadership, provide more information to country meetings, advertise times and dates of meetings more, and stimulate more interest by providing something different each meeting, such as door prizes, raffles, videos, etc.

Some of these recommendations have already been implemented meetings are now held at St. John's hall, North Adelaide, which is a no-smoking, no-drinking place; there is a nice hotel across the street for those who wish to socialize afterwards. Perhaps we could organize coffee and nibbles at the hall for those who would like to stay and chat.

We do try to advertise meetings regularly in the papers, but the media puts a low priority on club notices and leaves them out more often than not. Meetings were advertised we had the radio show but many members did not listen to it so that was largely wasted also. The most reliable way to date is the calendar in Centrestand, provided people put it on the wall and also notify the secretary of a new address when they move.

Some of the criticism is levelled at the members, and if individuals consider their contribution or what impact their behaviour has on the meetings we might see some small improvements which will all add up. The rest of the comments can be discussed by the committee and members and addressed according to their merits and feasibility.

The bulk of the remainder of the questionnaire deals with management, activities, and political involvement. As the answers are all interrelated and cannot be separated without upsetting that relationship, I will deal with them as a group in the next issue of Centrestand. Meanwhile we should be able to do something positive with what we already have.

Peter Mount

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CALLING ALL MEMBERS

CALLING ALL MEMBERS - PAST AND PRESENT

Over the past couple of years I have noticed the gentle decline of membership from some 1600 in 1987 to now just 550.

I am not sure who is to blame, if anyone at all, for the fall, but I think that if the current members all got one new member (and possibly two or more), a good part of the problem would be solved.

In the near future the MRA will have membership leaflet stands in most bike shops in South Australia. So what I'm trying to stay is, if you know of a mate who rides, give him/her a form to fill in, put some folding \$\$ with it, then post it to the MRA.

Without your assistance to help the MRA, there would be NO MRA to fight for YOUR rights. Things would be drastically different without the MRA - such as:

- * Your Comprehensive Third Party Insurance would be over \$550 per year.
- * Be made to ride with your head light on all the time.
- * Be made to leave your steed where the electrical system failed.
- * Ride at 80 kph if you are carrying a pillion passenger.
- * Wear very bright Day-Glow clothing.
- * No bike pick up service (4B's).
- * The list is endless.

So how about you (the membership) helping put the MRA back into existence. Join up a mate, come to general meetings and show your face at MRA run functions, eg Toy Run, poker runs, protest rides and displays which promote the motorcyclist.

Because of the lack of man power, the committee has decided NOT to hold "Biketober", Motorcycle Awareness Month, this year after several very good years.

At the moment there are twenty three committee positions. Nine are vacant because four weren't filled at the last AGM. The other five have dropped out over the year. Out of the remaining sixteen positions, six positions are held by three people doing double work. Without the three people holding two positions, there would be twelve vacant positions, thus making eleven people do the work of twenty three.

The AGM for 1990 will be held on September 24th 1990. Be there and commit yourself to help out by nominating for a position.

Goanna

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GENERAL MEETING

ANNUAL GENERAL MEETING

Notice is given that the Annual General Meeting of the Motorcycle Riders Association of SA Inc, is to be held on Monday, 24th September 1990, at 8:00 p.m., at the St. John's Hall, 180 Tynte Street, North Adelaide. 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!!

POSITIONS OPEN:

President	Register Liaison Rep
Vice President	Publicity Rep
Secretary	Road Safety Rep
Minutes Secretary	Third Party Rep
Treasurer	Centrestand Editor
Membership Officer	General Committee Reps (6)
Stock Control Officer	

MONEY MATTERS

TREASURER'S REPORT ON ANTI-LIGHTS ON CAM-PAIGN

Postage of letters to members	763.01
P/A hire for Protest Run	210.00
Name stamp for letters	69.39
Out of pocket expenses — Peter Mount during attendance at National Protest	72.55
Material for signs	50.44
Publicity — Adelaide Trading Post	21.20
— The News	1153.24
— Advertiser	909.70
Signwriting for protest banners	100.00
TOTAL	\$3349.53
	=====
	Milo

MRA SA NOTES

* Both General and Committee meetings are now being held at the St. John Ambulance Centre, 18 Tynte Street, North Adelaide. Starting time is 8:00pm for General Meetings and 7:30pm for Committee meetings. All welcome.

* Congratulations to the thirsty odd people who turned up to give blood at the last blood run. That figure is just over 6% of our membership. We can do better than that, so see the rest of you there next time, July 7th.

* I have been informed that the MRA sign at the Eagle on the Hill Community Notice Board has been purloined — probably souvenired is a more appropriate term. However, we want it back. So if you see it around, or if you have it, return it to the MRA please. It costs your membership dollars if we have to replace it.

* Because of a lack of interest and funds, Biketober 1990 will not happen. Some activities are planned for the month, ie the Fun Run and a stall at the Rolling Thunder Bike Show. More info in the September Centrestand.

COMPETITION TIME

Unfortunately there was no winner of the competition in the last issue. The correct and complete identifications of the bikes illustrated were:

1. 1940 ARIEL Model W-NG 346cc (Military Model) Photo from Military Motor Cycles — David Ansell, 1985
2. 1950 ZUNDAPP Model K 601 598cc Photo from the World of Motor Cycles — An Illustrated Encyclopaedia, 1979.
3. 1960 BMW Model R27 245cc Photo from the BMW Story — Phoebus Publishing, 1979.

This issue's competition concerns Lights On. Someone said recently that there was nothing funny about Lights On. Here's your chance to prove otherwise. Write a joke or draw a cartoon and sent it in to Centrestand. It can be satirical, amusing or just make a point. The best one will be printed in the September issue and the author of the one judged the best will win a Motorcycling is Magic singlet. Entries close with the deadline for the next issue — August 1st 1990.

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SOAPBOX

SOAPBOX — BIKERS BAMBOZZLE BULLSHIT

Bullshit! Forget the Greenhouse effect, don't worry about the ozone layer and all that crap. The thing that's killing this world is Bullshit. It's all around you. It's on the radio and the TV, every advertising poster is covered with it. Politicians and lawyers are spewing the stuff everywhere every minute they're awake and they double the output when they sleep (Listen to the broadcast of parliament if you don't believe me!)

Teachers teach it, cops enforce it, architects use it as the foundation for their phallic erections and local councils exist for and because of it. Churches worship it, books are full of it and bugger me if half the people aren't too.

Bullshit! It's everywhere. It comes in all shapes and colours. Some arsehole with blood alcohol of .15 kills himself — let's reduce the road toll by lowering the limit to .05 instead of .08. Bullshit!! How many people with .08 kill themselves? Young hoons doing 190 in a stolen car demolish some trees and themselves — let's reduce the road toll by lowering the state limit to 100. Bullshit!! Some old lady has trouble getting out of the shopping centre onto the main road — let's improve the road by sticking in yet another bloody traffic light. Bullshit!!

If the traffic seems slower nowadays, it's because you're axle deep in bullshit. That's why I ride a motor bike.

Some cretin has stopped in the fast lane, indicating that he wants to be two lanes over so he can turn left — the whole lane has stopped, the other two lanes are chocker and ain't stoppin' for no one. That's Bullshit. My bullshit eliminator easily gets me around it. In peak hour traffic some dollybird parks to go shopping, reducing the road to two lanes. That's bullshit. My bullshit bypasser bypasses the bullshit. One car, now long gone, has changed the lights and 50,000 cars are backed up waiting for the world's longest light cycle to cycle the lights. That's Bullshit. My bullshit evader takes me down between lanes and, with judicious timing, the lights finally change just as I reach the front. That's the place for bullshit, well behind you.

B. Robertson

'GOANNA'

* How many errors did you spot in the last issue? How many were accidental?

* How many members attend the fortnightly general meeting?

* Nice to see the fifty odd (!!) members at the Annual Bunny Run held in the rain!!! Some did show by car, but were dobbed in to be bunnies for the day.

* Was it true that Tom volunteered to use his sidecar just to get on the TV news.

* Was Mike Engle upset that his wasn't used? Where was Dave Roulf?

* Peter Mount has been unusually quiet, so that he won't get mentioned in this column?

* Are you a blood donor? Do you want to give blood with the MRA? Tell the Blood Bank the next time you give to put your name on the MRA mailing list.

* Did Les (Uncle Pervie) Dieker drop his Kwacka coming out of the Red Gum Rally? Was Tom going to use the said Kwacka for traction for his new BMW?

* Will Milo ever get on a bike again?

* Where is Chris Feneck? Still got your bike?

* Mentioned last issue that we are looking for Geoff Richardson and Dave Burgess, well guess what? No sooner than the Centre Stand hit the letter boxes they phoned the committee to let them know where they were.

* For sale ads work too! So if you have something to sell, use the magazine.

* Where do the 4B's go after their meetings.

* Does Vanessa get her dates mixed up and doesn't know which one to use and when?

* We must welcome Michelle Roulf back to the position as Minutes Secretary after Paul Tournie resigned!! I promise not to say anything to upset her, for this issue anyway!

* What rough tough biker was caught trying on Helen Gearsack's glittering cabaret dress when he should have been helping to load the truck during Mike and Helen's recent house move?

Is this why he offered to help them move? Is there something he has not told his friends?

What does Helen do after work that necessitates such a dress? Does Mike know what Helen does after work?



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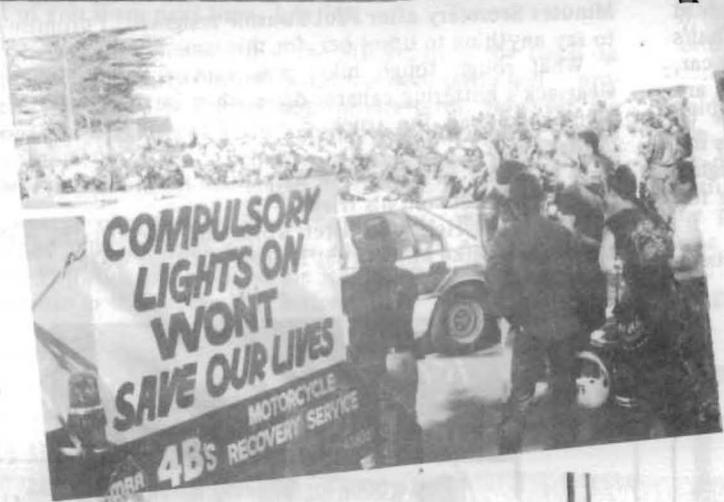
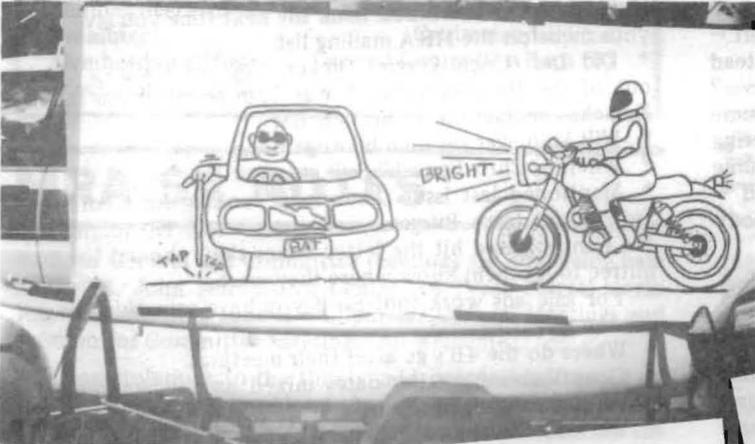
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MRA MOTORCYCLE RIDERS ASSOCIATION

LIGHTS ON RALLY

Photos Courtesy of Ken Hogan and Harald Lindemann



4B's REPORT

Some of our 4B's Members (Greg, Steve, Jodie, Daryl and Vanessa) and their families did a day trip to Moonta on the 21st April 1990 for a barbecue. Many thanks to Ross and Tina Lee for holding it at their place and supplying the salads.

Two of our members (Brian and Gloria) are covering the Flinders Medical Centre. This means that the Royal Adelaide Hospital, Queen Elizabeth Hospital, Modbury Hospital and Flinders Medical Centre are now being visited by our 4B's members on a voluntary basis, whenever they can.

Our Recovery Service is still operating. Despite the increase in the price of petrol our price is still \$25.00 in the metropolitan area.

If you feel you would like to help us please feel free to come to any of our meetings, phone us on (08) 264 9810 or come up and talk to any of our members at MRA meetings.

4B's STOCK:

- "I Support 4BS" Patches\$4.00
- "Volvo Aware Rider"\$1.00
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We hold our meetings at the Flagstaff Hotel, Franklin Street, City every Thursday fortnight, after which we have been known to get a pie-floater down the street.

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LETTERS TO THE EDITOR

Dear Sir,

Whilst we are out there getting signatures against the Compulsory Lights On legislation, our fellow motorcyclists are still being run down even though they have their lights on. George Osis of Southend near Millicent, was riding along a priority road when he saw an ambulance stopped at an intersection. It was obviously not on a call, so he kept going. Suddenly the ambulance started to move off straight in front of him. Consequently George was collected. The road he was travelling was wide, dry and no obstacles to block the view. It was around 1pm in the afternoon, the sun was no problem. George had his "LIGHTS ON". The ambulance driver said you guessed it "I didn't see him" SO MUCH FOR LIGHTS ON.

Ride Safe
Vicki Eales SE Register.

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4th May 1990

T. Neldner
6206

Mr Peter Mount
President
Motor Cycle Riders Assoc.
29 Rickaby Street
CROYDON PARK 5008

Dear Peter

On behalf of the patients and staff, I would like to thank both you and your members for taking the trouble to visit the Hospital on Good Friday, once again.

This has now become an Annual Event that the Hospital looks forward to and greatly appreciates the time given and donation of eggs that is made.

It was great to see you again - despite the wet weather! All the best for the months ahead.

With kindest regards,

Mrs. Chris Ostermann,
Manager,
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CALENDAR

MRA CALENDAR JUNE - SEPTEMBER 1990

JUNE

- 2nd West Coast Register meeting, Workers' Club, Whyalla Norrie, 1:00pm
- 2nd / 3rd Modern road racing, Mac Park, Mt Gambier
- 4th General Meeting, St. John Ambulance Centre, Tyne Street, North Adelaide, 8:00pm
- 9th / 11th Tarcowie Trot. Limited badges. Entries & Enquiries - P.O. Box 2217, Whyalla.. 5600 To be held at the Old Flying Doctor Site, Mambray Creek.
- 14th 4B's meeting, Flagstaff Hotel, Franklin Street, 7:30pm
- 18th General Meeting
- 25th Committee Meeting, St. John's 7:30pm
- 27th South East Register meeting, Tiger Hotel, Tantanoola
- 28th Mid-North Register meeting

JULY

- 2nd General Meeting
- 7th Blood Run, leaves K-Mart Kurraltia Park 8:45am
- 7th West Coast meeting
- 7th / 8th 24 - Hour Trial, Kapunda district
- 12th 4B's meeting
- 14th / 15th Radiata Rally, 5km east of Rennick near SA/VIC border. Entries \$8.00 prepaid to SE Register
- 16th General Meeting
- 23rd Committee meeting

- 25th South East meeting
- 26th 4B's meeting
- 26th Mid-North meeting
- 30th General meeting

AUGUST

- 4th West Coast meeting
- 9th 4B's meeting
- 12th Poker Run: Meet at Glenelg Car Park 11.00
- 13th General meeting
- 18th / 19th "A Day at the Races" Rally, Parilla. Thoroughbred nags available to purchasers with an eye for refinement. Look for Parilla Turf Club signs between Lameroo and Pinaroo
- 20th Committee meeting
- 23rd 4B's meeting
- 23rd Mid-North meeting
- 26th Road racing at Mallala, organised by Phoenix Club
- 27th General meeting
- 29th South East meeting

SEPTEMBER

- 1st West Coast meeting
- 6th 4B's meeting
- 8th / 9th Classic Owners Club Bike Show, Mitsubishi Pavilion, St. Mary's
- 10th General meeting
- 15th / 16th Oz Grand Prix, Phillip Island
- 17th Committee meeting
- 20th 4B's meeting
- 24th Annual General Meeting, 8:00pm
- 26th South East meeting
- 27th Mid-North meeting
- 29th / 30th Modern & historic road racing, Mac Park

The following article comes courtesy of member Dick Thomas of Adelaide who travelled to Perth last year on a 1979 Honda CX500. The article has been edited to fit into this issue.

HOLIDAYING OFF TO PERTH – AGAIN

Day 1: Left Adelaide at 6:00am in hopes to make it to Ceduna before evening. So far so good. Shortly after refueling at Crystal Brook, pulled into parking bay just north of Pirie for a spell. Felt bike wobbling crazily in the back – "On no!" Oh yes! A flattie. Delayed until help arrived. Having knocked up those "emergency road service" slips on the computer, had given lots of copies of them to my friends and all, never realising how soon I would need a dose of my own medicine! (Innertube proved to be completely shot – I'd suspect all along that the last bloke who had fixed it had sold me a turkey. The only "thanksgiving" I could attach to this one was the fact that it had'nt occurred on the highway at high speed.)

Day 2: Woke up to find bike lying on its side. Headlight glass smashed, as well. Can't say whether cause was storm, vandalism or just plain carelessness on somebody's part. Luckily, however, everything still functioning, including headlight. Unable to replace glass, though. Wind still strong, hampering my travel a bit. Forced to wear scarf to stop it roaring in my ears. Almost forgot to check oil at Nundroo, and topped up just in time. Wondered if I wouldn't be better off without a fairing – this one's too short to deflect the wind properly, and I cop all the eddies! Rain every now and

then, although mostly small local showers. Began again a minute or two before my arrival at Cocklebiddy. Hadn't planned to go beyond there that day, anyhow. Finally went to bed at about 9:00pm. We city slickers can seldom get used to trying to sleep in the complete darkness and silence of the outback.

Day 3: Stopped a little longer than usual after reaching Balladonia, being a bit famished. Asked them about the Skylab episode, which had made the place world famous overnight, but nobody seemed to know much about it. Weather now cold, as bad as yesterday. Glad I'd put on my pullover by then. Bits of rain on this journey too. Stopped at Norseman for lunch and to check and refill oil. Then on to Southern Cross. Soon found the only motel there – "Have you booked a room here?" "No." "Then I'm afraid we don't have one", he says. Well, anyway, blow it, I thought, I'll push on to Moorine Rock. Even to Merredin if need be, although it was getting late. But finally decided on Carabin. Never knew in advance that the price was less than half that of most motels. Had to kill a few spiders in my room, though. But what I liked was everybody's friendliness; even the middle-aged proprietress asked no more about me than my Christian name, and that was only for the purpose

of introducing me to the other people in the place. Slept happily that night.

Day 4: Only half a day's journey to Perth now! Finally arrived, trying to dodge around through the many one-way streets, which hadn't been like that when I was a boy. But eventually found a motel — the Murray Lodge in West Perth. Just took it easy that afternoon and strolled into the main city in the evening, picking up a few snacks in the process.

Day 6: Interesting morning drive up and down hill through forest-like areas, which I quite like, even if the road is twisty.

Pulled in at Newdegate for afternoon refreshments, then suddenly polaroids fell onto the sandy ground, and their right hook came off. But after donning reading glasses, I soon found the tiny missing screw. (What are the normal odds against finding it in less than a minute?)

Found myself on about 1 km of gravel road (ready for re-surfacing) just before entering Ravensthorpe, and thus obliged to crawl along it carefully in second gear. Then, whizz! — another motorcyclist (with a load of luggage almost as big as mine) shoots past me on that stretch. (Some people enjoy being daredevils!) At the motel there, sign on reception desk confirmed my suspicion that the place was deserted, by saying: "New Guests — Please Book Yourselves In". Unusual — but perhaps not so out-of-the-way for these rural folk. However, staff soon returned.

Day 7: Hesitated immediately upon take-off; large green rod sign said, "Esperance 187", and yet less than 100 metres further on, a routine milemarking post said, "E 185". Man, if that's what they mean by a "small world", I'd take these trips every month! Had to clean my visor whenever I stopped for petrol. That's about the only thing I despise about these excursions — when they're full of BUGS! Almost ran out of petrol at Esperance — couldn't find an open service station anywhere. (I'd forgotten it was Sunday.) But, rather than risk using it all up looking for one, I pushed on to Gibson. Success. Planned to stop for the night at Caiguna, but, being late (for some mysterious reason I still haven't discovered), booked in at the earlier place instead.

Day 8: Weather still fine, as it was since arrival in Perth. Here in the outback, however, the heat seems to be easily magnified. Found no shade for bike and luggage when stopping for lunch at Madura. Further on, roadworks in progress — trip halted temporarily by flagman. When mobility resumed, however, was forced to stop completely at one stage, as their tractors created quite a dust bowl, which once blinded me for a few seconds. Next thing, even had to ride over sand strips several decimetres high. But workmen were settling the sand with a spray from their water truck, which was as big as a petrol tanker. (Remember the scarcity of water there! I wouldn't know where they get it).

Another motorcyclist booked into the room next to mine. Said he had come all the way from Adelaide that day. It was now six o'clock. Now all he could say was, "I've had enough". (I don't blame him, either!) A 15 - second loud humming noise would burst out in my room every 5 or 10 minutes, while I was trying to sleep. Turned out to be the WC float valve, which I consequently propped up with a strap till morning.

Day 9: By now, found the reason for the wind howling so loudly in my ears when I'm going full pelt along the highway. New visor was a misfit, and gap at bottom had to be plugged with masking tape. Speaking of highways, why are South

Australian ones the only country ones not Band-aided or slippery-patched all over the place? (Could it be because SA is always the last state to seal its rural roads?)

Night travelling (if required) now impossible, as headlight globe itself finally smashed. Pulled filament support wires well apart, to prevent any short-circuiting. Encountered a few more motorcyclists on the way. One of them (with passenger) didn't even stop at Nullabor. (Must have a king-sized petrol tank!)

Although last night had been cold, day now very hot. Stopped at almost every town and village for a soft drink. Eventually made it to Minnipa. Found time to fix a faulty trafficator lamp.

Day 10: Still hot, but one gets lots of free air-conditioning on a bike. Lunch at Port Augusta. Good to have a tailwind instead, for once. Eventually arrived home, about four. Everything still shipshape, just as I'd left it.

Still remember the daffynition of a tourist, namely someone who travels thousands of miles just to get a photograph of himself standing beside his car. Well, in this case, having neither car nor camera, I'll beg to differ. I travel because I like the country. And, believe me, this IS a free country!

Another trip coming up soon — but that's another story.

VEHICLES SECURITIES REGISTER

Before buying a motor vehicle, motor cycle, trailer or caravan, ensure that there is no financial encumbrance on the vehicle. If there is money owing on the vehicle, the person or company who has loaned money to a previous owner may reclaim it after you have paid your money. For advice on outstanding finance, phone (08) 232 0800 Monday to Saturday, quoting the registration and engine numbers of the vehicle. You must obtain a certificate to gain legal protection against repossession by any former credit provider.

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DO THEY REALLY CARE?

By: "Wild Will" Catherly

So you've bought a motor-cycle son; you're sixteen years of age,
And you'd really like to ride it, all the time —

Let me tell you what I've found lad; as I think I'm rather sage,
Just let me read to you, the latest "bottom line".

First son, to get your licence now; through hoops you'll have to go,

As they test you, just to make you "Rider Safe" —

Just to reach the lowest point now is a long hard row to hoe,
And your Piggy Bank looks like a Biafran waif!

Beware of wiley politicians, they're a devious, thieving lot,
As like as not, they'll try to steal your purse —

But when it comes to motor-cycles, here's the thick'ning of
the' plot,

They've got in mind for us, a fate far worse.

Yes, they've taxed us; and financial'y defray'd us for "the
roads",

And although some coin they've spent, it scarce would meet
th' rent —

You'll learn how to curse the pollices; in large shovel loads,
When you've hit your "umpteenth" pot hole, and your bike
is bent.

For years now; I've been giving them "gyp",
About all their infamous cover-ups, and muff-ups too num-
erous to match —

I've spend fair time just shootin' from th' lip,
Yes ride your bike son, ride it to the nearest "Booby-hatch".

For when those bastards; they are through,
Ride to live son, if ride you must —

With what the sods'll do to you,
Struth! I hope you'll ride those bastards into the dust.

But do they really care son; it's a question I've often ask'd,
And I've yet to hear an answer that sounds right —

For they've oft cause me to "chunder"; at times I've nearly
barf'd,

As the pollices try to get some small thing right.
Do they really care? I'll bet they bloody well don't,
As they push us all from pillar back to post —

But we had better do what the politicians want,
For if we cannot, this whole damn game will be lost.

NATIONAL RALLY

Well the Rally Season is in force again. With the choice of
4 or 5 rallies on the same weekend, it was decided that we
attend the MRA National on April 27th, 28th and 29th.

We left Eagle on the Hill at approximately 9:45am Satur-
day the 28th; There was Lazlo, Mick (from Whyalla), Rose-
mary, Gary, Steve, Jodie, Daryl and I. We went through
Tailem Bend, Coonalpyn, Keith, Naracoorte, Penola and on
to Mount Gambier. Just outside Tailem Bend, Ken and
Theresa caught up with us also.

We arrived at Mount Gambier at approximately 3:30pm.
After getting lost we found the sign to Mac Park. We arrived
at approximately 4:00pm. Paid our entrance fees, found a
campsite and set our tents up.

10 — MRA JUNE '90

We arrived just as the gymkhana was finishing. (From
what we saw it looked great fun and everyone was enjoying
themselves.) First stop, of course, was the beer booth. With
drinks in hand we started to socialise, meeting other mem-
bers and seeing rally goers from previous rallies.

Around 5:00pm decided it was time for tea. (Very good
prices too). We had to stand under cover to try and keep
dry — lucky it was a passing thunder storm. Enough to wet
everything but not enough to drench anything much.

They lit the bonfire up at approximately 6:00pm. We all
thought it was a bit too soon and would not last long, how-
ever, it lasted well into the night.

Once the bonfire was lit, it was a good time for everyone
to get to know everyone better.

During the night's festivities we met "Condom Man" and
his many coloured "condoms" — he was a real 'd-head'.

The guy who bought his rubber doll out to meet everyone
was received with great delight. Especially by one rally-goer
and he has the pictures to prove it. (You had to be there to
see it to believe it). One wonders if he will be allowed to go
to another rally alone again.

Then of course there were the "Dodgem Cars". There
were 4 or 5 guys holding on to sparklers on top of their
heads, shuffling around banging into each other. Their initia-
tive was great. Every so often the band decided to play and
much to everyone's delight some-one pulled the plug on
them during the night. Drinking progressed steadily through
the night.

During the night it rained and we thought that everything
would be a mud-hole but either it did not rain that much or
the ground was very dry that it soaked in.

After brekky of toasted bacon and egg sandwiches, we
decided to pack up and head for home. We left around
and decided to stop and see the Blue Lake. Stayed long
enough to get our pictures taken and head off home.

Decided to go via Millicent, Kingston and Meningie. It
was very windy along the Coorong and we had to stop for
petrol more times coming home than we did going to Mount
Gambier.

We arrived home at approximately 3:00pm, the others
go home at about 4:00pm. Mick, of course, had still over 4
hours of riding to do.

It was a great rally and all congratulations go the South
East Register for doing ALL the organising.

Hope to see some of you at a future rally or two.

Vanessa Jonathan



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**MEMBERS
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PICS**



Home Is Where The Heart Is Photo: Peter Mount



Ritual Tribal Dance Before Burning Into The Distance
Photo: Peter Mount



Bikers Who Forgot To Renew Their MRA Membership
Photo: Tom Griffin



Flight of Fancy Photo: Ken Hogan

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Motorcycling Is Magic Singlet (black only)	\$12.00	\$14.00
MRA Stubby Holders (flat type)	\$ 3.50	\$ 4.50
MRA Patches & MRA Badges	\$ 4.00	N/A
1989 Toy Run Badges	\$ 5.00	\$ 5.00
National Rally T-shirts	\$ 6.00	\$ 6.00
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National Rally Singlets (Limited sizes)	\$ 6.00	\$ 6.00
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National Motorcycle Month 85 Badge	.50	.50
Biketober 87 Badges	\$ 3.00	\$ 3.00
Biketober 88 Badges	\$ 4.00	\$ 5.00
Biketober 89 Badges	\$ 5.50	\$ 5.50
All stickers	.50	.50

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1987 "Beach Party Rally" video.
Would the holder of the tape, or anyone knowing its
whereabouts, contact Tom: (08) 269 6741 a.h. or at
the meetings (General or Committee).

BLOOD RUN

We are meeting at K-Mart Kurrulta Park car park to
ride to Red Cross, Pirie Street, to donate BLOOD!! Why
not come along and join us. All donations gratefully
received.

DATE: 7th JULY
TIME: Meet at 8.30am

Bike buggered by bloke from Bristol

BIKER Gavin Difford was
heartbroken when his Yamaha
125 struck and killed Fred
Bennet - heartbroken by the
damage to his wheels. Gavin, 20,
of Bristol, England, is now suing

his victim's family for \$5000. He
claims his bike, jeans, jacket and
sneakers were ruined when Fred
stepped in his path. Thoughtless
old bugger.



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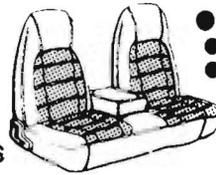
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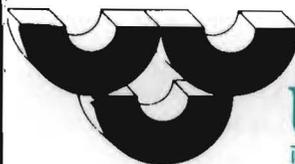


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