

CENTRE STAND

JUNE 1997



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

INSIDE :

TREASURER'S REPORT

LETTERS

RALLY ROUNDUP

INTERNATIONAL MOTORCYCLISTS PUBLIC POLICY CONFERENCE

ABS

POKER RUN REPORT

CLUBS LISTING

ROADCRAFT DAY

GREAT ESCAPE RALLY REPORT

MEMBERSHIP REPORT

Let those who ride decide.

In the heart of the city!

PETER STEVENS
MOTOR CYCLES



tel (08) 8212 1494

221 Franklin St, Adelaide City

Franklin St

Here!

Morphett St

GPO

King William



Western Underwriters

INSURANCE LIMITED INC. in W.A.

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

8213 9299

MIKUNI

carburettors, jets,
manifolds
spares, adaptors

KEIHIN

jets, needles, spares

K & N

air filters

IAN WILLIAMS TUNING

12 STARR AVENUE, NORTH PLYMPTON

PHONE: (08) 8376 1184

FAX: (08) 8376 0674

SYKES BIDSTRUP
BARRISTERS & SOLICITORS

ALL FIELD OF LAW INCLUDING:

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

77 ANGAS STREET
ADELAIDE SA 5000

8223 4172

*SUPPORT OUR
ADVERTISERS*

FIBREGLASS
Replico
MOTORCYCLE PRODUCTS 8323 8865

235 Main Road, McLaren Vale, S.A. 5171

Phone: (08) 8323 8865, (08) 8323 8854

Fax: (08) 8323 8553

THE BIKE FACTORY

The Ducati Specialists Established since 1975



Ducati Sales and Service

- ❖ C.O.D. Spares Australia Wide
- ❖ Full Workshop Facilities
- ❖ Spares, Accessories & Clothing for Ducati
- ❖ And we Service and Repair European and Japanese motorcycles

174 Gouger St., Adelaide, SA 5000
Ph. (08) 8231 2301 Ph/Fax (08) 8212 608



M.R.A.
MOTORCYCLE RIDERS
ASSOCIATION INC.

VOL. 13 NO.3
JUNE 1997

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 :

Back on the road as it should be.

Photo by Harald Lindemann

PUBLICATION : Quarterly -
March, June, September, December

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

* Two-Second Rule : See page 5.

COMMITTEE MEMBERS 1996 - 1997

<i>President</i>	<i>Harald Lindemann</i>	<i>(08) 8260 4461</i>
<i>Vice President</i>	<i>David Povey</i>	<i>(08) 8264 4453</i>
<i>Secretary</i>	<i>Paul Morgan</i>	<i>(08) 8346 0663</i>
	<i>Fax:</i>	<i>(08) 8340 0075</i>
<i>Treasurer</i>	<i>Ian 'Milo' Marlow</i>	<i>(08) 8268 3654</i>
<i>Centrestand Editor</i>	<i>Harald Lindemann</i>	<i>(08) 8260 4461</i>
<i>Memberships</i>	<i>Adrian Gibbs</i>	<i>(08) 8345 4766</i>
<i>Road Safety</i>	<i>Rob Wells</i>	<i>(015) 976 947</i>
<i>Publicity</i>	<i>Aiden Hanafin</i>	<i>(08) 8346 4071</i>
<i>Minutes Secretary</i>	<i>Robyn Gaden</i>	<i>(08) 8396 3742</i>
<i>Register Liaison</i>	<i>Steve Tyler</i>	<i>(08) 8261 7971</i>
<i>Stock Control</i>	<i>Dave Vaselli</i>	<i>(08) 8349 5992</i>
<i>Run Coordinator</i>	<i>David Povey</i>	<i>(08) 8264 4453</i>
<i>4Bs Coordinator</i>	<i>Greg Janzow</i>	<i>(08) 8346 8068</i>

MID-NORTH REGISTER COMMITTEE MEMBERS

<i>President</i>	<i>Stuart 'Toot' Bunnett</i>	<i>(08) 836 3689</i>
<i>Vice President</i>	<i>Jackie O'Reilly</i>	<i>(08) 868 4245</i>
<i>Secretary</i>	<i>Greg Stevens</i>	<i>(08) 865 2120</i>
<i>Treasurer</i>	<i>Barry Stoneman</i>	<i>(08) 825 3065</i>

POSTAL ADDRESS : PO BOX 37 SNOWTOWN SA 5520

SOUTH-EAST REGISTER CTTEE MEMBERS

<i>President</i>	<i>Alan Masters</i>	<i>(087) 33 2792</i>
<i>Vice President</i>	<i>Bill Eales</i>	<i>(087) 35 4287</i>
<i>Secretary</i>	<i>Vicki Eales</i>	<i>(087) 35 4287</i>
<i>Treasurer/Stock Control</i>	<i>Ellen Koennecke</i>	<i>(087) 65 1030</i>
<i>4B's</i>	<i>Andrew 'Crazi' Butler</i>	<i>(087) 33 3678</i>
<i>Rally Coordinator</i>	<i>Alan Masters</i>	<i>(087) 33 2792</i>
<i>Public Relations & Publicity Officer</i>	<i>Frank Koennecke</i>	<i>(087) 651 030</i>
<i>Assistant PR & PO</i>	<i>Erika Masters</i>	<i>(087) 33 2792</i>

POSTAL ADDRESS : PO BOX 909 MILLICENT SA 5280

EDITORIAL

Warning lights on vehicles - we have indicator lights, brake lights, high beam, low beam, tail lights (and rear window lights and number plate lights for cars). Researchers at the University of Queensland are doing research into a warning light to combat tailgating. The theory is that when the vehicle behind gets too close (Remember the Two-Second Rule?*) the light flashes a warning. This is a laudable goal (at a cost of course), just make it small enough to fit on a bike. Score one for road safety. But that's not the end of the story. They are also working on a unit which can be attached to speed cameras to catch drivers who ignore the Rule. It's news to me that the Rule was Law but as the research is funded by the Queensland Motor Accident Insurance Commission it is not hard to find an ulterior motive. There is also an opening here for another government fundraiser disguised as a road safety initiative. Call me cynical, but this one definitely sounds Trojan to me.

Ride Safe Harald

MRA SA NOTES**VOLUMES OF ISSUES**

You may have noticed the correction of the Volume number in the page 2 headliner. Due to an error made last year (which no one picked up I might add) we continued Volume 11 of the Centrestand from 1995 through 1996. This issue corrects that error and we are on track with this issue being Volume 13 Number 3. Glad I got that right. (*Please Note : 13 years of Centrestand. Ed*)

INTERNATIONAL CONFERENCE

Earlier this year the MRA SA, with other AMC members, shared in the funding of a delegate to the International Motorcyclists Public Policy Conference held in Luxembourg in April. The delegate was Christina van Rooyen from Tassie and currently Editor of the AMC Bulletin. See page 12 for a detailed report on the conference.

INTERNATIONAL CORRESPONDENCE

Commiserations to member Roger Horne from Lewiston. He recently went for a holiday in Europe and while on a stop over in Rome was knocked over by a Vespa motor scooter and broke his leg. All I can say is you really gotta be trying.

NEW LIFE MEMBERS

At the AGM the MRA will be honouring our new Life Members by the presentation of their Life Member awards. They are Paul Morgan, Les Dicker and Harald Lindemann. We will also be taking a trip down to the South East Register later in the month to present Vicki Eales with her award. Life Membership is conferred by the MRA Committee after nominations are made and consideration is given to long and exemplary service to the MRA by the individual nominated. Come along and enjoy a special evening with us in Sept.

SOME STATS

Number of bike licences current as at March 1997:

Open Class	136,202
250cc limit	16,029
Total	152,231

THE PROFF READERS LAMENT

*I have a spelling chequer
It came with my pee see.
It plane lee cheques four my revue
Miss staeks aye can knot sea.*

*Eye ran this poem threw it
I'm shore yore pleased two no
Each frays their inn's a spar cling joule
My checker tolled me sew.*

*To rite with care is quite a feet
Of witch won should bee prow-ed.
And wee mussed right the best wee can
Sow floors are knot aloud.*

*Owe ewe can sea why aye now torque
In prays of my pee see.
Ewes its soft wear awl the thyme
Yule bee grate full just like me.*

ACCIDENT PRONE?

It is interesting to note that the favoured activities of our Committee members also include going horizontal with their bikes. Rob, our Road Safety Officer no less, started the trend by doing a bit of scratching around Coffs Harbour while on holiday. The scratch extended down the side of the Kwaka ZZR600. John was next dropping his new BMW R1100RT in the sand heading into the Parilla Rally and it now sports matching duct tape to hold on the \$600 mirror. Uncle Pervie did a neat trick while on tour dodging semis and sliding off the shoulder on his less than three months old ZZR600. We already know about Jeff and Trixie Mark I and the mountain (see last issue and p.14 this issue). David, always one to join in dropped the Kawasaki VN800. It's a good thing that he finally agreed with us that insurance was worth while. Our President also had to join in by locking brakes in the wet and scratching an Audi with the fairing of the BMW R80RT. And yes, the fairing was scratched too, well and truly out of the race. We are all back on the road and taking the the advice of the Hill St. sergent, "Now, you all be careful out there".

ON THE CLUB SCENE

The Clubs listing on page 17 has been updated. Thanks to Tom Griffin for doing the work. If any club wishes to be included or wants to change or correct their entry please drop Centrestand a line.

**A MESSAGE FROM THE EDITOR**

This is my annual appeal to members to send me material for input in the Centrestand. That is, letters, photos, gossip, snippets of information of interest, complaints etc. I will include anything that I can fit in, not always in the next issue and reserve the right to edit all editorial for grammar, length and language. I am particularly looking for your letters and photos. I am always short of decent photos for the front cover. Write your name and address on the back of the photo and I will return them as soon as I have finished with them.

I will be starting a new column in the September issue called **On My Bike**. Send in a photo of yourself with your bike, candid is better than posed, with a 300 - 400 word story about you and your bike. The story can include how you got together, why you like/hate it, what you do together, where you go, personal habits etc. As a bribe, for anyone not a Committee Member, I will send you a MRA T-shirt (your size if you tell me) if I print your story. What could be fairer than that?

THE TWO-SECOND RULE

For the uninitiated, the Two-Second Rule is a rule of thumb which will allow the rider (or driver) of a vehicle to keep a safe distance behind another vehicle travelling at the same speed.

Given that eye and brain and brain and hand/foot coordination is never instantaneous, between three quarters and a second reaction time is not unusual in braking or taking other evasive action when necessary. Staying two seconds behind gives you a safe chance of avoiding a close encounter of the worst kind. This is more important on a bike for obvious reasons.

Here's how it works - you, the rider (driver) of the following vehicle watches the leading vehicle pass a given point, usually a designated piece of street furniture (not another moving vehicle), and slowly recites the litany "Only a Fool Breaks the Two-Second Rule". This should take about two seconds and if you are riding safely you should pass the given point when you are saying "Rule". Passing it any sooner and you are not giving yourself enough room for seeing, understanding and reacting appropriately to any unexpected situation.

BOLTONS

*"The
Motorcycle
People"*



Kawasaki
Motorcycles

NEW & USED

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

Ph: **8234 2050**
Fax: 8234 9292

 Geo Bolton & Associates Pty. Ltd.

TREASURER'S REPORT**GENERAL ACCOUNT 28/01/97 - 24/3/97****OPENING BALANCE \$ 9 121.18****INCOME:**

Membership	543.00
Sale of Stock	13.00
Centrestand Advertising	445.00
1997 Toy Run Beverage Commission	1 858.44
Terry Harding Toy Run Memorial Fund	475.55

\$ 3 334.99**EXPENDITURE**

Stationery - Envelopes	15.70
Stationery - Computer Mailing Labels	52.00
Marshals vests	100.00
AMP Quarterly Insurance	133.42
Commission Centrestand Advertising	246.00
Committee Badges include. Artwork	185.00
Australia Post Postage	233.34
Cash Float Riverland Run	400.00
Porta Potties (for rally)	260.60
Bank Charges GDT/FID	-9.00

\$ 1 635.06**CLOSING BALANCE \$10 821.11****Ian Marlow Treasurer 24/3/97****STOLEN BIKE**

YAMAHA YZ 250 1994 Stolen 2nd May 1997

Distinguishing Features :

stock black exhaust, white VSO guards
purple flash racing graphics,
purple kevlar Yamaha seat,

Ring Jan (08) 8322 6276 if you have any
information.

PAGE 6

GENERAL ACCOUNT 25/3/97 - 26/5/97**OPENING BALANCE \$10 821.11****INCOME**

Membership	284.00
Sale of Stock	36.00
Sale of Stock Riverland Run	92.00
Centrestand Advertising	640.00
1997 Toy Run Sponsorship	1 000.00
1997 Toy Run Payments	700.00
Poker Run Proceeds	45.00

\$ 2 797.00**EXPENDITURE**

Telstra Services & Equipment	77.40
Calls & Charges	53.99
Australia Post PO Box Rental	120.00
Freepost Collection	14.24
Membership Postage	90.00
Centrestand Computer	2 404.89
AMP Insurance	144.31
Membership Cards Printing	96.38
March Centrestand Printing	550.00
Answering Machine	89.90
Facsimile Machine	391.00
Great Escape Rally Float	1 140.00
AMC Luxembourg Conference	830.00
Life Member Plaques 10 of	280.00
Bank Charges GDT/FID	13.15

\$ 6 295.26**CLOSING BALANCE \$ 7 322.85****Ian Marlow Treasurer 26/5/97****SKIRMISH WAR GAMES**

The BMW Club of SA Inc are trying to organise a weekend in late Oct./early Dec. An invitation is open to all motorcyclists. Cost will be about \$45 and accommodation can be arranged. Contact Tom Griffin on Phone/Fax 08 8269 6741 AH or 018 824 665 if your club is interested.

TOY RUN REPORT

The following people have been elected to the 1997 Toy Run Committee :

Paul Morgan	Convenor
Harald Lindemann	Sponsorship/Catering Off.
David Povey	Marshall Coordinator
Rob Wells	Entertainment Officer
Brenton Mattiaske	Site Coordinator
David Vaselli	Quartermaster
Robyn Gady	Minutes Secretary

The position of Catering Officer is up for grabs with Harald looking after it for now. Anyone interested in the organisation of the food and drinks for the Toy Run should ring Paul Morgan.

The Committee met with the Mount Barker Council and I hope that the problems that were experienced with bike parking will be resolved this year, with only bikes and official cars allowed to park on the oval. We will also be arranging bike parking on the top oval and for a separate exit point for those riders who want to deliver and run.

As you might be aware, the traditional leaving point at the Glenelg Car park will no longer be available due to the redevelopment of the Glenelg foreshore. We had a meeting with the police concerning a staging area. They have suggested that Anzac Highway, from Brighton Road to Morphett Road be used to assemble the bikes. This part of the road would be closed to all traffic except bikes and would facilitate a much smoother departure. Due to the length of the road between the two points, this could involve the use of more Marshal. If you would like to become a marshal or would like more information on the duties of a marshal, contact David Povey on 8265 5388.

There will be one way traffic only when we turn off the freeway on to Mount Barker Road. The Mount Barker Council will still have to approve this, but I think that this will just be a formality as this was suggested by the police.

Paul Morgan 1998 Toy Run Coordinator

MEMBERSHIP REPORT by Adrian Gibbs

Things are pretty quiet at the moment as far as membership goes. The good news is, 71 new members have joined us over the past year. The bad news is that 84 members have decided not to renew their membership. A quick number crunch and you will realise that we have 13 less members than we did at this time last year. Obviously this negative figure is not preferred, BUT if you consider that our membership number is at approximately 360, the 13 members we have lost only represents 3.6% of our total membership. Compare this figure to our membership turn over, which is about 20 to 25 % per year and if viewed optimistically you can see how easily our negative membership can become a positive increase in our number of members. SO how do we turn the trend? Well I've decided to give a bonus to any member who introduces 3 new people to the M.R.A this year. There will be free cocktail sausages and spring rolls at the Christmas breakup at the Governor Hindmarsh Hotel for any member who fills this quota.

I would like to welcome all our new members.

Arron Dark	Peter Miles
Chris Foord	Michael Basley
Christopher Jurjevic	Telene Giles
Paul Gibbs	

Welcome one and all to the M.R.A. S.A

Til next time,

Adrian Gibbs.

STRADDLE A SADDLE 97

On August 2nd & 3rd 1997, the Riding for the Disabled Association (RDA) will conduct a major national "event" to set a world record for the number bums in saddles over a 24 hour period and to raise \$1,000,000 for future projects.

Anything that will carry a saddle can be included in the count (ie horses, bicycles, motorcycles, fences etc), so if you or your club are interested in taking part contact RDA on (08) 8234 5952, send a fax (03) 9376 6698 or freecall 1800 355 070 for more information.

4Bs REPORT**Greg Janzow**

Good things have been happening with the 4Bs recently.

For the second time in a matter of weeks I went to the RAH to find no one to visit! A rare and welcome occurrence. It has only happened 4 or 5 times since I've been visiting there and according to Adrian Gibbs the QEHL has remained quiet too. Dare I suggest that maybe our fraternity and fellow-road users are finally getting used to each other? Or is it that motorcyclists are hibernating for the chilly season?

Last April marked the 10th anniversary of my work with the 4Bs and I must say that it has been one of the most positive things that I have done. Very Interesting and rewarding indeed; I've learned a lot about the RAH, its temporary tenants and the great work done by the staff there and it has been my pleasure to be associated with some of the nicest people one could hope to meet!

I would like to welcome Phil Crompton to our fold. He is visiting the hospital in Whyalla on our behalf, adding another country service to that of the South East and Port Pirie. We can thank Adrian for his encouragement in getting the arrangement going. Good one fellas!

Congratulations to 4Bs members Andrew King and Joanne Philp on their engagement a couple of months back. The date hasn't been set yet, but the engagement party was a beaut. I hope that while falling head over heels for each other they still find time to continue the terrific job they do in supporting the 4Bs at the RAH and other places. Thanks for the BBQ to kids, it was fun.

At the time of writing Gary and Rosemary are away having a long trip on their bike. They are very busy folk and deserve the break. Talking of holidays; Sammi is still on long service leave, lucky girl! I hope that we will see more of her when the batteries are recharged.

And now for the best news - I got my new GTR! Whoopee!!
Cheers Greg
(PS 4Bs meet at the Flagstaff Hotel, Franklin Street, City, first Thursday of the month)

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 August 14

WHY DO WE RIDE MOTORBIKES??

What is it that is so great about motorbikes that we continue to ride them, buy them, polish them and loudly sing their praises against all opposition? Everyone has their own reasons. Pay attention lads and lasses, maybe one of these is yours. A variety of motorcyclists was recently surveyed and came up with the following :

- You can ride motorbikes at any old time.
- You can share a motorbike with friends.
- Motorbikes don't care how many other motorbikes you have ridden.
- Motorbikes don't care how many other motorbikes you have.
- When riding you and your motorbike get there at the same time.
- Motorbikes don't care if you buy motorbike magazines.
- Motorbikes don't have parents.
- Your mother won't stay in touch with your old motorbike.
- Motorbikes don't have headaches.
- Motorbikes don't insult you if you're a lousy rider.
- Your motorbike never wants a night out with other motorbikes.
- You don't have to have a shower before you ride your motorbike.
- Motorbikes don't care if you are late.
- You can ride your motorbike as long as you like and it won't get sore.
- You can stop riding your motorbike as soon as you want and it won't get frustrated.
- Motorbikes don't whine unless something is really wrong.
- If your motorbike gets flat you can fix it.
- If your motorbike gets too loose you can tighten it.
- You can talk openly about what a great ride you had on your motorbike.
- If your motorbike doesn't look good you can paint it.
- A real friend will always lend you his/hers.

ROAD SAFETY REPORT**Rob Wells**

After some thought on matters of road safety I have arranged for the MRA to participate in a ROADCRAFT course. What is ROADCRAFT? ROADCRAFT is a motorcycle training course run by the Ridersafe Instructors Association with the aim of improving the skill and knowledge level of motorcycle riders who never had the opportunity to participate in the Ridersafe Learners Program. This course is open to anyone who rides a motorbike regardless of age and experience. **THIS IS NOT A RACE COURSE**, it is designed to improve your day to day road riding skills.

Theory Night 6th August - Held at Oaklands Driver Training centre, roughly 3 hours discussion on general and specific techniques covering cornering, braking, obstacles avoidance etc. There will also be videos on some of the topics discussed as well as an outline of what will be happening on Sunday at the track.

Training Day 10th August - Held at Mallala Motorsport park, riders are separated into eight groups. Each group spends half an hour on each activity including emergency braking, slow riding, braking in a corner and maintenance. The Training Day lasts eight hours and includes free time to ride around the track. You do not have to do any activity with which you feel uncomfortable.

How to Book

Send \$45.00 (this includes lunch on Sunday) to the MRA. **WE NEED TO KNOW YOUR** - Name, Address, Phone Number, Make/Model & Capacity of your motorcycle (This is to place you in groups of similar size/capacity of bike). All bookings will be confirmed.

Note : this course is not limited to MRA members, so bring a friend if you want to, but remember - 40 places only, so first come, first served.

Safe riding and I hope to see you on the course.

POKER RUN**Harald Lindemann**

Sunday 18th of May and the day dawned overcast, grey and wet. So, on with the wetties and down to the Gov before 10 to meet with the diehards. Who would be there? Well, the Whale was there, so were Uncle Pervie and Jeff and Robyn, Milo, Aidan and about 14 bikes in all. We all drew a card as it started to drizzle and as it went on to gently rain we headed off up Port Road towards the city.

By the time we were halfway up North Terrace my gloves were soaking through and so was my left boot. We headed up Magill Road and there hit the Norton Summit Road in the pouring rain to Lobethal and on to Balhannah where a pit stop was scheduled for coffee and sustenance.

By now my gloves were soaking and my boots were wet inside, my waxed cotton trousers were leaking and my marvellous BMW Systems helmet wouldn't stop fogging up so I had to ride with the visor open, so my balaclava was wet and my face was frozen. Not a good start. Just before we left the Gov Rob was heard to note that at least with the rain there won't be any fog in the hills - well it was iether fog or very light rain that we were riding through. When you can't see more than 10 metres ahead then it doesn't really matter which.

By the time we got through Littlehampton and the Bugle Ranges the rain wasn't so heavy and heading down past Meadows and the Kyeema National Park it was a bit clearer. By the time we got to Willunga however we knew not to take on false hopes as the rain was now on and off, but by the time we arrived at the pub the sun decided to come out and greet us - Good joke Sol!

The publican had put on a good deal for us and set up a 'Wet Folks On Bikes Menu' just for us. All the minor discomforts of the ride were forgotten as we prepared ourselves for lunch. The main course cost \$10 with a choice of steak, chicken and fish with salad or vegies and it certainly was a good old country pub lunch, with the rump steak overflowing the plate at both ends.

The day ended as it always does with no incidents to remember except one small example of dirt riding by a member who ran out of bend coming around a corner and one member whose bike fell over in the hotel car park. So we all wended our individual ways home knowing that we would be there again next time.

Oh, Rob won the poker hand, Dave had his lunch paid for and someone else got some petrol money. This was the first time we can remember that Pervie didn't win anything.

See You next Run!

INT. MOTORCYCLISTS PUBLIC POLICY CONFERENCE 25-27 APRIL 1997

The conference was organised by the *FIM (Federation of European Motorcyclist)*, the worldwide motorcycling sports body, in conjunction with *FEM (Federation of European Motorcyclists)* and *EMA (European Motorcyclists Association)*. Over 90 representatives from riders rights groups in 14 countries met to share their experiences. From Australia were Kristina Van Rooyen of the *AMC (Australian Motorcycle Council)*, Jim Cutts from *MRAA (Motorcycle Riders Association of Australia)* and Greg Hirst from *NSW MCC (New South Wales Motorcycle Council)*.

The FIM's stated goals of the conference were to :

1. bring together leaders from organisations working to protect motorcyclists' rights in the varied political arenas around the world,
2. establish common ground for meaningful cooperation and communication,
3. explore future possibilities of broader, membership based meetings,
4. strengthen the motorcycle movement by forming a true coalition based on promoting motorcyclists' interests and protecting their rights into the 21st Century.

The President of FIM, Francesco Zerbi, spoke in his opening address of the hope that the conference would be the 'beginning of a stronger, more informed, better coordinated community of rider organisations from around the world ... The future of motorcycling as we know it,' he said, 'may well depend on how well we can work towards common goals.'

Conference speakers addressed a wide range of topics of relevance to riders' rights lobbyists everywhere. In his speech, Tim Hoelter, President of *IMMA (International Motorcycle Manufacturers Association)* spoke on 'Living with a Global market, Its Effects on the Rider'. The conference was warned that the formation of worldwide standards and legislation for motorcycles is inevitable and welcome to manufacturers, as it will reduce costs. He explained that *Global Harmonisation* should be viewed by lobby groups as a positive thing and a fact of life. He stressed that motorcyclists are in a minority and manufacturers do not have political strength. Rider activist groups can muster votes and attract attention, but are under funded and fragmented in some regions. He emphasised that we must work together to form a united front to deal with the inevitability of global harmonisation; IMMA has taken the first step with a meeting with FIM and urged participants to realise that what we have in common is too great to be harmed by petty differences.

"It is important for riders rights groups to explain, explain and explain motorcycling to the legislators."

Rider groups were given the opportunity to talk to the conference about their own concerns. Simon Milward of the FEM told of their work with the Multi-Directive, outlined their lobby actions, the formation of coalition with other consumer groups and their new special consultancy status with the UN. The FEM is made up of 18 affiliates and is conducting very dynamic and effective lobby efforts within the European Parliament.

On the US experience, Rob Dingman of the *AMA (American Motorcyclist Association)* and Wayne Curtin of the *MRF (Motorcycle Riders Foundation)* spoke about their groups' efforts in their country. Rob Dingman said that political activity is the main reason why people join their organisation and Wayne Curtin explained that in the US helmet laws are used by lobby groups as a tool to keep government attention away from other potential motorcycle issues.

Greg Hirst from the NSW MCC told the conference of the recent Lights-On victory in Australia. He warned that there was no formula for winning any campaign, but there is simply a process to be participated in.

Dr Stefan Schepers of European Public Policy Advisers, Brussels, gave an excellent presentation on 'What to Expect in the Future: A European Consultants Perspective'. Mr Schepers is a professional lobbyist who does not believe that the members of the European Commission are anti-bike; some are,

but most are just ignorant of motorcycling. Legislators try to balance the interests and views of many lobbies and it is our job to educate them if motorcycling is to be introduced in public policy.

Dr Schepers stated that the key objective of the European Union is to create a single market and explained how the system really works and where we should be concentrating our efforts. He stressed that early actions make the lobbyists' job much easier and riders rights organisations need to find out those things which are not usually made available to the public by making contacts on the 'inside' and learning to seek alliances. He gave an explanation of the possible threats motorcycling will face in the future and his suggested action plan. It is important for riders rights groups to explain, explain and explain motorcycling to the legislators.

David French of *MAG Ireland* presented a very useful session on the Internet and Email and how riders rights groups can best utilise the latest technology while avoiding

the pitfalls. Email is of proven benefit to riders rights and well suited to a very widely distributed, mainly volunteer, consumer interest group with a need for cheap communication.

The final formal talk was presented by Geoff Wilson, President CTC/FIM, Chief Executive *Auto-Cycle Union* and director Tourism Affairs, *BMF (British Motorcycle Federation)*. He focused on the topic of 'Using Motorcycle Touring and Mobility to advance Public Policy' and posed the intriguing question of how to mobilise riders in favour of riders rights without their realising it. He asserted that motorcycling activity comes first and public policy follows and that motorcycling must be accepted as a 'normal' activity in itself, no more dangerous than other activities such as horse riding or skiing. Despite the fact that there are not many calls for the banning of the latter activities, motorcycling is seen as dispensable.

We need to present our reasons for riding, said Mr Wilson, so that others can understand why we are fighting for the rights of motorcyclists. Facts however, were not the major consideration, perceptions were. We need to present substantial reasons to link motorcycle riding and public policy. Despite the fact that motorcycle based tourism makes up 6% of the tourism dollar in the EU, there is no mention of motorcycling in any tourism policies and we need to educate the public that motorcycle touring can be part of greater tourism policy.

In the final part of the conference there was an opportunity for discussion about 'Opportunities for the Future : A Discussion on How we Can Move Forward together'. Groups were reminded of the importance of pro-active, rather than reactive lobbying and the need to find out what legislators' agendas are. Simon Milward explained the FEM's proposed international issues Directory which aims to avoid duplication of research and made an offer to the US and Australia to take on the same consultative role in the UN as the FEM has already secured.

There was support from all quarters for a coordinated international effort, with a proposal widely agreed upon by the representatives and the FIM for an international conference to be held again in two year's time, possibly on the West Coast of the US. Niel Liversidge of *MAG UK* reminded the conference that it was the motorcyclists on the streets which made it possible for the conference to take place and he/she should not be forgotten. Any law, said a US rep, can be repealed; a bad law passed shouldn't make us downhearted, it should make us angry.

"A bad law passed shouldn't make us downhearted, it should make us angry."

Although no formal international riders rights group was formed in Luxembourg, the positive spirit which was evident with all the participants at the conference signalled a very constructive future for international motorcycle lobbying. Delegates agreed that meeting face-to-face with other lobbyists is invaluable, achieving far more than electronic communication, no matter how frequent, ever could in giving a broadened view of the problems and experiences of other regions and an understanding of the importance of communicating and sharing information, ideas and successes with each other. The most telling realisation of the weekend was that of our shared commonality. We all have too much to lose to allow superficial differences to get in the way. There was undoubted support for the need to work together for our common interest in the future of motorcycling. The final word came from Ghandi, via Eric Thiollier of FFMC (France): "Because it is hard, we will do it."

I am very grateful for the opportunity to travel to Luxembourg and attend this conference on behalf of the AMC. I believe that it was important for the AMC to have a presence there and that the outcomes of the weekend will be of benefit to local, national and international motorcycle lobby efforts. I wish to thank the member groups for their financial support, without which our attendance would not have been possible and also Peter Deighan and Hal Caston for their efforts in making the trip possible and for their support and encouragement.

FEDERATION OF EUROPEAN MOTORCYCLISTS (FEM)

Their work can be divided into three broad groups:

1. The Euro Standard Motorcycle - Type Approval

A single standard for motorcycles sold in Europe. FEM supports the single market concept, but opposes restrictive criteria which has become part of the concept :

- noise limits, anti-tampering measures (maintain freedom to tune and customise), pollution limits (supports a cost/benefit approach), 100 bhp limit, model approved tyres (defend freedom of choice and competition), trailer restrictions, small producers (the standard model works in favour of the large producers).
- works in the European Parliament, friendly contacts in the European Commission, coordinates lobbying by riders, holds protest rides, media stunts and practice demos, develops relationship with European motorcycle manufacturers, establishes coalitions and joint campaigns with other road users, gained special consultative status with the UN

continued on page 13

A.B.S**David Povey**

ABS Braking is the major recent advance in motorcycle design. ABS literally means "Anti-Block System". This system is mainly designed to control the hydraulic pressure in the braking system to prevent any wheel from locking when braking. By stopping the wheels from locking the ABS system keeps the bike stable and transmits the most braking effect to the road as possible.

How quickly the bike actually stops is dependent on the amount of traction available. This is determined by the surface condition ie wet, oily, gravel etc and the tyre condition.

The system is controlled by an ECU (usually called the computer) which manages and senses the entire system. The ECU has microprocessors which process the signals from the different sensors on the bike. The sensors on the back of the brake disc on the wheel relay information about the wheel speed and deceleration.

If either wheel approaches lock up or decelerates quicker than the maximum predetermined rate which is programmed into the ECU, the pressure modulator will reduce or dump the pressure in that line. If the wheel then accelerates quickly the brake pressure is reapplied to the caliper. The pressure can be increased and decreased up to seven times a second. The brake fluid is not lost externally but is recirculated within the system.

When the ignition is switched on and the motor started the ECU is put on standby. When the bike moves off the ECU does a check on the system (This can be audible on some systems) and if all is well then the warning light goes off. If a fault is found the ABS is not activated and only normal braking is operational. A warning light will alert the rider that there is a fault in the ABS system.

The ABS system is simple yet complex and as such only qualified technicians should carry out any inspection or work on the system.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Motorcycle Riders Association of South Australia Inc. will be held on Monday 29 September 1997 at 8.00 pm at the Governor Hindmarsh Hotel, Port Road, Hindmarsh.

All the positions of the Association listed below will be declared vacant and the 1997-1998 Committee will be elected.

President	Membership Secretary
Vice President	Minutes Secretary
Treasurer	Editor 'Centrestand'
Secretary	Stock Control Officer
Publicity Officer	Road Safety Officer
Register Liaison Officer	
General Committee Representatives (8)	

All financial members of the MRA SA Inc. are eligible to stand for election to one or more of the above positions. Nominations should be in writing to the Secretary of the Association prior to the beginning of the AGM.

At this meeting new Life Memberships will be conferred and 10 Year Members will receive their badges.

All members are invited to attend the meeting. Buy your own drinks and some hot and cold snacks will be provided for after the meeting

PAUL MORGAN
SECRETARY

10 YEAR MEMBERSHIP

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.

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

LETTERS**LASER GUN RULES**

Below is the text of a letter sent by a member of the MRA to the Police Complaints Authority. He says to us "I honestly feel there was discrimination on the part of the police and they very well knew who was speeding. I will let you know the outcome of my complaint - if there is any. I'd like our sister and brother bike riders to know of this dastardly instrument called "the Laser Speed Detection Gun" and the discriminatory way in which it is used".

Dear Sir/Madam

Last night I was riding my motorcycle (a 1983 Honda CM250 Commuter machine) on the inside lane of Hackney Road at what I felt was the speed limit when I was overtaken by a late model dark coloured car which continued to pull away from me.

Suddenly about 400 metres ahead, police blue flashin lights appeared. The dark car ahead of me started to pull over and I followed suit thinking this was an RBT event.

I was surprised when the police officer signalled the car driver to continue on and for me to stop. Then I noticed the laser speed detection gun on a tripod. The police officer enquired as to why I was speeding, to which I replied that I did not think that I was. he then invited me to inspect the printout on the laser gun which showed '74' at a distance of '300 odd' metres. I asked "What speed was the dark car doing?" To which he replied, "About 65 kph." and insisted that the 74 was my speed.

The engine of my low capacity commuter motorcycle is fairly well buzzing at any speed above 60 kph and I would surely have known if I was exceeding the speed limit. I feel victimised and hurt that I have been selected to pay the penalty for someone else's misdemeanor.

Please note: I do not wish to dispute the expiation notice as I stand no chance of winning my claim. However, I wish to indicate that a speed detection device which does not clearly show which vehicle is in breach relies on the operator's fallability or infallability. I also note that on my Expiation Notice, the 'issuing officer' and the 'corroborating officer' have the same ID number.

C.A. Brown

END OF WORLDS END

Dear Sir,

I write this letter to inform the MRA (SA) that the "Worlds End Rally" at Warrens Gorge in Quorn, organised by the Motorcycle Touring Club and the Worlds End Rally Organisers Inc. will no longer be held.

Due to a lack of funds and the ever changing landscape of the Warrens Gorge where the creek water has been rising every year, has made the tracks in and out unsafe for bikes. Therefore, we cannot hold our rally at this site any more.

Over the years we have appreciated your support and would like to thank everyone who has attended the rally.

If anyone requires past badges for replacement, please ring Ray on (08) 8377 1163 as those left will be destroyed.

Ray D'Iorio Secretary MTC SA, WERO

Continued from page 11

2. Other Motorcycling Legislation

- Legal protection of designs, end of life vehicles, European clothing standards, leg protectors and airbags, distribution (parallel imports).

3. Safety

- Safety training for beginners, driving licences, road-worthiness testing, road pricing (transport tax harmonisation), spray suppression, crash barrier hazards, truck hazards.

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>	
Bolton's Kawasaki	8234 2050	p. 5
The Bike Factory	8231 2301	p. 2
Ian Williams Tuning	8376 1184	p. 2
Peter Stevens	8212 1494	p. 2
Replico	8232 8865	p. 2
Sykes Bidstrup	8223 4172	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/Accessories

Honda World 10%

Peter Stevens 15% Not on specials

Pitmans - North & South Available on request

Red Lion Motorcycles, Whyalla ... negotiable

Walden Miller Leather 10% (bring the P ad)

Whyalla Yamaha, Whyalla ... negotiable

Southern Vales Motorcycle 10%

Southern Yamaha Up to 10%

Continued From Last Issue



**Trixie after the Mountain
(the earth did not move)**

RALLY ROUNDUP

**12th RADIATA RALLY
MRA SOUTH-EAST REGISTER
11-13 JULY 1997**

At Rennick, 5k East of the SA/Vic border near Mount Gambier.

Refreshments and soup sold on site. BYO food.

BBQ facilities, firewood, water etc provided.

\$8 prepaid and MRA members with membership card, \$10 late entry.

Contact: Allan & Erica 08 8735 2792

Vicki & Bill 08 8735 4287

Entries to: Radiata Rally Organisers

SE Register MRA

PO Box 909

Millicent SA 5280

26-27 JULY 11th RHYNIE PUB RUN

by the SA Tourers MCC

To be held at the historic Baker Springs Hotel and Coach House now known as the Rhynie Hotel. Located approx. 100k North of Adelaide on the Clare Road it offers :

- Excellent Host - "Bondy"
- Fully Catered including breakfast
- Grassed camping site next to the hotel
- Gymkhana
- Saturday night bonfire
- Clare Valley wineries nearby

\$9 prepaid and \$10 on the day - limited badges

Prepaid entries close 18th July, send to :

The Secretary, SA Tourers MCC

PO Box 186, North Adelaide SA 5006

9-10 AUGUST WOBBLY BALLS RALLY

By the Laidback Rally Organisers (Parilla Rally)

The theme this year is bowling so dust off grandpas Petanque and Bocce balls and bring them along. \$10 entry with a free coffee on arrival. Back to basics rally BYO everything except

firewood, water and raffle prizes. Separate car parking area.

All proceeds to the Muscular Dystrophy Association via the Dave Curry Memorial Fund.

Entries to : Laidback Rally Organisers

PO Box 340, Hindmarsh SA 5007

12-14 SEPTEMBER GHOST TOWN RALLY

By the Broken Hill Ulysses Branch

Food and drink, firewood and water available on site. Awards for Longest Distance Male, Female, Pillion, Oldest Attending, Best Club Effort.

\$12 prepaid, \$15 late. Prepays raffle to win \$100 to spend at the motorcycle shop of your choice.

Raffle with good prizes. Top band.

This is a bike rally, no glass, no dogs, separate car parking area.

Entries to : Ghost Town Rally

PO Box 99, Broken Hill NSW 2880

4-6 OCTOBER RALLY IN THE VALLEY

By the BMW Owners Club

At Watervale 13k South of Clare, the rally site will be open from the Friday afternoon. Water and firewood available, food and refreshments within walking distance. BBQ meals on site on Saturday night and Sunday morning. No Glass.

All motorcyclists welcome, eligibility for trophies and awards only for BMW riders and pillions.

\$12 prepaid, \$15 late includes free coffee on arrival.

Contact: Tom Griffin (08) 8269 6741/018 824 665

Entries to : BMW Owners Club of SA

PO Box 193, North Adelaide SA 5006

18-19 OCTOBER 1997 REDBACK RALLY

by the Redback Tourers Inc. Adelaide

at Overland Corner 45k West of Renmark

Back to Basics - no glass, no cars

Gymkhana, Water, Wood, Trophies : Longest Distance Male, Female, Under 250.

\$10 prepaid, \$12 late

Limited badges, prepays given preference.

Entries to : Dave Barker

68 Kiekebusch Rd,

Salisbury East SA 5019

RALLY REPORT

The rally for us, started as usual, on Friday morning at David Vaselli's place, loading up the truck (and what a bonus it was having that). We decided to get away as early as possible on the Friday, being a public holiday we thought there would be a lot of people up at the site by early afternoon looking for something to drink and eat.

We arrived at Kapunda just after 11.00, and did not even stop at the pub, just stopping long enough to get petrol and gas, then off to the site.

Everything was set up just after 1.00, then we waited for the crowd to turn up, well, we waited, and waited, with only about 10 people arriving, making a total of 19 there on Friday night, which was well down on the 50 who were there the previous year. So Friday night around the fire was a lot less noisy than last year.

We were all up early Saturday morning, expecting a rush for breakfast, but that did not eventuate.

In the control tent, we got the badges ready for the expected rush of rallyists arriving, usually around noon, well noon came and went, with only a few arriving. In all, we only had 69 (a good number for some) attend the rally, compared with 141 paid entries last year.

Where were you all? After all this is your rally, where you meet your fellow bikers, make new friends, and talk about things we all have in common. You also don't have to worry about cooking food or carrying drinks to the rally, as this is the best catered rally in S.A.

Perhaps it was the lack of advertising, or the 3-day weekend, that was due to the lack of attendance, we don't know. All we know, if this keeps happening we will have to seriously look at the future of the rally. We don't want to cancel it, as there are few rallies in S.A. now compared to a few years ago. But we can not afford to keep

running at a loss. So put this date down for next year, April 25-26, 1998 and come along and enjoy a weekend with fellow motorcyclists.

Those who did attend, had a good time, we even showed a film on the Saturday night, "Mutiny on the Western Front", we thought this was a war film, but it turned out to be a war documentary. Next year we hope to have "The Great Escape", or "Stone". Thanks to our projectionist, Ken Skelly and his dad for supplying the projector.

I would like to thank the committee and all the people who helped out on the weekend, and especially the truck driver, Mark, who not only helped load and unload the truck, put also helped with the tents and cutting up the wood for the fires. And many THANKS to all the motorcycle shops who supplied the prizes for the raffle :

Boltons	4l Grand Prix motor Oil Batrolytes Battery Cond. Ferodo Brake/Clutch Fluid Shell Advance Chain Lube
Bike World	5l AGIP Super Motor Oil
Bike Centre	O'Neil Road Gloves
Bike City	Mick Doohan T-Shirt Shell Advance Chain Lube 4l Shell Advance Motor Oil \$50 Tyre Voucher
Suzuki South	\$50 Gift Voucher
G.O. Motorcycles	\$50 Gift Voucher
Honda/Yamaha World	Shell Chain Lube
Docteur Desmo	Ducati Cap Custom Cycle Gloves
Walden Miller	3 Pairs Road Gloves
Peter Stevens	AGV Cobra Helmet
Pitmans	Pr Rossi Road Boots Pr Spider Look Alike Road Boots
Kessners	6 Cans Shell Chain lube 2 Pr. Rider Stormgard Jackets 1 Pr. Dri Rider Stormgard Pants 2 Dri Rider 6 Piece Suits

Paul Morgan, Rally Coordinator.

SA CLUBS LISTING

AJS MCC PO Box 58 Clarence Gardens 5039 Steve (08) 8276 6445
AMTRA MCC PO Box 51 Walkerville 5081 (08) 8265 3271
ARIEL MCC PO Box 3070 Norwood 5067 (08) 8293 5340
AUST. SPORTS BIKE ASSOC. PO Box 668 Port Adelaide 5015
ATUJARA MCC Seaton 5023 Rebecca (08) 8365 4062
AVA ROAD RACING ASSOC. (08) 8276 8082
BAROSSA VALLEY CLASSIC MCC PO Box 490 Nuriootpa 5355
BMW OWNERS CLUB OF SA PO Box 193 North Adelaide 5006 Tom (08) 8269 6741/018 824 665
BSA OWNERS CLUB OF SA Bas (08) 8278 7646 Alex (08) 8297 3953
CAFE RACERS CLUB OF SA PO Box 704 Prospect East 5082 Gordon (08) 8266 2016
CLARE MCC PO Box 134 Clare 5453 (088) 423 811
CLASSIC OWNERS MCC (08) 8250 9743, (08) 8390 1725
CRYSTAL BROOK MCC PO Box 145 Crystal Brook Graeme/Meredith Eberhard Ph/Fax (086) 8636 2067
DUCATI OWNERS CLUB OF SA PO Box 561 Beulah Park 5067 Geoff (08) 8277 4500
ELIZABETH & DISTRICTS MCC PO Box 14 Para Hills 5096 Barry (08) 8280 7498
FLINDERS TOURING MCC PO Box 892 Port Pirie 5540
FEDERATION OF HISTORIC MOTORING CLUBS (08) 8264 5355
GAWLER MCC Chris (08) 8255 9458 (08) 8280 7297
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) 8241 1507
HARLEY OWNERS GROUP (08) 8386 3685

HISTORIC MOTORCYCLE RACING REGISTER PO Box 90 Hindmarsh 5007 (08) 8384 5284
JUVENTUS MCC 15 Empire St., Salisbury Downs 5108 (08) 250 2985 John (08) 8449 3092
KAWASAKI Z OWNERS CLUB OF SA Tony Potter (08) 8298 7762 (08) 8389 6443
KEYNETON MCC PO Box 214 Nuriootpa 5355 (08) 8563 9022
KEITH MCC PO Box 18 Keith 5267 (08) 8755 1148
LEVIS MCC 33 North Parade Royal Park 5014 (08) 8235 2709 (08) 8268 7520
M/C TOURING CLUB OF SA PO Box 12 Goodwood 5034
MOUNT GAMBIER MCC PO Box 897 Mount Gambier 5290 (08) 8723 1040
MOTORCROSS RIDERS ASSOC. PO Box 674 Elizabeth 5112 (08) 8252 1805
MOTORCYCLING AUSTRALIA 251 The Parade Beulah Park 5067 Ph (08) 8332 9000 F (08) 8332 9100
MUD AND TARS MCC PO Box 767 Victor Harbour 5221 Philip (08) 8554 7292
MURRAY BRIDGE MCC PO Box 316 Murray Bridge 5253 (085) 8532 1954
MOTORCYCLING AUSTRALIA (SA) PO Box 6001 Halifax St Adelaide 5000 (08) 410 1201
PHOENIX MCC OF SA PO Box 2464 Kent Town 5071 (08) 8388 7429
PORT LINCOLN MCC PO Box 418 Port Lincoln 5606 (08) 8682 5590
PORT PIRIE MCC PO Box 91 Port Pirie 5540 (08) 8632 5601
PORT AUGUSTA MCC PO Box 380 Port Augusta 5700 (08) 8641 0209
REDBACK TOURERS 68 Kiekabus Rd Salisbury East Tony Barker (08) 8258 9863
RIVERLAND TOURERS MCC PO Box 85 Berri 5343 (08) 8586 5013
SA FLAG MARSHALLS ASSOC. PO Box 24 Hindmarsh 5007

SA POLICE ASSOCIATION PO Box 129 Torrensville 5031 (08) 8346 4812
SA TOURERS MCC PO Box 186 North Adelaide 5006 Aiden (08) 8346 4071
SCOOTER CLUB OF SA (08) 8336 4404
SOUTH EAST TOURERS MCC (08) 8725 8245
SOUTHERN CROSS MCC OF SA (08) 271 8893
SPEEDWAY RIDERS ASSOC. Daphne (08) 8281 7103
ST JOHN ASSOCIATION (08) 8346 0384
SUZUKI MCC OF SA (08) 8248 4894
TRAILER CLUB OF SA (08) 8438 3811
TRIDENT & ROCKET THREE OWNERS REGISTER (08) 8261 3203
ULYSSES MCC ADELAIDE 15 Mumford Street St. Agnes 5097 Bryce (08) 8265 2592 Liv (08) 8289 0602
ULYSSES MALLEE BRANCH (08) 85412 834
VELOCETTE MCC (08) 8262 4868 Mick (08) 8347 4671
VETERAN/VINTAGE MCC OF NORTHERN YORKE PENIN. (08) 8821 1407
VETERAN & VINTAGE MCC PO Box 8 Goodwood 5034 (08) 8384 5632
VIETNAM VETERANS MCC SA (08) 8271 8893 (08) 8276 7088
VINCENT HRD OWNERS MCC Paul (08) 8264 4154
WIMA MCC OF SA Carmel (08) 8365 4384
WHYALLA S/W PO Box 200 Whyalla 5600 (08) 8645 9997
YAMAHA 650 TWIN CLUB Noth Adelaide 5006 (08) 8239 1833
YAMAHA OWNERS MCC Bill (08) 8263 4850 015 608 422
YORKE PENINSULA VETERAN, VINTAGE AND CLASSIC MCC (08) 8852 1725

AUSTRALIAN TRANSPORT COUNCIL NEWS

Transport Ministers of the Federal, State and Territory governments met in May to deliberate on a *National Road Safety Package*.

Ministers endorsed a *National Road Safety Package* to put more effort towards reducing the level of road trauma in Australia. While there have been significant gains in reducing the road toll over the last decade, nationally, road toll rates have remained relatively static since 1992.

The Package outlines initiatives which have been identified as most likely to deliver significant benefits to the community through an immediate and coordinated national effort. The Package is designed to provide the foundation for shaping community attitudes to road safety in the future.

Ministers noted that the initiatives provide an opportunity to further harmonise road safety practises on a national basis and to build on the range of effective road safety measures already being carried out in the States and territories and through the *National Road Safety Action Plan*.

The following framework was agreed by the Ministers as integral to successful implementation of specific measures identified in the Package:

- adoption of a more consistent approach to penalties for alcohol, speed and seat belt offences, **so that penalties in all jurisdictions adequately reflect the serious risks associated with these offences;**
- the adoption of **national best practice** in all road safety initiatives;
- the establishment of **targets and common performance indicators and outcome measures** to systematically evaluate road safety initiatives;
- an emphasis on **general deterrence measures** in the area of enforcement which maximises the actual and perceived probability of detecting offenders;

- facilitation of community consultation and an increase in community support through a commitment to national consistency and the maintenance of funds for public education, to improve road user behaviours and other road safety programs.

The road safety measures to be implemented by States and territories include actions in the following areas:

Alcohol

- a move by most jurisdictions to introduce provisions to allow for licence suspension for a minimum period of at least 3 months for driving with a *Blood Alcohol Content* of more than 0.05%;
- where not already in place jurisdictions will introduce provisions for licence suspension and for a minimum of at least 6 months for driving with a BAC of more than 0.15%;
- random breath testing operations will be further enhanced through improved application of enforcement resources;
- strengthened arrangements for the introduction of server intervention programs;
- South Australia will trial an alcohol ignition interlock program for serious/repeat offenders with an evaluation of the trial after 6 months;
- alcohol testing of all drivers and riders killed or admitted to hospital as a result of a road crash and where feasible, drug testing;
- alcohol testing of adult pedestrians killed or admitted to hospital where feasible.

Speed Management

- where not already in place jurisdictions will introduce a fine of at least \$100 for exceeding the speed limit by up to 15 km/h and most jurisdictions will introduce provisions to allow for mandatory licence suspension for a minimum period of at least 3 months for exceeding the speed limit by more than 45 km/h;
- increased use of speed cameras and related technologies to maximise deterrence.

General Deterrence and Enforcement Strategies

- optimisation of enforcement resources to maximise deterrence in priority safety areas;
- movement towards wider application of laws for compulsory carriage of licences with jurisdictions having the capacity to allow specific exemptions except in the case of learner, provisional, heavy vehicle and interstate drivers who will be required to carry licences at all times;
- measures to increase public awareness of enforcement activities and penalties associated with alcohol, speed and seat belt offences.

Rural Road Safety

- development of guidelines and individual State and Territory implementation plans for highway rest areas and a targeted public education strategy to create awareness of good fatigue management practices and location of rest stops;
- development of fatigue management guidelines for long distance light vehicle drivers, recreational and business/commercial drivers.
- Black Spot programs to rectify known accident sites on rural and other roads and programs for shoulder sealing and audible edge lining to be upgraded and accelerated.

ROAD SAFETY SUMMIT

To assist in the development of a national Road safety Action Plan for beyond the year 2000, a National Road Safety Summit will be held in 1999 that will provide for extensive community consultation. the Summit will progress the theme that to gain greater appreciation and understanding of road safety, there must be a perception that road safety is an issue that belongs to everyone.

The first phase of the work on the Summit, which will extend the theme of enabling road safety issues to be developed from a community perspective, will begin with the development of mechanisms for long term, community wide consultation on road safety issues.

THE 1996 TOY RUN

PROUDLY SPONSORED BY



RANGERS & SONS



ROADCRAFT

MOTORCYCLE TRAINING COURSE

DO YOU want to improve your riding skills?

HAVE YOU just started riding again, or have you just upgraded to a larger bike?

HAVE YOU had a few too many close calls lately?

IF YOU answered YES to any of these questions then the Roadcraft Motorcycle Training Course is FOR YOU!

Course consists of:

3 Hour Theory Night

- Lectures • Videos • Discussions on Cornering • Braking
- Street Strategies • Drugs • Alcohol • Clothing

7^{1/2}hr Training Day held at Mallala Motorsport Park

- Maintenance • Slow Riding • Braking in a Corner
- Counter Steering • Emergency Braking • Correct Cornering

COST: \$45

DATE:

- Theory Night is the *WED. 6TH AUG*
- Training Day is the *SUN 10TH AUG*
- Motorbike must be registered and roadworthy
- Appropriate protective clothing must be worn

Note: The course will be run regardless of weather. Failure to attend will result in forfeiture of all monies paid.



Any Enquiries Robert Wells
please call: A/H 015 976 947

Sponsored by:

- Bike City/Bike Centre
- Boltons Kawasaki
- Yamaha Pitmans
- The Honda Shop
- Peter Stevens Motorcycles

