

CENTRESTAND

SEPTEMBER 1996



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INCORPORATED
PRINT POST APPROVAL PUBLICATION NO. PP: 530028/00014

INSIDE :

AMC REPORT

RALLY REPORTS

TOY RUN REPORT

RALLY ROUNDUP

LAMS

CLUBS LISTING

LIGHTS ON REPEAL

ROADSIDE BARRIERS

LETTERS

VEICLE STANDARDS

Let those who ride decide.

In the heart of the city!

PETER STEVENS
MOTOR CYCLES



tel (08) 212 1494

221 Franklin St, Adelaide City

Franklin St

Here!

Morphett St

GPO

King William



Western Underwriters

INSURANCE LIMITED INC IN WA

The Insurers

108 KING WILLIAM STREET ADELAIDE 5000

Consider the Benefits....

- * Replacement Policy on New Bikes.
- * Up to 60% No Claim Bonus.
- * \$5,000,000 Third Party Cover.
- * Agreed Sum Insured

RING WENDY FOR YOUR NEXT
MOTORCYCLE INSURANCE QUOTE ON

213 9299



walden miller leather

Clothing for Motor Cyclists

- South Australian Made
- Only Top Quality Cowhide Used
- Made to Measure Service Available
- Get 10% Discount On presentation Of This Advertisement

87 Unley Road PARKSIDE S.A. 5063
phone (08) 272 7655 fax (08) 272 1935

FIBREGLASS
Replico
MOTORCYCLE PRODUCTS 08 323 8865

235 Main Road, McLaren Vale, S.A. 5171
Phone: (08) 323 8865, (08) 323 8854
Fax: (08) 323 8553

HANBY'S
Motorcycle
Tyre Service

FOR ALL DISCOUNT TYRES

UNIT 3

798 MARION ROAD, MARION 5043.

PHONE 298 8585

THE BIKE FACTORY

The Ducati Specialists

DUCATI SALES, SERVICE
SPARES & ACCESSORIES
FULL WORKSHOP FACILITIES
COD SPARES SERVICE
AUSTRALIA WIDE



174 GOUGER STREET, ADELAIDE
PHONE 231 2301 PHONE/FAX 212 6081

M.R.A.
MOTORCYCLE RIDERS
ASSOCIATION INC.

VOL. 11 NO.4
SEPTEMBER 1996

Produced and published by the
 Motorcycle Rider's Association Inc.
 of South Australia.

MRA (SA) :
 GPO Box 1895
 Adelaide SA 5001
Telephone : 08 262 2150
Fax : 08 262 2151

All advertising enquiries to the
 above address;

- Contributions welcome.
- Subscription gratis to members.
- Photographs welcome: colour or black and white prints will be returned after publication. Please identify with return address on the back.
- Opinions : contributors and advertisers opinions do not necessarily reflect the view of the Association.
- Deadline : 1st of month previous to publication.

COVER PHOTO : by David Povey :
Gathering for the Rocks Run

PUBLICATION : Quarterly -
March, June, September, December

The MRA SA is a member of the
 Australian Motorcycle Council
 (AMC)

COMMITTEE MEMBERS 1995 - 1996

President	Harald Lindemann	(08) 8260 4461
Vice President	David Povey	(08) 8264 4453
Secretary	Paul Morgan	(08) 8346 0663
Centrestand Editor	Harald Lindemann	(08) 8260 4461
Treasurer	Ian 'Milo' Marlow	(08) 8268 3654
Memberships	Ken 'Oath' Skelly	(08) 8266 4403
Road Safety	John Gazard	(08) 8266 0120
Publicity	Jeff Gaden	(08) 8396 3742
Minutes Secretary	Les 'Uncle Pervie' Dicker	(08) 8262 2209
Register Liaison	Steve Tyler	(08) 8261 7971
Stock Control	Dave Vaselli	(08) 8349 5992
Run Coordinator	David Povey	(08) 8264 4453
4Bs Coordinator	Greg Janzow	(08) 8346 8068

MID-NORTH REGISTER COMMITTEE MEMBERS

President	Stuart 'Toot' Bunnett	(08) 836 3689
Vice President	Jackie O'Reilly	(08) 868 4245
Secretary	Greg Stevens	(08) 865 2120
Treasurer	Barry Stoneman	(08) 825 3065
Stock Control		
Publicity		

POSTAL ADDRESS : PO BOX 37 SNOWTOWN SA 5520

SOUTH-EAST REGISTER COMMITTEE MEMBERS

President	Alan Masters	(087) 33 2792
Vice President	Vick Eales	(087) 35 4287
Secretary	Heather Butler	(087) 34 4124
Treasurer/Stock Control	Ellen Koennecke l	(087) 65 1030
4B's	Kevin Marshall	(087) 304 075
Rally Coordinator	Andrew 'Crazi' Butler	(087) 34 4124
Public Relations & Publicity Officer	Frank Koennecke	(087) 651 030

POSTAL ADDRESS : PO BOX 909 MILLICENT SA 5280

EDITORIAL

The easiest way to lose something is to expect that nothing in life will change and if it does then it won't affect you. Legislation, regulations, rules, laws etc regarding road safety and vehicle design are changing all the time and they won't always be in ways that you agree with. You also can't always leave it up to the experts to 'get it right' and do the job for you. If you take the time to become informed by finding out where the information is held, then you become empowered by your understanding of the issues and can take action if you disagree. You can make a difference.

Ride Safe Harald

PRESIDENT'S REPORT

Finally - Lights On is to go. The best part of Lights On always was going to be and now will be that it will no longer exist except in our memories and in the minds of road safety bureaucrats who couldn't see a bad idea when it was shoved down the front of their trousers.

This will be the first time that an ADR has been repealed and this means that we will be witnessing a milestone in legislative history. It also means that any other bad ideas which have found their way into the rule books are now ripe for the picking.

This does not mean that we should relax as far as the law makers are concerned. The repeal has come about as a result of a long and persistent campaign by motorcycle representatives all over Australia who have consistently opposed the ADR with logic, research and not a small amount of direct action at times. This shows what can be achieved by having a strong representative organisation like the AMC to argue our case and take advantage of changing political situations.

The cynical might say that politically it was a very astute move by a new Minister to exert his authority over his Department while at the same time gaining for his party the good will of a small but vocal portion of the electorate. But let's not let that detract from the reality of the situation.

In the Toy Run Report on Page 7 you will see that we will be breaking with the tradition of the Toy Run which has seen us riding to Woodside for the past 16 years. I hope that you will all approve of the changes which will transpire. We feel that the change in direction which it represents for the MRA is a good one and will benefit the Association in a number of ways which will be good also for motorcycling in South Australia.

Some of the things which I spoke about in my last report regarding looking at the way we are

perceived by our members, the objectives of the Association and changing the way in which the Association operates have challenged the Committee to take a first step with the Toy Run. Read the report and decide for yourselves. I think that the 1996 Toy Run will literally blow your socks off and create a positive community impression about motorcyclists. So be there and help us succeed.

For those who are not aware I produce below a listing of the motorcycle organisations which are members of the Australian Motorcycle Council which works on our behalf in the Federal Government sphere. You will find articles from the AMC Bulletin reproduced in the Centrestand.

- MRA SA
- MRA ACT
- MRA TAS
- MRA WA
- Federation of Aust. Motorcyclists NSW
- Federation of Aust. motorcyclists VIC
- Bikes Unlimited WA
- Bikers' Rights Organisation of NZ

Don't forget the AGM next Monday night, details on the back cover.

Stay Upright, Harald

BOLTONS

*"The
Motorcycle
People"*





Kawasaki
Motorcycles

NEW & USED

BELL TOWER CENTRE
UNIT 5 & 6, 340 SOUTH ROAD
RICHMOND SA 5033

Ph: **234 2050**
Fax: 234 9292



Geo Bolton & Associates Pty. Ltd.

TREASURER'S REPORT**GENERAL ACCOUNT 28/5/96 - 22/7/96**

OPENING BALANCE \$ 4, 123.34

INCOME:

Membership	616 00
Sale of Stock	40.00
95 Toy Run Sponsorship	1,500.00
1996 Toy Run Donation	<u>300.00</u>
	\$ 2, 456.00

EXPENDITURE

Toy Run Thank You BBQ	61.85
Trailer Registration	55.00
Third Party Conf. Airfare	579.00
March Centrestand Expenses	11.10
March CS Advertising Commission	247.50
Stallard & Potter Printing	350.00
Plastic Mailing Bags	42.72
AMC Conference Airfare	249.00
Answering Machine	139.00
Telstra Corp - Service Charge	77.40
- Calls	19.85
Australia Post Freepost Collection	3.80
AMP General Insurance 1/08- 1/11	133.48
Bank & Govt. Fees	<u>4.63</u>
	\$ 1, 974.33

CLOSING BALANCE \$ 4, 605.01

TOY RUN ACCOUNT 28/5/96 - 22/07/96

OPENING BALANCE \$ 254.43

INCOME

Bank SA Interest	61.13
------------------	-------

EXPENDITURE

Bank & Govt. Fees	.04
-------------------	-----

CLOSING BALANCE \$ 315.52

Ian Marlow Treasurer 31/07/96

LEARNER APPROVED M'CYCLES

For some time now the MRA Tas has advocated a shift in direction of the restrictions on Learner Riders and their machines. Since the introduction of Rider training, learner and first year provisional riders have been restricted to motorcycles with an engine capacity of 250cc. In its original form this legislation was commendable but with the march of technology this approach has meant that learners (and first year provisionals) are now legally allowed to ride motorcycles which in performance, are equal to Peter Brock's racing Commodore.

If for no other reason than the above, it is imperative to look at the alternative of the **Learner Approved Motorcycles (LAMs)** proposal. LAMs proposes that a motorcycle's suitability for learners be judged on a power to weight ratio and not merely engine capacity. LAMs has nominated a ratio of 45kW (60bhp) to 180kgs dry weight and these figures are to be gleaned from the compliance information provided to the Australian Standards Association when the approval for import of relevant models of motorcycles was made. These figures and these alone would be the guidelines unless a motorcycle is of such a vintage as to register the need for the information unwarranted (as for motorcycles pre 1968).

The power, lightweight and agility of these modern pocket rockets are not the only issues pertaining to this proposal. There are many more points to be considered:

1. The high cost of purchasing a new 250cc motorcycle in comparison to the period of ownership, usually no longer than 15 months, has seen the majority of learner riders opting for second hand motorcycles. This has led to an ever decreasing pool of road worthy second hand 250cc machines. Many 250s are passed on from learner to learner

Continued on page 9

TOY RUN REPORT

The Toy Run Committee has been busy as usual since March in organising all of the details to make sure that the 1996 Toy Run will be a success and will be a pleasurable experience for all of you who so eagerly support us every year.

Just who are these people you ask? No? Well I'll tell you anyway. First, the Coordinator of the Toy Run and the Committee is Paul Morgan. He's the one who keeps us all in line and makes sure that the jobs get done as they're needed. Next is Robyn Gaden, the Committee Secretary, who makes sure that all our decisions are properly recorded. Some of our comments are also recorded for posterity if we are not careful. Brenton Mattiske is our Site Coordinator. He is responsible for the management of space on the oval on the day as well as the booking and negotiation of sites for the trade displays. David Povey is the Marshall and Route Coordinator. He has to ensure the safety of the run and manages the volunteer marshals on the day. Harald Lindemann is responsible for the Catering, all compliments go to him. David Vaselli is our quartermaster and has to have a handle on the whereabouts of every item of equipment and stock which we need to run the event. He's the man with the list. Publicity for the event is the responsibility of David Povey who coordinates with Jeff Gaden, the Publicity Officer of the MRA.

The Toy Run for 1996 will be a bit different this year. After a lot of discussions the Committee has agreed that the Run will go to Hahndorf Oval in future, not Woodside Oval as has been the case for the past 16 years. So make a note of that just in case you're late. Now we know that this sort of move goes against the tradition of the Toy Run, but read on and you will see that there are a number of advantages in making the move.

We sat back and had a good look at the Toy Run and realised that there were a number of things which we wanted to improve about the day.

- (1) We wanted to collect more toys,
- (2) We wanted to get more of the public involved on the day to promote a positive image of motorcycling,
- (3) We wanted to do better at fundraising for the MRA and to help cover the costs of the Run,
- (4) With the numbers on the Run increasing every year there were some very real safety aspects of the route which needed to be dealt with.

To achieve these aims we knew that we would need to find a bigger oval in which to hold the event and we would need a degree of assistance in the running of the event. The Toy Run Committee alone could not take it on.

We have come to an agreement with the Mt Barker District Council and the Mt Barker Commerce and Tourism Association for their assistance in the running of the event. They see the Run as a community event for the district and want to support it to help improve the event. They will be helping with the loan of equipment, publicity, toy collection from the local community before the day, oval set up, staff to help out, sponsorship, children's entertainment and road closures.

So what does this mean to you, the people who make the Toy Run a success. First off, the Run will be about 8 k shorter and will miss that part of the run from the Hahndorf turn-off past Verdun, Balhannah, Oakbank etc. Instead will be a right turn into Hahndorf to become a street parade through the town, with cheering crowds and a salute by the Mayor and the alder people. At the Oval you will find a greater assortment of food stalls available, hopefully faster service, more toilets and more children's entertainment. What won't change is the thrill of riding with thousands of your mates on one special day of the year, Santa, the bands, a great day out and a smoothly organised event. We know that you will enjoy it.

Paul Morgan Coordinator

BLOOD GROUP 0 - SO PRECIOUS

The Blood Bank relies heavily on the generosity of blood donors as well as the many other volunteers involved in the organisation. Here is the story of one of the donors who has benefited in turn by the Bank's existence - a principle which should not be lost on all motorcyclists reading this.

The first week in July 1996 is national Blood Donor awareness Week and being a volunteer worker, I am very much aware of the importance of this week to the Blood bank.

The care of existing blood donors is of paramount importance to the service for without donors there would be no such week. Every day there are many people who rely on the willingness of voluntary blood donors, for without that precious gift of life many would not be alive today.

No donor knows who receives their blood and receivers do not know who the donor is. I have one advantage of this statement. I am a receiver and I know my fellow O negative donors are my benefactors.

For a number of years I donated blood at the Pirie Street Blood Centre. I was aware that my blood group O negative, made up only 9% of the population. This obviously placed me in a priority need to donate regularly, which I did. One day I presented myself to the haemoglobinist at the Blood Bank, she then took a sample of blood prior to my donation. After checking the blood sample, she notified me that the iron count was below normal and the donation could not be accepted.

The haemoglobinist arranged for me to discuss this matter with the doctor in attendance. He then informed me that I was showing signs of anaemia and suggested that I have a comprehensive blood test completed by a specialist to ascertain the problem. A series of tests revealed that I was not producing enough red blood cells in the bone

marrow to maintain the required level in my body. This malfunction has not been corrected.

Eventually, the time came when my haemoglobin became so low that it affected my health considerably to the point where there was no other option available but blood transfusions.

It was fortunate that it took eight years from the time that the disease was diagnosed, before I had to depend on transfusions. For the past two years I have been receiving 3 packs of red blood cells each month when I visit the Flinders medical centre. Up until June of this year I have received 72 units.

BLOOD DONATIONS

We are meeting at the Blood Bank at, Red Cross House, Pirie Street, City to donate BLOOD!

Why not come along - first time bleeders welcome.

DATE: Thursday November 14

TIME: Donate between 4 & 7 pm

Those 72 units and more to come have been kindly donated by the O negative group blood donors. To all those donors, I sincerely thank you for your unselfish generosity in assisting me in leading a relatively normal life.

O NEGATIVE BLOOD DONORS DID YOU KNOW?

- 9% of the population in Australia is O Negative
- O negative donors are referred to UNIVERSAL DONORS
- O negative is the only group which can be used with relative safety for urgent situations where there is not time to perform the usual donor-/patient matching procedure.

LAMS*Continued from page 6*

with no real maintenance and would fail a real road worthy check. LAMs would allow for a far wider range to choose from and this would quickly weed out those dangerous machines.

2. In the quest to deliver more power from 250cc motorcycles the manufacturers have made them progressively smaller. This has alienated older, physically larger motorcyclists who have then chosen to ride illegally on larger machines, quite often without obtaining a licence. The LAMs proposal would provide more suitable machines and this in turn would hopefully bring these people back onto the right side of the law.

3. At present, there is more than one application per week by a motorcyclist over the age of 30 years for an exemption to ride a motorcycle over 250cc whilst they are obtaining their licence.

4. The physical size of 250cc machines does not only effect older riders. many of today's teenagers are of such a tall stature that it makes it difficult for them to ride these modern machines.

5. The heavier machines proposed in the LAMs are inherently more stable in windy or rough road situations.

6 Many of the modern high performance 250s utilise two stroke engines which create significantly more pollution than their LAMs counterparts which predominantly use four stroke engines.

7. The final point is that LAMs provide a viable alternative when the public select a commuter vehicle. When properly outfitted LAMs provide quick, cheap commuter transport that eases traffic congestion, eases inner city parking and cuts pollution around our major cities.

Approved LAMs Testing

1996 Suzuki GS 500cc 4 stroke 38kW (50.67ps)

1996 Suzuki GF 250cc 4 stroke 34 kW (45.33ps)

1986 Suzuki LS 650cc 4 stroke 30kW (40ps)

Failed LAMs Testing

1996 Suzuki RVG 250cc 2 stroke 52.5 kW (70ps)

1984 Suzuki GSX 550cc 4 stroke 48 kW (64ps)

The article on LAMs was taken from a paper presented at the recent AMC Conference by the MRA Tasmania

FOR SALE

- A Stag female leather jacket
Size 10 Excellent Condition,
red lining \$120 ring
Sandy AH (08) 260 4461
- Ladies Walden Miller leather
jacket size 14 \$120
Set of Mars leathers -2 piece
size 10-12 jacket and pants
\$200. Will consider splitting
ring Robyn or Jeff
AH (08) 396 3742
- Staintune Exhaust for FJ 1200U Yamaha
As new \$500
Chris Prosser 8294 8941
- Ariel Key Ring - Made in England
Good Condition Any reasonable offer.
Mr Atkinson 8254 8809

WANTED TO BUY

- Helmet with visor for 7-8 year old
Harald 8260 4461

MRA BLEEDERS**BADGE****\$5****SHOW YOUR
DONORS CARD**

Available from any MRA meeting or at
the Blood Run



THE ROCKS POKER RUN

Sunday morning dawned bright and beautiful and I was full of hope for a good turnout for our poker run. By 9 am it was dark and grey and we had had some light rain. At about 10.00 it really poured down and my hopes took a dive.

Fortunately, motorcyclists are a hardy bunch and a little rain was not going to put them off!

We left on time at 10.30 from Povey Motors and headed for Gawler via Snake Gully and One Tree Hill. The road through the hills was nicely twisty and we all came in for a treat when we came to the crest and saw the mist enshrouded valley below us. The blue grey weather colours mixed in with the greenery made it worth while coming on the ride.

At Dead Man's Gully we stopped for our second card and it started to rain as we were dealing out the cards, so we moved on again fairly quickly. The rain wet the road just enough to make the two wheelers a bit cautious on some of the sharp corners while those of us on three wheels maintained a higher degree of road comfort.

The Run up until now had been rather smooth and we found ourselves having to contend with a bit of traffic. This started to spread the group out a bit with the leaders disappearing for a while. Some nice sweeping curves along this section saw us all having a bit of fun with the road. The route map must have worked because the next stop at Hamley Bridge saw us all together again with no losses. We appeared to be dodging the rain which seemed to be all around us. Macca reckoned that he saw me steer around it. I guess I should take some credit for foresight.

The third card was dealt and some hands were taking shape (*Some weren't at all. Ed*). Once again we moved on before the rain caught up to us and we headed for Owen. The road along this

stretch was long and straight and flat and a bit boring, so we opened up a bit.

The service station at Owen where we stopped for the fourth card, had not received their petrol delivery so he did not open which had a few riders looking with concern into their petrol tanks. The dirt road into The Rocks site was damp so this slowed all but a few for this section. The rain, combined with the Owen service station being closed made this the quickest run to The Rocks we have ever had.

Just after we arrived at the picnic site it rained heavily for a short time, but as quickly as it started it was all over. At this stage we were joined by a few members of the Mid-North Register who had come along to visit. It was good to catch up with them again.

The poker hands were judged and our illustrious President awarded the prizes. I don't know how but Uncle Pervie again won one of the prizes. The BBQ worked overtime for a while with people lining up to get in for their chop. It was a very convivial gathering and anyone who missed out by not being there missed out on a good time.

Apart from one bike being dropped on the way out, everyone made it home again safely, although a hail storm near Mallala made our helmets sound as though we had a resident woodpecker.

Thanks to everyone who braved the elements, 21 bikes in all and 30 odd hands of poker sold. Thanks to Steve Tyler for driving the Volvo and the trailer with the BBQ etc.

The next run is scheduled for early November at this stage and we are currently working out the details. It will be something a bit different I can promise you. So watch the Club Notes of the Advertiser for more details and I hope to see you there. Don't miss out!

David Povey

VEHICLE STANDARDS PROGRESS

The 15th International technical Conference on the Enhanced Safety of Vehicles (ESV) made significant steps towards worldwide harmonisation of vehicle safety standards (HVSS).

A panel meeting of senior representatives of the automotive industry and governments from the United States, European Union, Japan and Australia agreed that the United Nations Economic Commission for Europe (UN/ECE) provides the logical forum for international HVSS.

The panel identified difficulties in achieving agreement on HVSS and encouraged regulatory agencies to use the concept of "functional equivalence" where different regulations yield substantially the same safety benefits.

As a signal of the level of commitment to foster harmonisation, it was announced that 11 nations and two internationally recognised organisations, the EEC/EEVC, have come to agreement on an international harmonised research agenda. Under the agreement, the United States, in cooperation with Australia, will take the lead in a short term project to help define the concept of functional equivalence and develop means to evaluate the safety benefits of differing regulatory requirements.

FORS SIDE IMPACT RESEARCH

A presentation by the Chief Engineer, Vehicle Standards, FORS, won acclaim at a vehicle industry function held in Melbourne recently.

The presentation, *Working Towards a Harmonised Dynamic Side Impact standard - An Australian Perspective*, reviewed the differences between the US and European regulations and outlined a research program by FORS to examine the likely benefits of a third alternative, combining the better features of the US and European regulations. This alternative was presented as a possible "follow on" international standard.

After frontal crashes, side impact crashes account for the second largest proportion of fatalities and serious injuries on Australia's roads.

In May 1995, FORS released for comment a draft Australian Design Rule (ADR) for dynamic side impact protection. The draft ADR allows compliance to be demonstrated to either the US Federal Motor Vehicle Standard 214 or the ECE Regulation 95. The promulgation of this ADR later this year will represent a milestone in the concept of functional equivalence.

The FORS research project follows on from the ADR to work towards a single international harmonised dynamic standard impact regulation which will bring safety benefits to consumers through reduced development costs and vehicle production lead times.

The FORS Report June 1996

FEM NEWS

(FEDERATION OF EUROPEAN M'CYCLISTS)

NOISE LIMITS AND ANTI-TAMPERING

Members of the European Parliament in February will consider plans to lower new noise limits to 77dB(A) (which will kill off air cooled bikes altogether), anti-tampering measures which threaten home maintenance and customising and the intention, despite widespread opposition, to stipulate brands for replacement tyres.

LEG PROTECTORS AND AIRBAGS

Leg protectors were proven to worsen injuries in accidents in the late 1980's. Then, amid allegations made by former employees of 'fixing' test results, the UK Transport Research laboratory suggested air bags would decrease injuries caused by leg protectors. FEM says this approach is unacceptable and condemns the seven million pounds wasted on research of the deadly contraptions. UK 'safetycrats' have ensured their inclusion in future EU laws.

AMC Bulletin June 1996

ROADSIDE BARRIERS STANDARD

OUTLOOK GOOD FOR MOTORCYCLISTS

The difficult and lengthy task of establishing an Australian Standard for Roadside barriers is nearing completion. Whilst somewhat rudimentary in places, the proposed Standard and its Commentary are taking shape in a way which addresses the principle criteria of all stakeholders. A great deal of time has been spent on issues directly relating to motorcyclists, with the Committee actively seeking to address those of greatest concern to us.

A significant degree of success in this area will eventually see motorcyclists suffer less horrific injuries when striking a barrier, although it will take some time for the Standard to be come effective in its entirety because in all likelihood barrier systems will not be altered immediately to become compliant but will be upgraded as age and damage dictate, except possibly in high-risk areas and where systems may be easily modified.

Certainly, any new and replacement installations will have to conform to the Standard and the onus will be on the manufacturer to ensure compliance and on the provider and engineer to ensure appropriate selection of barrier for site and correct installation and maintenance. Some of the improvements which we as motorcyclists will notice as a direct result of having representation on Standards Australia include :

1. Plastic caps on C-shaped or "Charlie" posts to mitigate the cutting effect.
2. Plastic inserts for "Charlie" posts to minimise injury in a reverse angle impact.
3. Diaphragms bolted to the upper edge of bull-nosed terminal (or drum ends) on Armco to prevent motorcyclists landing inside the terminal.
4. The use of mushroom-headed instead of hexagon headed bolts in attaching the various Armco components.

5. Flexible plastic reflectors instead of the current razor sharp metal mounting brackets which are left exposed after the plastic reflectors have broken off.
6. Attention to barrier replacement or the elimination of slopes or kerbs which could deflect a vehicle or person from the optimal angle of impact or which could in themselves cause additional harm.
7. Attention in the erection phase to projections and any other elements of a barrier system which can snag motorcyclists (and cyclists, pedestrians and others), particularly the height of posts above rails.

We must remember that the Standard for barrier systems will not be set in concrete for, as with other Standards, it will be reviewed in five year's time to accommodate technological developments.

Innovative concepts are constantly being developed as needs are identified, but the major reason these cannot be implemented immediately is the lengthy process of research, development and testing to ensure their compliance with the stringent criteria demanded by Standards Australia.

In the relatively near future we may see :

- An Armco-style barrier called "Buffalo" which, instead of the familiar W-beam profile, has its upper and lower edges flattened to eliminate, or at least minimise, that horrendous cutting effect.
- Plastic Armco-style safety barrier systems (as distinct from and not to be confused with, currently available plastic temporary barrier systems, possibly within five years.
- Multi-component Armco-style systems with a centre beam and top and bottom rails which include a horizontal rolled edge (like the "Buffalo") and which, although overlapping, are not connected to each other, thereby minimising hazardous edges without compromising the system's flexibility and strength.

Continued on Page 13

ROADSIDE BARRIERS *continued*

- Polystyrene (or some such energy absorbent material) crash attenuators fitted around barrier posts and wire ropes at high-risk locations. This adds about 15% to the cost of the system and is being developed in Germany in consultation with the federation of European motorcyclists (FEM).

We may also expect modifications to the notorious "cheesegrater" terminals used on the concrete F-shape median barrier systems (which superseded the New Jersey barrier of a slightly different shape which tended to project vehicles over the top into oncoming traffic) to make them less dangerous to motorcyclists in reverse angle impacts.

These and other changes will come about as a result of two separate but linked areas of responsibility: the first, that of the barriers committee, to establish criteria for standards which accommodate motorcyclists; the second, that of manufacturers to provide solutions which comply with the criteria. The final Draft Standard will be open for public comment for a period of two months, although it is not yet certain when it will be ready for circulation. If October, then we can expect the standard to come into effect in April.

It must be borne in mind that Standards Australia has control only over a product's quality and fitness for purpose, not, as in the case of barrier systems, over their placement or the choice of system for use at a specific site. That is the role of the engineer attached to the agency (owner or provider) concerned and any problems in this regard should be directed to that agency.

For example, wire rope safety fence (WRSF) is presently being placed on the left-hand side of the road, yet the S-shaped posts have their sharp leading edges facing into the traffic and a downed rider would inevitably suffer considerable damage.

But did you know that these posts are designed specifically for median use only and that left-hand posts (with a backward S-shape) are available for left side use? Go and see the people responsible for erection, for Standards Australia has neither control nor jurisdiction over such ignorance or carelessness.

Lastly, the value in lobbying our local and state road agencies should not be overlooked, for if a product is available which will enhance the safety of motorcyclists it is worthy of consideration. If it is not available, then our efforts may stimulate the onset of research which will see the development of such a product. Skid-resistant road marking paint, skid-resistant roadworks covering plates and barriers on truck to prevent rear-end vehicle under-run are three such developments which come readily to mind.

Peter Mount

IS UNLEADED FUEL A LOAD OF CROCK? *The Razor's Edge MRA WA*

Catalytic converters required to be fitted to cars in many countries (and fitted to some BMW motorcycles and Yamaha GTS 1000s) to burn nitric oxides, carbon monoxide and unburnt petrol in car exhausts are rendered useless by leaded petrol.

Hence the introduction of benzene, a known carcinogen (so don't get it in contact with your skin), as an octane booster for unleaded petrol. Unleaded petrol should not be used in vehicles or motors without a catalytic converter (ie most motorcycles, lawn mowers, stationary engines etc.) Unleaded (especially high octane) petrol and motorcycles don't mix to produce clean air!!

Well tuned high performance motorcycle engines running on leaded petrol may run cleaner than on unleaded fuel. Also, as these motors run cooler, they could last longer between rebuilds.

Think about it.

AMC REPORT **Hal Caston Chairman**

When everything seems to be going smoothly you are forced to stop and ask yourself why, but in this case I am happy to retain the status quo.

the why to which I refer questions the sudden shift in our relationship with MRAA and the NSW MCC, both of whom you will know have been eager to see the AMC forced to fold and leave the field open to them.

Since the last Bulletin and the last meeting of the FORS Motorcycle Consultative Forum (CONCOM) both Damien Codognotto and Greg Hirst have been at pains to retain a cordial relationship with the AMC. Both are now involving us in discussions with the aim of presenting a unified view to CONCOM, an action that we can only applaud when the alternative is the ruination of our credibility by ongoing bickering and faction fighting without addressing the issues that affect us as motorcyclists.

Our major area of activity at the present time requires the Minister for Transport, John Sharp, to keep the Liberals pre-election promise to repeal the lights-on ADR 19. (*See page 15 Ed*) This is being handled through CONCOM and will set a precedent that concerns both FORS and the Minister, in that an ADR has not been repealed before.

As a result the government is hastening extremely slowly with lights on, because it is committed to a safe road environment and will not rush into repealing an ADR that may have a road safety benefit. We are working with FORS and the Minister to examine the available data relating to lights-on and all groups were quick to acknowledge the value of Peter Deighan's (*AMC Secretary*) comments on the possible methodologies to be used. Thanks Peter, you have done us proud when the others are willing to admit that the quality of our response was so much stronger for your input.

On other fronts things have been very quiet. The number of meetings which we attend has been falling over the past two years. This drop off is not to say that we are not being involved in issues, but that rather that there are fewer issues in which we need to be involved at a national level.

I would rather not attempt to generate issues for the sake of having issues to fight. If any members are aware of any issues that we should be raising at a national level Then I would expect that they would be brought to our attention.

For example, are any state jurisdictions examining the idea of compulsory clothing for motorcyclists, particularly with an aim to increasing the level of visibility of the rider? I was asked recently whether any such standards are being considered in Australia. There are currently no such considerations at a federal level and I am unaware of any recommendation at a state or territory level.

NSW IGNORES RIDERS ON ROUNDABOUTS
The NSW Roads and Traffic Authority (RTA) is having a media campaign on roundabout safety. The first that AMC heard about this was an article in the NRMA's magazine.

The campaign includes extra road markings on the approaches to roundabouts and thick lines showing drivers how to turn right out of a roundabout. No one seems to have thought of the effect of these extra markings on riders who will be braking or leaning over when they encounter these lines.

AMC Secretary and MRA ACT President Peter Deighan is contacting RTA to see what thought they gave to riders when designing the campaign. "hope no other state is stupid enough to start putting extra markings on the approach and inside roundabouts. NSW's own research shows that lane markings increase minor and property damage crashes by 38%."

From AMC Bulletin June 1996

NATIONAL ROAD RULES DRAFT

AMC has received a copy of the latest draft of the National Road Rules, which AMC member groups took the opportunity to comment on when the first draft was released last year.

Some key points for motorcyclists in this new draft

- There is still no provision for motorcycles that do not trigger vehicle actuated traffic lights to proceed when safe (**BAD**)
- Hand held mobile phones will be permitted (**BAD**)
- The rule originally proposed for roundabouts (that a vehicle on the inside lane had right of way over a vehicle on the outside lane in order to leave the roundabout) has been dropped (**GOOD**)
- Motorcycles can ride two abreast (**GOOD**)
- Footpath parking can be permitted by local authorities (**GOOD**)
- You can use hazard lights when moving slowly (**GOOD**)
- There is an onus on riders to make sure that pillioners are wearing helmets and using footpegs, but no onus on drivers to make sure passengers are using seatbelts (**BAD**)
- Televisions and visual display units are permitted in vehicles with local authority approval (**BAD**)
- The rules use the term 'motor-bike' throughout (**BAD**)

The whole package comes to about 260 pages. The Regulations have been sent to all State and Territory road authorities for comment. The Commission expects to have a final draft ready by the end of this year for consideration by Transport Ministers.

Copies are available from :
National Road Transport Commission
PO Box 13105, Law Courts, Melbourne, 3001

MEMBERSHIP FORM:

OFFICE USE ONLY: CIRCLE ONE

Meeting Run Magazine Function Other Card Issued Stock
Issued Entered

STANDARD MEMBERSHIP

	Individual	Family
	\$20	\$30
2 years	\$38	\$57
3 years	\$56	\$84

CONCESSIONAL MEMBERSHIP

	Individual	Family
	\$16	\$24

DATE: _____ Register _____

Please tick appropriate box:

New Member Male Membership No:
Renewal Female _____

SURNAME: _____

FIRST NAME: _____

ADDRESS: _____

_____ P/CODE _____

TELEPHONE: () _____

OCCUPATION: _____

BIRTHDATE: _____

I agree to abide by the Articles, Rules and the Constitution of the MRA Inc of South Australia.

Signature: _____

Comments: _____

ARE YOU A BLOOD DONOR ? YES NO

MRA STOCK ORDER FORM: As per overleaf, or additional space here if you need it:

Please allow 28 days for delivery. Price subject to alteration without notice. Cheques or Money Orders made payable to MRA Inc SA

MRA STOCK PRICE LIST

Most sizes available: 10, 12, 14, 16, 18, 20, 22, 24

MRA Windcheaters (black)	\$30.00
MRA Windcheaters (white, coloured)	\$30.00
MRA T-shirt (black,plain,red,white)	\$19.00
MRA Koala on Bike motif	\$25.00
MRA Polo shirt	\$24.00
MRA Caps (see through mesh, closed in)	\$10.00
MRA Stubby Holders (green)wet suit type	\$ 8.00
1993 Toy Run Stubby Holders (wet suit)	\$ 8.00
MRA SA Patches (members only)	\$ 7.00
MRA Badges (members only)	\$ 7.00
MRA Badges - SA logo (members only)	\$ 7.00
MRA Blood Donor Badge (donors only)	\$ 6.00
Toy Run 1993 Badge Members	\$ 7.50
Non-Members	\$ 8.50
Toy Run 1992 Badge	\$ 5.50
Toy Run Badge 1989, 1990	\$ 3.50
Biketober Badge 1989, 1988, 1987	\$ 3.50
National Motorcycle Month 1985 Badge	\$ 1.00
MRA Reflective Sticker	\$ 1.50
Let Those who Ride Decide Sticker	\$ 1.00
Motorcycle Aware Driver Sticker	\$ 1.00
Look Left, Look Right, Look Bike Sticker	\$ 1.00
Take Care Be Aware Campaign Stickers	50c

ALL PRICES INCLUDE RETURN POSTAGE AND PACKAGING

Cheques made payable to: MRA (SA) Inc. Tear off and post to: GPO Box 1895 Adelaide 5001

LIST ITEMS BELOW :

SUPPORT OUR ADVERTISERS

<i>In This issue:</i>	<i>Phone</i>	
ACELEC	8362 2263	p. 23
Bolton's Kawasaki	8234 2050	p. 5
The Bike Factory	8231 2301	p. 2
Hanby's M/C Tyre Service	8298 8585	p. 2
Ian Williams Tuning	8376 1184	p. 2
Peter Stevens	8212 1494	p. 2
Ray Potter Engineering	8263 1538	p. 23
Replico	8323 8865	p.23
Sykes Bidstrup	8223 4172	p. 2
Walden Miller Leather	8272 1935	p. 2
Western Underwriters	8410 0033	p. 2

MRA DISCOUNTS

Please support these shops, as they support our members. Don't forget to show your membership card when requesting discounts.

Adelaide Arcade Engravers

Bike City	10%	Parts & Accessories
Bike Centre Parafield	10%	Parts & Accessories
Boltons	10%	
City Cycle Electric	10%	
C & D Motorcycles	10%	
GP Motorcycles	10%	Parts & Acc
Honda World	10%	
Peter Stevens	15%	Not on specials
Pitmans - North & South		Available on request
Ranco Yamaha	10%	Not on specials
Southern Vales Motorcycles	10%	
Southern Yamaha	Up to 10%	

AGM NOTICE

Any member who considers that they may be eligible for a **10 year membership badge** are asked to advise the MRA asap so that a presentation can be arranged at the AGM.

Presentations are made each year only at the AGM in September and at the Christmas drinks party in December.

NEW CHEAPER FERRY FARES TO TASSIE !!

by Flapper Terry MRA Tas President

After the recent Federal Budget the Government announced that it would honour it's election promise and grant a vehicle subsidy for private vehicles crossing Bass Strait as a way of creating a more equitable national highway system. The subsidy, coupled with the introduction of a new Apex fare has reduced the cost of crossing Australia's most expensive stretch of water a lot.

While the subsidy is to be applauded there is still an air of inequality when motorcycles are to be charged between only \$5 to \$10 less than your average sedan, even though four motorcycles will fit into one car space. Trikes, sidecar combinations and bike and trailer outfits are even further penalised by being asked to pay up to double that of an average sedan when any two such combinations would be needed to fill the same space!

The APEX fare has dramatically slashed the return fare bringing the cost down by an average 25%. This means that one person plus motorcycle sleeping in a cabin can save up to \$180 or almost another person's fare. The rules of the APEX fare are that you must book a minimum of thirty days in advance and pay, in full, within three days of booking. The fare is non-refundable but insurance is available and recommended.

	Peak 14/12-25/1	Shoulder 26/1 12/4	Off Peak 12/4-27/9
Motorcycle	\$25	\$20	\$20
Trike/Sidecar			
Bike & Trailer	\$75	\$40	\$40
Average Car	\$35	\$25	\$25
Inside 2 Berth Cabin	\$160	\$145	\$140
per person 1 way (same fare applies to inside 4 berth cabins)			
APEX return	\$240	\$218	\$168
Porthole 2&4 berth cabins	\$180	\$155	\$150
APEX Return	\$270	\$234	\$180
Hostel	\$120	\$99	\$95
APEX Return	\$180	\$150	\$122

RALLY ROUNDUP

By Steve Tyler

SEPTEMBER

21-22 **Round Up Rally** by WIMA (SA)
Wanbi Pub SA
Carmel (08) 365 4384

28-29 **World's End Rally**
Warren Gorge 21 k from Quorn SA
Pre-paid \$10, Late Entry \$12
The Organisers, PO Box 12, Goodwood SA 5034

OCTOBER

QUIZ NIGHT

Sometime towards the end of this month the Green Ginger Guzzlers MCC will be holding a quiz night, all proceeds to go to the Multiple Sclerosis Society. Ring Geoff Jenke on 8264 1507 if you or your club are interested in booking a table.

19-20 **Redback Rally** by the Redback
Tourers Overland Corner.
Paul Morgan (08) 346 0663

November

2-3 **Mad Max Rally** by Kawasaki Z Owners
Club Pre-paid \$11, at the gate \$15
PO Box 74, Parkholme, SA 5043

DECEMBER

8 **MRA SA Toy Run** Leaves Glenelg car park for Woodside at 11 am.

1996

February 28 - March 1,2,3
Mountain Madness Tas 97 Rally
MRA Tas, GPO Box 1154, Hobart
Phone: 03 6243 0698

All information is up to date as of 1 September 1996. Please advise of any changes, errors or new entries to Steve Tyler (08) 8261 7971

SA CLUBS LISTING

ATUJARA MCC 16 Gregory
Crescent Seaton 5023 (08) 244 2581

AJS MCC PO Box 58 Clarence
Gardens 5039 (08) 270 2753

AMTRA MCC PO Box 51
Walkerville 5081 (08) 265 2753

ARIEL MCC PO Box 3070 Norwood
5067 (08) 293 5340

AVA ROAD RACING ASSOC.
(08) 276 8082

**BAROSSA VALLEY CLASSIC
MCC** PO Box 490 Nuriootpa 5355

BMW OWNERS CLUB OF SA
PO Box 193 North Adelaide 5006
Tom (08) 269 6741
John (08) 344 5770

BSA OWNERS CLUB OF SA
Bas (08) 278 7646
Alex (08) 297 3953

CAFE RACER CLUB OF SA
PO Box 704 Prospect East 5082
Gordon (08) 26 2016

CLARE MCC PO Box 134 Clare
5453 (088) 423 811

CLASSIC OWNERS MCC
PO Box 657 Kent Town 5071
Noel (08) 276 9410
Robert (08) 277 8374

CRYSTAL BROOK MCC PO Box
145 Crystal Brook (086) 362 006

DUCATI OWNERS CLUB OF SA
PO Box 561 Beulah Park 5067
Geoff (08) 277 4500

ELIZABETH & DISTRICTS MCC
PO Box 14 Para Hills 5096
(08) 252 0779 (08) 250 6853

FLINDERS TOURING MCC
PO Box 892 Port Pirie 5540

**FEDERATION OF HISTORIC
MOTORING CLUBS**
(08) 264 5355

**GOLDWING ROAD RIDERS
ADELAIDE CHAPTER**
PO Box 153 Elizabeth 5112
Frank 014 471116 (Area Rep)
Chris (08) 8344 1535 (Rides Captain)

GREEN GINGER GUZZLERS
PO Box 109 Modbury North 5092
Jezza (08) 264 1507
Dave (08) 369 1005

HARLEY OWNERS GROUP
AH (08) 212 1494

**HISTORIC MOTORCYCLE
RACING REGISTER**
PO Box 90 Hindmarsh 5007
(08) 383 0453 (08) 369 1005

JUVENTUS MCC
15 Empire St., Salisbury Downs 5108
(08) 250 2985 (08) 493 092

KEYNETON MCC PO Box 214
Nuriootpa 5355 (085) 639 022

KEITH MCC
PO Box 18 Keith 5267 (085) 551 148

LEVIS MCC
33 North Parade Royal Park 5014
(08) 254 024 (08) 268 7520

M/C TOURING CLUB OF SA
PO Box 12 Goodwood 5034

MOUNT GAMBIER MCC
PO Box 879 Mount Gambier 5290
(087) 231 040

MOTORCROSS RIDERS ASSOC.
PO Box 674 Elizabeth 5112
(08) 252 1805

MUD AND TARS MCC
PO Box 767 Victor Harbour 5221
(085) 522 112

MURRAY BRIDGE MCC
PO Box 316 Murray Bridge 5253
(085) 321 954

**MOTORCYCLING AUSTRALIA
(SA)** PO Box 6001 Halifax St
Adelaide 5000 (08) 410 1201

PHOENIX MCC OF SA PO Box
2464 Kent Town 5071 (08) 38 7429

PORT LINCOLN MCC PO Box 418
Port Lincoln 5606 (086) 825 590

PORT PIRIE MCC
PO Box 91 Port Pirie 5540
(085) 325 601 (085) 325 696

PORT AUGUSTA MCC PO Box
380 Port Augusta 5700 (086) 410 209

REDBACK TOURERS
9 Hodge Rd, Para Hills 5096
Kerry Turnwald (08) 396 2014

RIVERLAND TOURERS MCC
PO Box 85 Berri 5343
(085) 865 013

SA FLAG MARSHALLS ASSOC.
PO Box 24 Hindmarsh 5007

SA POLICE ASSOCIATION
PO Box 129 Torrensville 5031
(08) 346 4812

SA TOURERS MCC
PO Box 186 North Adelaide 5006
Aiden (08) 433 936

SCOOTER CLUB OF SA
(08) 336 4404

SOUTH EAST TOURERS MCC
(087) 258 245

SOUTHERN CROSS MCC OF SA
(08) 271 8893

SPEEDWAY RIDERS ASSOC.
Meredith (08)395 0855 (08)264 6687

ST JOHN ASSOCIATION
(08) 346 0384

SUZUKI MCC OF SA
(08) 248 4894

TRAILER CLUB OF SA
(08) 438 3811

ULYSSES MCC ADELAIDE
15 Mumford Street St. Agnes 5097
Bryce (08) 265 2592
Liv (08) 289 0602

ULYSSES MALLEE BRANCH
(085) 412 834

VELOCETTE MCC (08) 262 4868

**VETERAN/VINTAGE MCC OF
NORTHERN YORKE PENIN.**
(088) 21 1407

VETERAN & VINTAGE MCC
(08) 384 5632

VIETNAM VETERANS MCC SA
(08) 271 8893 (08) 276 7088

VINCENT OWNERS MCC
(08) 356 9878

WIMA MCC OF SA
Carmel (08) 365 4384

WHYALLA S/W
PO Box 200 Whyalla 5600
(086) 459 997

YAMAHA OWNERS MCC
(08) 340 5228 (08) 337 8992

**YORKE PENINSULA VETERAN,
VINTAGE AND CLASSIC MCC**
(088) 52 1725

Z OWNERS CLUB OF SA
PO Box 504 Magill 5072
(08) 389 6443

This is as complete a listing of SA motorcycle clubs and organisations as we could compile. Clubs should advise of preferred information and of any corrections. As space permits more will be added. Thanks to Tom Griffin for the original compilation.

1995 TOY RUN SUPPORTERS

1996 TOY RUN SUPPORTER



Delco Australia Pty. Ltd.
ACN 007 793 937



**HOMESTEAD
AWARD WINNING
HOMES**

wreckair hire

WORKING HARDER FOR YOU

**WEST END
MEATS**

SPD TRANSPORT

MIKUNI carburettors, jets,
manifolds
spares, adaptors

KEIHIN jets, needles, spares

K & N air filters

IAN WILLIAMS TUNING

12 STARR AVENUE, NORTH PLYMPTON

PHONE: (08) 376 1184

FAX: (08) 376 0674

LAURIE

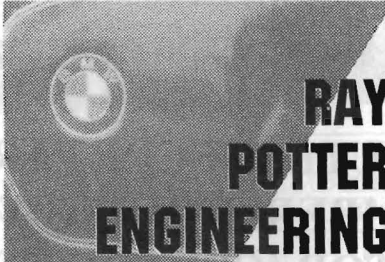
HEPWORTH

ACELEC

**MOTORCYCLE ELECTRICAL
SPECIALIST**
28 BOSKENNA AVE., NORWOOD 5067

PHONE

(08) 362 2263



**RAY
POTTER
ENGINEERING**

Time-ups
Electrical
Rebuilds
Recovery
Welding

SERVICE & REPAIRS
TO R SERIES
BMW MOTORCYCLES

4 BROUGHAM DRIVE
VALLEY VIEW SA 5093
PH: (08) 8263 1538
MOBILE: 019 678 416

**SYKES BIDSTRUP
BARRISTERS & SOLICITORS**

ALL FIELD OF LAW INCLUDING:

- * ACCIDENT INJURY CLAIMS
- * CRIMINAL LAW
- * FAMILY LAW

77 ANGAS STREET
ADELAIDE SA 5000

223 4172

MOTORCYCLE RIDERS ASSOCIATION OF SA INC.

ANNUAL GENERAL MEETING



**TO BE HELD AT THE
GOVERNOR HINDMARSH HOTEL
ON MONDAY SEPTEMBER 23RD AT 8.00 PM**

We will be holding a short General Meeting, and then the AGM to elect the office holders of the Association for 1996/7, after which a light supper will be served. Members and friends welcome.

Dave Anderson of Anderson Motorcycles has kindly agreed to come and demonstrate his computer wheel balancing equipment prior to the meeting.

All financial members of the Association are eligible to stand for election to one or more of the positions within the MRA.

All positions will be declared vacant and nominations are to be presented to the Secretary prior to the start of the meeting.

PRESIDENT	MINUTES SECRETARY
TREASURER	MEMBERSHIP SEC'Y
VICE PRESIDENT	EDITOR 'CENTRESTAND'
SECRETARY	PUBLICITY OFFICER
MEMBERSHIP SECRETARY	ROAD SAFETY OFFICER
REGISTER LIAISON OFFICER	
GENERAL COMMITTEE REPRESENTATIVES (8)	

Paul Morgan Secretary