

CENTRE STAND

JUNE 1991



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS ASSOCIATION OF S.A. INCORPORATED.
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MRA

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Dep. Recreation & Sport
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- JUNE - SEPTEMBER - DECEMBER**

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See Calendar for Dates**

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MEETINGS: 4th Thursday in the month, venue rotates.**

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MEETINGS: Last Thursday in Month, Tiger Hotel, Tantanoola, 7:30pm**

- EDITORIAL -

So, do you want the good news first or the bad news? Well, the good news is that the MRA SA Now has an office as a contact point. Interstate experience has shown that membership can double within two years and stock sales will improve dramatically as well as presenting a more professional image to the general public. This is our aim and we hope that you will visit the office and give us your suggestions as to what else we can do for you.

The bad news is that it looks like Lights On is in. I have read Bob Brown's press release and I for one am not satisfied with the assurances given, so I will be writing to him to ask for explanations on some of the points made and will continue to do so until some straight answers are given. I suggest that you do the same to let him know that he still has to justify his actions to us, the motorcyclists who may be put at risk by his legislation.

Ride Safe
Harald



HARSHER HELMET LAWS

HARSHER HELMET LAWS

or

Where Were You When We Slipped The Legislation Through?

The government has passed laws requiring all sidecar passengers to wear helmets, and all motorcyclists to ride with helmets on all the time. These laws remove two exemptions which South Australian motorcyclists have to date enjoyed; namely, the freedom to ride in a sidecar without a helmet, and the freedom to ride at up to 25 kph without a helmet. The laws are likely to come into effect on July 1st this year.

Through its political contacts the MRA had been warned that such legislation was in the pipeline, but it was not known when the government would put it to Parliament for ratification.

Consequently, the MRA arranged a meeting with the Minister of Transport, Frank Blevins, on March 20, to discuss the necessity of and rationale behind his proposal. The MRA asked George Bolton, Chairman of the Motorcycle Industry Association of S.A. (MIASA) to come, as this legislation, being related directly to Bob Brown's infamous 10-point "road safety" package, and indirectly to the "lights on" issue, would affect the motorcycle trade. Steve Fry and I represented the MRA.

I'm afraid that's the extent of my impartiality. Here follows a condensed but essentially accurate transcription of the discussion (George, Steve and I should all be considered as "Us"; Mr Blevins' name is shortened to "FB"):

US G'day, Frank. What's this we hear about a proposal for legislation to force sidecar passengers to wear helmets, and removing the exemption which allows motorcyclists to ride at up to 25kph without a helmet?

FB No point in discussing it, chaps. We put that through Parliament last week.

US Thanks awfully for doing us the courtesy of letting us know. And a special thank you for discussing it with us beforehand. What happened to the agreement on consultation, Frank? You told us at the lights on protest in March last year that you would discuss any proposals with us which affected motorcyclists. What happened, Frank?

FB Oh, weren't you told? I felt sure somebody in the Department would have let you know. What can I say? I'm sorry. You must know that this sort of thing happens all the time in government departments, and there's no way to control it. It's just a typical government f... up. (a bit of profanity will get us back on side.)

US You said Ron Bishop would be here. He's the person in the Road Transport Department who recommends legislative proposals to you, isn't he? Where is he? We wanted to ask him on what he based his recommendation (Brief pause while Frank Makes a Call)

FB Seems he forgot about the meeting. What did I tell you? Another typical f... up. (wearing thin, Frank. Nobody else is swearing.)

US Frank, we've supported you publicly since you came to office in the belief that you were supporting SA's motorcyclists in their stance against compulsory lights on and unreasonable and poorly-researched legislation. What caused you to do a complete turnabout?

FB Well, Bob Brown was adamant that if we (state Mini-

sters of Transport) didn't come to the party on all aspects of his 10 point package he wouldn't give us any extra money for roads. Then Ron Bishop brought to my notice the inconsistency of legislating for helmets for cyclists, who rarely go over 25 kph, while still allowing motorcyclists to travel up to that speed without one.

Besides, we were afraid the cyclists would complain that we were letting you guys off. After all, they don't think they need helmets either.

US Did you consider that at speeds under 25 kph there is no similarity in the behaviour characteristics of motorcycles and bicycles, because motorcycles have far better power, braking, roadholding, manoeuvrability, and responsiveness than bicycles?

FB Well, no, but it doesn't matter because we need to have consistency.

US Did you consider that the average speed of motor vehicles at impact is 30 kph in the metropolitan area (which is the speed after braking had occurred in an effort to avoid the collision) — much higher than that of bicycles, and that very few motorcyclist casualties and no deaths occurred at speeds under 25 kph?

FB Er, no, but we should still have consistency in the helmet laws. None of the other states has exemptions like this one. You people have had it pretty good up to now. We're just clearing up a few inconsistencies.

US Even though your new laws have no basis in safety?

FB Er.....

US Why helmets for sidecar passengers, Frank? Research we have conducted going back 10 years show no recorded casualties or deaths of sidecar passengers. In fact, outfits have so few prangs that no statistics on them are kept, and the records kept in other states show them to be the safest vehicle on the road, even safer than motorised wheelchairs. Why then have you legislated against them?

FB I didn't know that, but it still seems like a good idea to close any loopholes in the system.

US Outfits are frequently used by motorcyclists to go out as a family while still enjoying the pleasure motorcycling brings. Helmets are not available small enough to fit a young child safely, in keeping with government regulations relating to helmet fitment and retention, nor can a young child's neck safely support the weight of even the lightest motorcycle helmet. Did you investigate these important and fundamental problems prior to legislating?

Or are you saying that if motorcyclists have families they must buy cars or not go out together? You have effectively legislated to restrict the ways in which a family may spend time together.

FB Er, we didn't think of those things. No, of course I'm not saying that. D'you mean the trade wasn't even notified about all this? Hum, Just an oversight, I suppose. George, could you look into the availability of those helmets? In the mean time, perhaps the kids could use — ha ha — cycling helmets.

(George Bolton to check out the availability of ultra small, ultra lightweight motorcycle helmets that comply with Australian safety standards. Hands up those of you who have found such an object in the 20-odd years since helmets were made compulsory)

US Strewth, Frank, you're joking aren't you? (No) That makes a bit of a mockery of AS 1698 (the Australian safety standard for motorcycle helmets) doesn't it? Or don't you

actually believe that helmets will have any effect? Or don't you care about kids' safety?

You talk of consistency but are inconsistent yourself. You are quite happy to discuss anything that is mutually agreeable and uncontroversial, but when you want to push through legislation which you know motorcyclists will object to, the consultative process goes out the window.

It is a slap in our faces, Frank, that you choose to think the opinions of the people who are affected by your legislation are not worthy considering.

This legislation is discriminatory and is simply legislation for its own sake. It has no basis in safety, like the Federal Government's lights on legislation. We are asking you to repeal it.

FB I've already told you, it's too late. Once legislation has been passed it's almost impossible to repeal it.

US Not if you want to, Frank.

FB Well I'm not going to. What else can I say? I've said I'm sorry, and I'll say it again. I'm sorry, but there's nothing I can do now. (profanity didn't work; maybe contriteness will)

US Let's change the subject, Frank. We have it from a reliable source that South Australia, Tasmania and Queensland have exchanged documents relating to the introduction of retrospective legislation which will require existing motorcycles to be ridden with their lights on all the time, and that the estimated chance of the legislation being passed is 95%. Also, that there is a 90% chance of similar legislation being enacted in Victoria. True or false?

FB No truth in it at all, to my knowledge. I'm not aware of any information being exchanged or agreements made with any other states regarding retrospective legislation.

US The motorcycle trade organisations in the other states have been contacted and the information they provided supports your statement, Frank. None has given any indication that there might be moves afoot to introduce retrospective legislation.

If such legislation were introduced, most bikes built up to the mid-70's and probably all ag bikes would be off the road because their charging systems could not cope, and certainly pretty well all veteran, vintage, and classic machinery would have to be taken off the road.

Will you give us a categorical assurance that you have no intention whatsoever of introducing retrospective lights on legislation?

FB Well, of course I can't speak for any future government, and I can't foresee how the situation might change, but I certainly have no intention at this stage of introducing such legislation.

This is, in substance, a pretty accurate rendition of what transpired at the meeting. You can draw your own conclusions from it. However, I would like to leave you with a comment, an opinion, and a conviction:

Firstly, consistency has never been a factor in determining government policy in the past except in the areas of perversity, obscurity, indifference, improvidence, and aggrandisement, so why start now?

Secondly, as an elected Minister, Mr Blevins is supposed to represent the people's interests without prejudice and to the best of his ability, but he has been extremely remiss in his performance of duty here. Motorcyclists have been provided with irresponsible representation which smacks of double standards,

or certainly very flexible standards. We expect better of him.

Lastly, despite statements to the contrary by Mr Blevins and his counterparts, past performance gives us little reason to believe them, and I am convinced that the government will, once again, predictably, pull the plug on South Australia's motorcyclists.

I hope, for all our sakes, Frank Blevins proves me wrong.

Peter Mount

MRA SA NOTES

* The first Honorary Life members of the MRA SA were elected at a recent meeting of the Executive Committee. They were Peter Mount, Tom Griffin and Ian 'Milo' Marlow. The nomination letters are presented elsewhere in this issue. As soon as we can produce appropriate badges and patches an official presentation will be made.

* The Editor of Centre Stand (and others) has back issues of the magazine taking up space in his garage. If your collection is incomplete send \$2.00 to the MRA to cover postage and packaging (for up to four issues) and we will send them out to you. Issues available are:

1987 March, June, September and December
1988 March, June, September and December
1989 March, June, September and December
1990 March, June, September and December
1991 March

* Goodbye to Ken Hogan who is leaving for Queensland soon. Ken was on the Executive Committee as Road Safety Representative and has had to resign. Our best wishes go with you Ken. Any takers for the position?

* As a parting shot Ken has asked that members respond to his article in the March issue of Centre Stand re the current Learner and Provisional legislation. Feedback from members will help MRA establish a position on this matter.

* Don't forget the Lights On Protest Rally on June 29 leaving from Glenelg car park at 11:30am for Parliament House. Suggestion: get a piece of red insulation tape and tape a strip diagonally across your headlight. Get the message? Watch the press and Bike Shop windows for more details.

* The MRA SA now has an office on the first floor of the Department of Recreation and Sport building at number 1 Sturt Street, Adelaide. This will be a shop and information centre and will be operating from June 1st. The official opening will be after the June 29 Lights On Protest Rally.

* The 1991 Toy Run Committee is now meeting regularly and it looks like this run could be a real carnival with the general public invited, bands all day, rides for kids and of course Santa. Spread the word — this will be a Toy run not to be missed.



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HONORARY LIFE MEMBER NOMINATIONS

NOMINATION FOR LIFE MEMBERSHIP -- TOM GRIFFIN
Dear Sir,

At our recent AGM Tom Griffin declined all nominations for vacant executive positions. Due to the nature of any A.G.M., and the absence of many historical records, the significance of this may have been overlooked.

As you are aware, the M.R.A. was formed in the early eighties, and was merged with the Federation of Australian Motorcyclists (F.A.M.) several years later. F.A.M. was formed in 1974/75, and was the original voice in the long battle for Motorcyclist's rights.

Tom was a founding member of F.A.M. (S.A.) and served upon that committee from its inception, transferring to the M.R.A. (S.A.) committee upon merger, and maintaining that fine record of selfless service up until the A.G.M. of last week. This is an unbroken period of 15 years exemplary commitment.

I was heavily involved in the merger between F.A.M. and M.R.A., and I firmly believe the merger would not have come about without Tom's leadership, and his determination that the Motorcyclists of this State should be represented by one strong, united organisation.

Tom Griffin should be held up as an example of the ultimate clubman. All too often we see an attitude in voluntary organisations that "someone else" can do the work. The M.R.A. can be thankful that Tom Griffin has always been that "someone else"

Tom has been involved in many other clubs and associations, such as the BMW Owners, Side car and Green Ginger Guzzlers, and he is held in high regard by the membership of these Clubs.

In conclusion, I strongly recommend that the new committee make, as its first priority, the decision that Tom becomes our first Life Member. It will be a decision that will have the support of all those that have worked with Tom over the last fifteen years.

Yours sincerely,
Bruce Denson.

★

Dear Justin,

I wish to nominate Peter Mount as a Life Member of the Motorcycle Riders' Association Inc. South Australian Branch. I feel that Peter has been an exemplary member of the Association and has worked tirelessly over many years to further the cause of motorcycling both in South Australia and in the national arena. I would like to draw your attention to a few salient points and highlights of Peter's service to the MRA.

Peter joined the MRA in September 1981. He has been a co-ordinator of the 4B's, developing the current operating procedures, initiating Blood Runs and opening up hospitals for MRA visits. He has held various committee positions ranging from Secretary to Vice-President to President and Spokesperson. In these various capacities, Peter has organised State and National conferences, opened five local Registers, held endless talks with State and Federal politicians, initiated Protest Runs and Ride to Vote Runs, prepared papers and submissions on numerous Road Safety matters, organised the Centrestand Radio Programme, wrote and produced the "Ride of your Life" rider training booklet, initiated the Share the Warmth Run and the popular MRA Mini-Rallies, he has or-

ganised Bunny Runs, Motorcycle Awareness Month activities and SAMRATS functions.

Peter is currently the Chairperson of the Australian Motorcycle Council, which has affiliated bodies throughout Australia. He has always held bikers' rights in high regard and is presently doing a sterling job in opposing the compulsory aspect of the Lights On Legislation.

I feel that Peter is a fine example of what the MRA stands for, and I have no hesitation in nominating him for Life Member status in recognition of his many years of unflinching service.

I trust that you will accept this nomination in the same manner in which it is presented ie with much thought, deliberation and consideration, and I look forward to hearing from you with regards Peter's nomination.

Yours in Motorcycling,
Ian 'Milo' Marlow — Nominator
Harald Lindemann — Seconder

★

The Secretary,

I Steve "Camel" Fry of 7 Elm Grove, Oaklands Park 5046, would like to nominate Ian "Milo" Marlow as a Life Member for the Motorcycle Riders' Association.

Ian joined the MRA on the Toy Run in December, 1983 and has been with us ever since.

He was on the General Committee from March to August, 1984 and was the Magazine Co-editor in 1986, 87, 88 and 1989. He has been the Membership Secretary since 1984 and still is at this current date. Ian is also the Treasurer which he has done since 1990.

Ian has participated in the following committees whilst been a member of the MRA:

*General, *Motorcycle Awareness Month, *Protest runs and Toy Runs.

Ian has generally given the MRA his full support over the past few years.

Yours faithfully,
S.A. Fry (Camel)

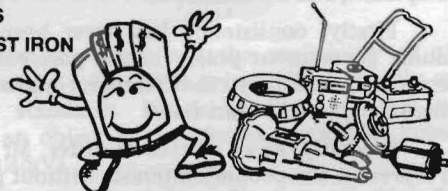
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DO IT TODAY!

If I had a dollar for every time I've stopped and helped a fellow motorcyclist in trouble I might not be wealthy, but I'd sure be wealthier. I guess it had to be my turn sooner or later. It was all my fault of course, I knew I had a problem, I knew what it was, and I even knew how to fix it. I had actually chased up spare parts and prices, but decided not to fix it until "next weekend". Weekends came and weekends went, but "Next Weekend" never quite arrived, and it was about two months later that I found myself in trouble.

I was on my way home from the hardware store when my motor started to run rough, I knew it was the fuel pump, I recognized the symptoms immediately. It came good for a few seconds, then one cylinder dropped out. I was only a few blocks from home, but it was uphill most of the way. There was no option, I saw some shade up ahead just as the second cylinder packed it in. You don't go far on a V twin with two cylinders out of action. I managed to coast to within pushing distance of the shade. Then my luck changed for the better. Hogging most of that shade patch was a car with the familiar "Look left look right look bike" sign. I hadn't even got my coat off before Rowly Rowland introduced himself. Take my advice, if you insist on breaking down any where except in your own driveway do it outside a fellow riders camp.

We yarned for a minute and I explained what was wrong and asked if he had any tubing to bypass the fuel pump so I could use gravity feed to get me home. Together we rabbitted through his junk box and finally patched up a temporary fix. I had never met Rowly before, but it turned out he had seen and heard me often, and he actually worked at the same salt mine as a mate of mine. I'll forgive him for riding a BMW, at least its got the right number of cylinders. I've always believed your cylinders shouldn't outnumber your wheels, least ways not on a bike. It just goes to show, it doesn't matter what side of the event you're on, when one motorcyclist helps another both gain.

Of course I learnt my lesson from this breakdown and for ever after repaired faults immediately, PIGS BUM!! I got home all right, parked the old girl, and went in for a drink. The next day my wife asked why she could smell petrol outside. Sure enough the temporary fix was very temporary and I lost half a tank of juice overnight. Even after this second repair I still didn't get around to replacing the fuel pump until more than 2 weeks later. I had to fix it finally because I needed the extra range of the low slung reserve tank to get to the Red Gum Rally.

What!! you didn't make it to the Red Gum Rally?? Boy did you miss a party. At least they tell me it was great, things got a bit hazy after a while. I do remember being given a tour of the campsite upside down in somebody's side car, and I spoke to lots of very friendly people. I know they were friendly because no matter what I said I never once got tossed into the river. Except for the "Happy Birthday Australia" Ride on Canberra in 88 this is my first rally. I dont think it'll be my last. Good one Bruno, see you next year.

Good intentions are not enough, I've been going to send in a tenner for the fight against lights, but haven't got round to it yet. Then, while I'm waffling on here at the keyboard, the latest Centre Stand arrives. There on Page 6 is a slap in the face for all of us who "haven't got around to it yet." There's still 550 of us left, that should make about \$5000 to help fight the beaurocrats, but the treasurer tells us he has only got \$214 so far. Well mine is going in with this article, how about yours.

B J Robertson

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 23rd September 1991, at 8:00pm at the St. Johns 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!!!

Postitions Open:

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BLOOD RUN

We are meeting at K-Mart Kurralta Park car park to ride to Red Cross House, Pirie Street, to donate blood.

Why not come along and join us. All donations gratefully received. The last run saw around thirty people turn up.

DATE: Saturday 20th July, 1991

TIME: Meet at 8:30am

MRA OFFICE

The MRA Needs You!!!

Volunteers are needed to assist in staffing the new MRA information centre and shop. If you can assist on a regular basis on Monday to Friday between 9am and 5pm please contact Justin on 264 3638 or phone Paul on 346 0633.

To make this office work for our members we need your assistance.

The office is located in the city at No. 1 Sturt Street in the Department of Recreation and Sport on the first floor. Parking is available.

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LIGHTS ON PROTEST RUN



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Let those who ride decide



PRESS RELEASE FROM THE FEDERAL MINISTER FOR LAND TRANSPORT MR BOB BROWN

NEW PACKAGE TO CUT MOTORCYCLE CRASHES

A new package of special motorcycle road safety measures has been announced by the Federal Land Transport Minister Mr Bob Brown.

Mr Brown said the package should save the lives of up to 10 motorcyclists each year.

He said it would also eliminate up to 100 serious injuries each year with a total savings to the whole community of up to \$24 million a year.

The package includes:-

- * wiring new motorcycles so that running lights come on automatically when the engine is on
- * better rider training
- * a major public education campaign to increase motorcycle awareness by car and truck drivers
- * additional motorcycle road safety research
- * improved government consultation with motorcycle representative groups.

"Unfortunately motorcyclists are still a high risk group on the road," he said.

"About 300 motorcyclists are killed and 4000 seriously injured each year.

"For this reason the Federal government has decided that a number of new measures to improve motorcycle safety are necessary.

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"From 1 March 1992 all new motorcycles coming on to the Australian market will have to be wired so that lights will operate when the engine is running.

"Already 60 per cent of riders turn their lights on when riding during the day to make sure they can be seen by car and truck drivers.

"This new measure will mean riders do not have to worry about remembering to turn their lights on during the day - it will happen automatically on bikes manufactured after 1 March 1992.

"I have met with a number of motorcycle groups before deciding to go ahead with compulsory 'Lights on' riding.

"I know that there are concerns about the effectiveness of this measure but I believe that 'Lights on' riding will save lives - otherwise the decision would not have been taken.

"The cost to motorcyclists is very small while every life saved is priceless.

"The complete new package will mean riding on city streets and the open road will be safer for all motorcyclists.

"Rider training will be more actively promoted, extra research on ways to prevent crashes will be carried out and a major public awareness campaign will be launched.

"This campaign, called Take a Second Look, will be directed at motorists telling them of the difficulty of motorcycling and the need to look out for motorcyclists at all times.

"The Federal Government will spend \$200,000 on this public awareness campaign which will involve radio and outdoor advertising on buses and taxis.

"In total the Federal Government will spend an initial \$255,000 on these motorcycle safety measures.

"As well, I have agreed to meet regularly with representatives of motorcycle groups to talk about relevant motorcycle issues.

"This is a comprehensive package of safety measures which I am sure will make life on the roads for motorcycles safer and easier.



A.M.C. COMMENT - SICK OF THE "LIGHTS ON" ARGUMENT?

Do you say, "It won't affect me. I already ride with my lights on."

Do you say, "At least I'll still be able to ride. That's what's important."

Do you say, "I'll ride with my lights off until they catch me. Then maybe I'll pay the fine."

Do you say, "It will only affect those who buy new bikes and I won't buy a new bike."

Rumour has it that in some, if not all states of Australia it will be made retrospective, meaning that it doesn't matter when you bought the bike, you will have to ride with your lights on. From the police point of view (who will presumably be given the onerous task of carrying out the politicians' wishes) can you imagine their dilemma, trying to work out whether a bike is a 1991 model, 1992, or later, or earlier. So it would be only sensible for them to suggest that they don't have to differentiate between bikes.

From Brown's point of view, how can he substantiate his statement of saving "up to 10" of our lives a year if not all of us are involved.

Let's look at the situation closer. Think about those who have older bikes — older than 1955 say. They will be off the road. If they have to run for any length of time with their lights on, their charging system overheats from continual use and falls to bits. Their low wattage headlights are not discernible in daytime anyway. Even those bikes made between 1955 and the late 1970's have poor electrical systems. Again the visibility of their lights is minimal when on in daylight.

Still not interested? Perhaps you are a motorcyclist who would buy a Volvo if you could afford one, and therefore "Lights On" is seen by you as the way to go. You think that everyone will see you coming and so you won't get hit. You could be one of those poor unfortunates who becomes a statistic when, as has been shown by some overseas research, fatalities actually rise after such a law is implemented. You will assume you are safe.

Who has the records of accidents involving motorcyclists in each state? Do we know how, when, where, why we are most vulnerable? Perhaps that would be a good start!

Peter Mount — AMC Chairman
Sammi Ross — AMC Press Secretary

LETTERS TO THE EDITOR

To the Editor,

I would like to propose for your consideration, legislation to make it compulsory to wear a motorcycle helmet at all times whilst riding a motorcycle on a road. I feel that this would be a positive step on the part of the MRA to improve the image of motorcycling in general. It is my opinion that regardless of whether you are doing 25 km/h or 100 km/h a helmet is an essential safety item. More often than not responsible riders wear a helmet at all times whilst riding on the road. It is a few irresponsible riders that fail to do so.

As part of my job I have the task of attending accidents and picking up the bits left behind. Of the last three out of five accidents I have attended involving motorcycle fatalities three of the five riders were not wearing helmets and died as a result of head injuries. Stupidity on their part regardless as to whether or not they were at fault when the accident occurred.

Cyclists will soon find it compulsory to wear bike helmets. I feel that it is time that motorcyclists do the same. If such a change was introduced to the MRA, after consultation with motorcyclists then we would be taking the lead and "deciding" and more importantly be seen as taking the initiative towards improving motorcycle safety for all. Driver education would be nice too!!!

Robyn Marie Thompson

PS I ride a Honda VT 250 F Integra hoping to move up to a ZZR600 soon.

Having Lights On isn't necessarily going to save your life — a helmet can.

Reader response to this letter would be welcome. This is one method of consultation. Editor.

This article was taken from the Advertiser, dated Monday, April 8, 1991.

NOT SOLVING THE PROBLEM

The Motorcycle Riders' Association noted with approval the call by the South Australian police for greater caution by motorcyclists and drivers over the Easter Weekend (The Advertiser, 28/3/91).

The MRA has been concerned for some time that efforts such as speed cameras, random breath testing, media campaigns, et cetera, really are not solving the accident problems that haunt our highways. They are in fact only bandaid measures that do nothing to improve the road skills of all road users.

Before anyone can obtain a learner's permit to ride a motorcycle they must first do a compulsory motorcycle rider's course at the Road Safety Centre at Oaklands Park, which ensures they have the basic operating knowledge of the machine they are to ride and guarantees they will have the roadcraft necessary to use it on the road.

It has been the opinion of the MRA for some time that all road users should have such a compulsory course before being allowed to obtain a driver's licence as a solution to the road carnage.

The compulsory rider training course has had a marked influence on the competence of learners on motorcycles and it is time the government bit the bullet and brought in a similar course for learner drivers.

Such a course would go a long way to reducing Australia's road toll. We saw what the present driver training produced over Easter weekend.

(Mr) Leslie Dicker,
Public Relations Officer,
Motorcycle Riders Association (SA Branch), Adelaide



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Country Cooked Counter Meals, Campsite next to Pub, Satur-
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The Secretary, SA Tourers MCC,
PO BOX 186, North Adelaide SA 5006

4B's REPORT

The 4B's have been active over the past 3 months going to Mallala with the Recovery Service Trailer, helping pick up the bikers that have broken down or riders that have come off. We are also out there with the MRA tent helping promote the 4B's and MRA, by selling stock and telling people what we are doing to help motorcycling and motorcyclists.

The hospitals have been relatively quiet at times. We have new and old members returning to us to help. Alf Miers (who was the 4B's Co-Ordinator before Daryl), has had a break from the MRA and 4B's for over 12 months and is helping us again by visiting the Flinders Hospital with Sandi McConnell and Gary Bonnett (who also does the Queen Elizabeth Hospital with David Moore). Greg Janzow has been doing the Royal Adelaide Hospital for quite a few years and at the moment Glenn White and Fred Evans are helping when they can. Daryl and I do the Modbury Hospital when we can get there as well.

Other members who help us out are Rosemary Bonnett, Les Dicker (Uncle Pervie), Mike Engel and Tom Griffin either by coming to meetings and/or helping us in our fund raising.

We are in the proceeds of starting to organise this year's bed push (our 4th). You may well say, "Hey it is a bit early", but there is a lot of organising to do – route, venue, etc. Hopefully by next Centrestand there will be more to tell.

We are in the proceeds of finalising a Pin-Up Board for the Royal Adelaide Hospital. It is in Ward Q3A – yes it seems they like to have it up before presentations. Hopefully it will be put to good use for the patients in the ward.

If you are at any MRA meetings or race meetings and see any of us, come up and say "Hi". We would like to have a good nag and a laugh with you.

Until next Centrestand, Stay Upright

Vanessa Jonathan

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'GOANNA' BY RATTLER

* Why does Justin back the Volvo into the gutter every time he drives it to a meeting? Do you know? If so, tell Me!!

* How many and who went skinny dipping at the Red Bum. I mean the Red Gum Rally? I know that one and I'm not telling.

* Is Les (Uncle Pervy) getting old? It appears that he takes his motor bike on marathons and triathlons!!

* How many times has Tom's dirt bike been to the doctor's with the same problem? How pissed off is he getting? The last I saw him he was looking at a Japanese bike.

* Is it true that Jollyen owns the Bunny Suits usually used for the annual Bunny Run at Easter.

* Will Vanessa ever buy Darryl another bike?

* And for Milo, well, I think he has forgotten how to ride, a bike that is.

* Want to learn to ride/drive a sidecar? Phone 277 2544 Business Hours and ask them when they are going to hold a sidecar day.

* Who upset a police motorcyclist whilst going to a road race meeting at Mallala? It appears that the policeman was passed on a dirt road by a BMW dirt bike. The dirt bike was doing about 160kph before, then 180 after. Upon arriving at the raceway the dirt bike was abandoned by the owner (all day). Every time a lawman went by the owner hid — chicken!! Now, will the SA Police get rid of the K100 RTs and buy R100 G-S Paris Dakars?

* It has been almost six months since Mike Engel's Z1300 Kwaka died. Rumor has it that when it does finally appear it will be a Z1600 (approx) and all painted to match the original paint.

* As for my plea for photos in the last magazine, I had NO replies! That means that you will have to put up with my ramblings a bit longer.

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Kerry's Krazy Kapers - Santa Suit	55.00	
Motorola - Walkie Talkies	109.50	
Nomis Electronics - P/A System	45.00	
State Bank - Cash Float	600.00	
Cash Payment - Band	400.00	
Cash Payment - Geoff Marks Sound System	460.00	
Mike Engel - Out Of Pocket Expenses	230.00	
Michelle Rault - Bread Purchase	60.00	
Junction Meats - BBQ Meats	468.00	
Woodside Recreation Ground Hire	210.00	
Australia Post - Toy Run Badge Postage	83.20	
Speedie Badge & Embroidery - Toy Run Badges	1770.00	
Stallard & Potter - Poster Printing	214.80	
The News - Publicity	28.40	
BMW Owners Club - Tent Hire	20.00	
The News - Sponsor Thanks	445.75	
		\$5399.68

INCOME:

Cash Float	600.00	
Sponsorship		
Complete Pest Control	200.00	
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Plaza Crash Repairs	25.00	
Beaumont Tiles	100.00	
Bedford Hotel	400.00	
Various Memberships	710.00	
Sale of Stock	2975.00	
BBQ Sales	1649.28	
Raffle Proceeds	28.00	
		\$6937.28

NETT BALANCE

\$1537.60

NOTICE TO ADVERTISERS

The Trade Practices Act 1974 came into force on October 1, 1974. There are important new provisions in that Act which contain strict regulations on advertising and all advertisers and advertising agents are advised to study those provisions very carefully. It can be an offence for anyone to engage, in trade or commerce, in conduct "misleading or deceptive". In particular Section 53 contains prohibitions from doing any of the following in connection with the supply of goods or services or in connection with the promotion by any means, of the supply or use of goods or services:

- Falsely represent that goods or services are of a particular standard, quality or grade, or that goods are of a particular style or model
- Falsely represent that goods are new
- Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have
- Represent that he or it has a sponsorship, approval or affiliation he or it does not have
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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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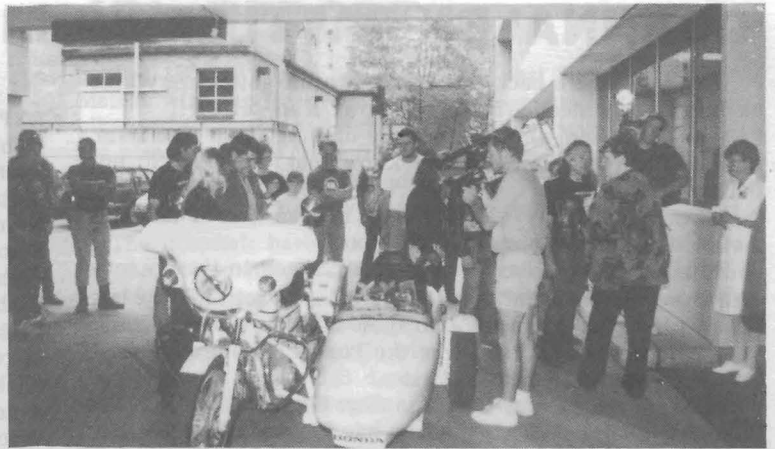
Phone Reverse Charge Mr John Fitzgerald (086) 32 5240

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BUNNY RUN



Peter Mount and Friend



The Choc Wason Arrives



The look says it all



Members arriving at Adelaide Oval Gates

To All The Members Of The Motorcycle Riders Association.

This is just a short note to thank all the guys and gals who took the time to participate in the Easter Egg run to the Children's Hospital.

As a person who spent a great deal of time in that particular establishment as a kid, I want you to know that all the time and effort you guys spent was well worth it. To any child unfortunate enough to have to be in hospital, for whatever reason, it's a time of great mental, and in most cases physical, pain.

To every one of those kids you have brought a short period of happiness that they won't forget, and believe me, every smile makes recovery just that much quicker.

All of those kids will probably now become a bike rider of the future. I feel like going out and buying one myself but I'd probably fall off a three-wheeler with trainer wheels.

I could probably write a lot more to express my admiration of, and gratitude to, your association but I'll just say it's the first time I've been brought to tears watching TV other than through frustration because of lousy programs

Once again, a very sincere thanks on behalf of all those kids. To me, the kids, and quite a lot of the general public I've talked to since, you are all heroes. Well done gang.

'KEEP ON BIKING'

Brian Mc Mutrie.



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MRA STOCK PRICE LIST

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National Rally T.Shirts	\$ 6.00
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National Motorcycle Month '85 Badge	.50
Biketober '87 Badges	\$ 3.00
Biketober '88 Badges	\$ 4.00
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CALENDAR

JUNE
 17th Committee Meeting
 24th General Meeting
 27th 4BS Meeting
 27th SE Register Meeting
 27th MN Register Meeting

JULY
 1st Committee Meeting
 8th General Meeting
 11th 4BS Meeting
 15th Committee Meeting
 20th Blood Run
 22nd General Meeting
 25th 4BS Meeting
 25th SE Register Meeting
 25th MN Register Meeting
 29th Committee Meeting

AUGUST
 5th General Meeting
 8th 4BS Meeting
 12th Committee Meeting
 19th General Meeting
 22nd 4Bs Meeting
 22nd MN Register Meeting
 26th Committee Meeting
 29th SE Register Meeting

SEPTEMBER
 2nd General Meeting
 5th 4Bs Meeting
 9th Committee Meeting
 16th General Meeting
 19th 4Bs Meeting
 23rd Committee Meeting
 26th SE Register Meeting
 26th MN Register Meeting

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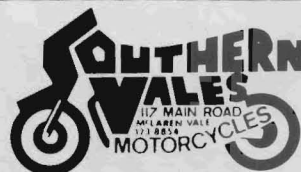
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MID NORTH REGISTER

MOTORCYCLE RIDERS DONATE \$900.00

St John Ambulance groups in three Mid North areas are \$900 better off following donations from the Mid North Register of the Motorcycle Riders Association.

Jackie Rosenberg one of the riders in the Mid North Register, said cheques for \$300 each were given to St John branches at Snowtown, Crystal Brook and Clare.

The riders set off in 40^o heat on February 2 to present the donations. Snowtown will use the money to buy a paging system, whilst Crystal Brook will use their money for a resuscitation mannequin. It is believed Clare may also buy a resuscitation mannequin.

Whilst in Crystal Brook, the riders were shown a demonstration of an accident situation and the correct way of removing a motorcycle helmet following an accident.

Ms Rosenberg said if helmets were not removed correctly in accident situations, irreparable damage could be caused.

After arriving in Clare, the riders enjoyed a barbecue tea with a salad donated by Mrs Beryl Pearse of Clare St John, who is well known for her interest in motorcycles.

All motorcycle riders were very conscious of the inestimable benefits of St John and were very grateful for their presence and skills, Ms Rosenberg said. There are over 40 members in the Mid North Register who all share a passion for motorcycles. Ms Rosenberg said she was practically brought up with motorcycles, travelling as a side car passenger from a very early age.

The money for the donations was raised by the annual Bush Pig rally and monthly "Bundy" raffles.

The Register meets on the fourth Thursday of the month at different locations.



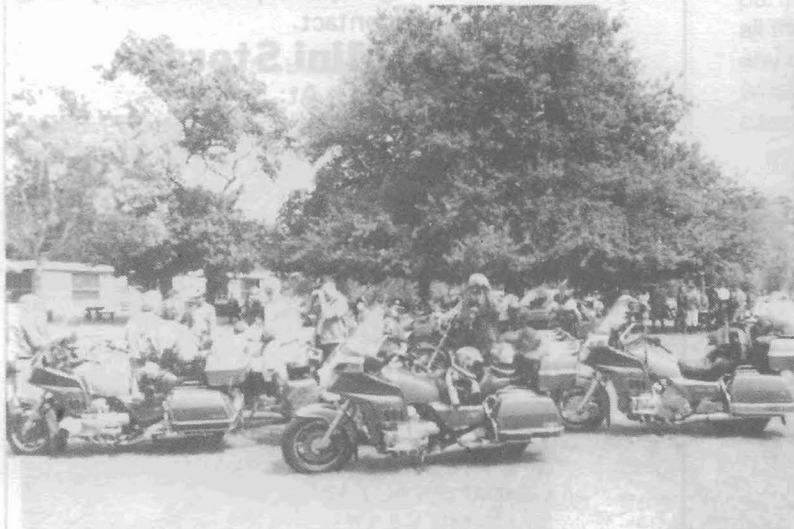
"Toot" and the other Mid North Members at Snowtown



"Toot" handing over a \$500 cheque to the St Johns at Crystal Brook

CANDID PICS

Photo Tom Griffin

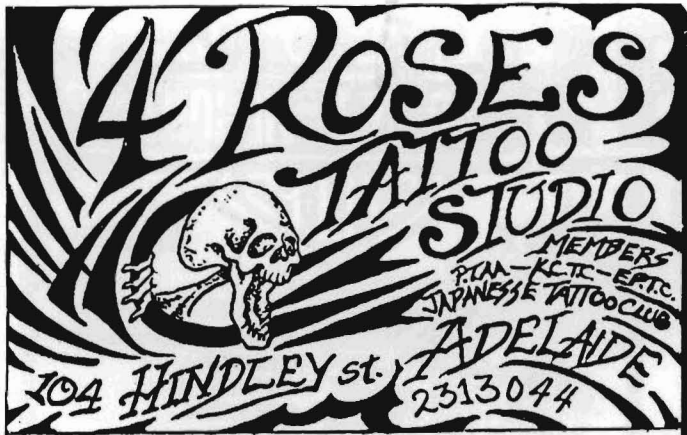


What do angels ride when they go to heaven?

Photo Harald Lindemann



An idea for an MRA product calender or do you want to wait another 18 years?
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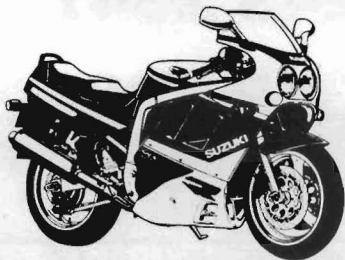
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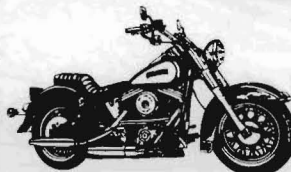


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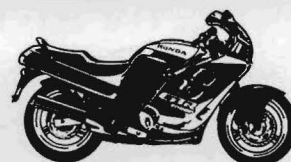
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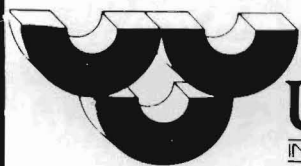
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