

CENTRESTAND

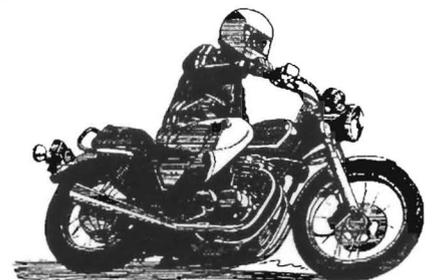
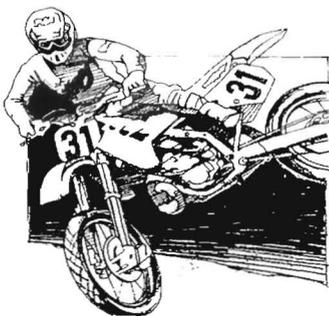
SEPTEMBER 1999



INSIDE:
WOMEN OF THE MRA
SPEED LIMITS
RAFFLE RESULTS
ROCKS RUN
ROADCRAFT DAY
OCHRE'S DOGGY DOINGS
TREASURER'S REPORTS



let those who ride decide



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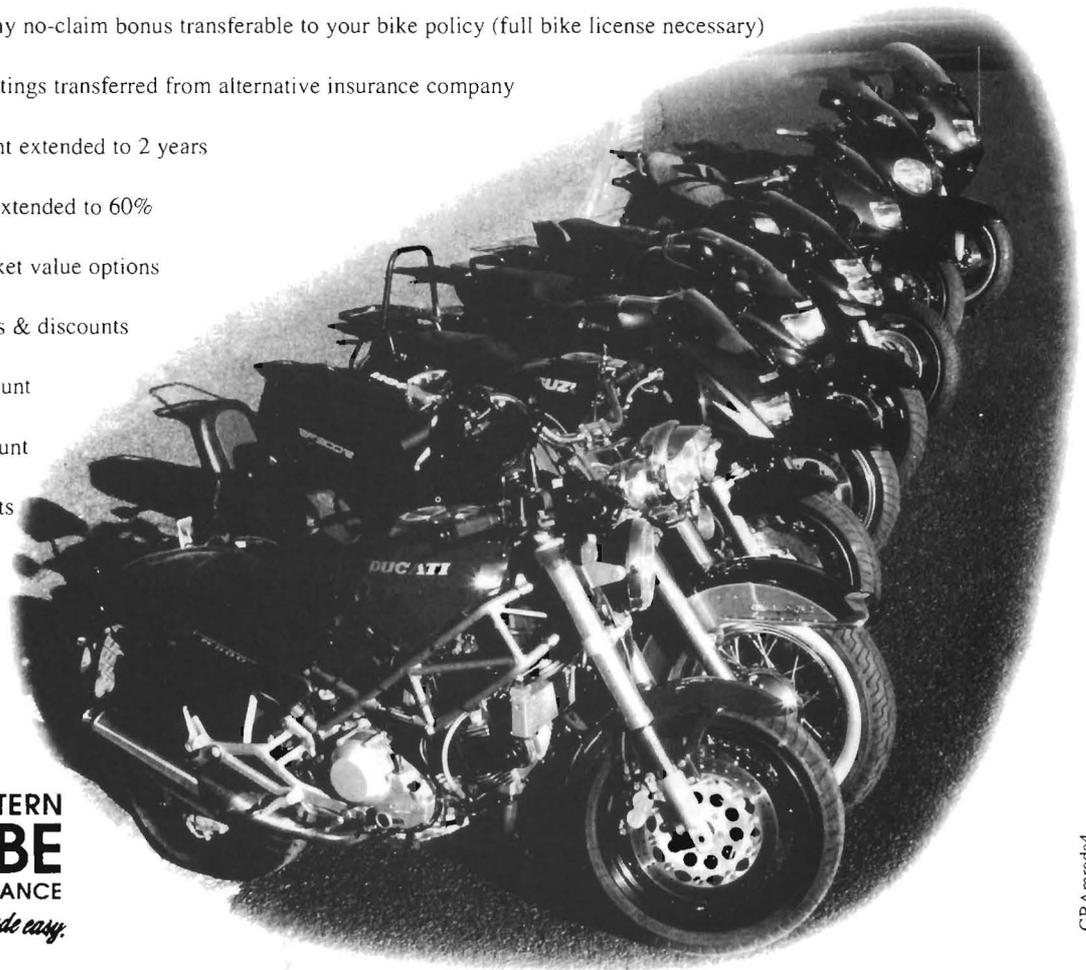
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GBAmrad4

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M.R.A.
MOTORCYCLE RIDERS
ASSOCIATION INC.

VOL. 15 NO.4
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- Contributions welcome.
- Photographs welcome: colour or black and white prints will be returned after publication. Please identify with return address on the back.
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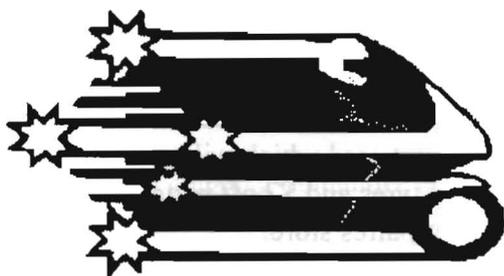
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by Paul Morgan

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EDITORIAL

MRA members have a long history of support for the Red Cross Blood Bank. In the past regular Blood Runs were a great way to get together and donate blood. The changes in operating times of the Blood Bank have caused the demise of the Blood Runs but many members still donate. If you don't donate then give it some serious consideration. Stocks of blood are always needed, particularly for blood by-products such as clotting agents and plasma as well as whole blood. You never know when you might need to use their services and even if you never do you might be helping some downed biker who does. The service is the envy of the world in terms of quality and the fact that all donations are from unpaid volunteers. A small effort on your part can mean a big difference to someone out there. Give blood - every time you do you will make a difference.

Stay upright, Harald

MRA SA NOTES

MRA RAFFLE

- We can report that the 1999 MRA Raffle was won by Justin Brown of Munno Para who now has Mick Doohan filling a wall space at home. He was sold the ticket by David Gunner who won a Toy Run t-shirt for selling the wrong ticket. Both of the guys work at Transport SA at Regency Park where we have a few members. Congratulations to them both.



Thanks to everyone who bought and sold tickets. We sold 630 tickets out of 2,200 printed and made a profit of \$1,012 which is a great effort. Special thanks go to Peter Mount for selling 82 tickets, much more than anyone else. Next year we will have a special prize for the best ticket seller. Thanks also to Harald for having the patience in printing out all the tickets at home. I believe one ink jet cartridge was worn out in the effort.

LOST MEMBERS

- If you know the following members, ask them to contact us with their new address so that we can post them their Centrestands.
Wayne Biggs of Plympton
Dennis Leader of Netherby
Anthony Eglinton of Two Wells
Robert York of Payneham South

SPONSORSHIP

- Our sponsors like to know that their advertising dollars are being well spent, meaning that they like to know that their advertising works. So next time you visit one of our sponsors show your membership card and ask for a discount and tell them that you saw their ad in the Centrestand. This lets them know that it is

working and encourages them to continue to sponsor ads in the magazine and other things we might ask for.

JUST OUT OF INTEREST

- At a recent Shannons auction on the Gold Coast the following were sold:

1988 Norton Commando Rotary	\$12,000
1988 Norton Rotary Classic	\$10,000
1983 Hesketh 1000cc V Twin	\$17,000



We are proud to announce that the Bathurst 2000 Easter Motorcycle Festival is a major sponsor of the 1999 Toy Run. The event will be held at Mt. Panorama on April 20-23 next year. Information will be available from the MRA website and from the National hotline on 13 61 22 or at www.events.com.au. Tickets are available through Ticketmaster. The MRA will be distributing pamphlets about the event at the 1999 Toy Run.

DISCOUNT OFFER

- Enclosed with this issue of Centrestand is a Beaufaures discount card which will get you \$5 off purchases of tyres and \$7 off batteries. Use it at any Beaufaures store.

PRESIDENT'S REPORT

Well another year has gone by and on reflection of the year past it is clear to me that although we have not achieved everything that we set out to do, those things that we have done we have been successful at. The Toy Run once again went well; membership is steadily increasing; the raffle results pleased everyone; the MRA's public profile was enhanced by a number of calls from the media during the year to comment on various motorcycle related issues; we were involved in a number of state and federal road safety projects and seem to have become a first port of call for all sorts of motorcycle related queries, most of which we are able to deal with.

I couldn't write this column without mention of the Mike Rann/Toy Run controversy which occurred last month. Comments made by Mike Rann and reported in the media made a connection between organised motorcycle criminal elements in the USA and toy runs. This understandably upset a number of members as the general public may have picked up an impression about our Toy Run that was incorrect. We were quick to respond to this by contacting Mike Rann and the various media outlets. Although we still disagree with Mike on just what was said, we are clear that there was never any intention on his part to give an impression that our Toy Run is run in any way by outlaw motorcycle groups or has any connection with criminal motorcycle groups.

We value Mike's support of the Toy Run and welcome his attendance on future rides.

Unfortunately we were unable to hold an AGM last month and have advanced the date to the 25th of October at a new venue, the Maid and Magpie Hotel. Some members have already put themselves forward to fill some of the Committee positions which is gratifying to see. If you are interested in any position, all positions will become vacant at that meeting. We particularly would like members who feel that they would like to make a contribution but feel that their time is limited to put themselves forward to fill General Committee positions, of which there are eight. These positions ensure that there are a balance of opinions and ideas at the Committee level and provide a few extra hands and resources when things need to get done. Think about it. You will be welcomed and in time you may feel like filling a portfolio to make a further contribution.

Thanks to outgoing Committee members for their contribution in the past year welcome to the incoming members to be.

Stay Upright, Harald

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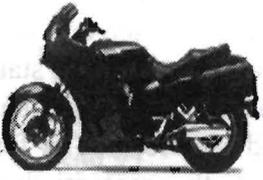
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ROADCRAFT DAY 1999

The annual Level 3 Training Day will be held on Sunday October 31 at the Mitsubishi Test Track at Tailem Bend. Due to the increased regular usage of Mallalla Sportspark as a training venue for a number of sportsbike clubs we were not able to get a Sunday there as preferred. The course will be run through Ride To Live (Australia) Pty Ltd which provides specialised motorcycle training courses in SA.

The charge for the course will be \$95 for MRA members and \$100 for non members and this price includes a 30% discount on the standard price for the course which we have been able to negotiate. Any non-members joining the MRA upon registration for the course or on the day will receive a \$5 discount on their membership fee.

Notwithstanding the price increase we expect places to fill fast as this is still value for dollars and with only 45 places available you had better get in now. Bookings will now be taken and places allocated on a first come, first served basis by contacting the MRA by phone, fax, email or in person subject to presenting an application form with payment. Non-members are welcome, so let your friends know. There will be a free BBQ on the day and who knows what else. See you there.

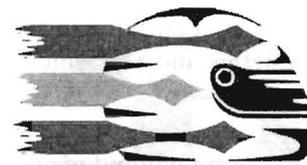
CORRECTION

The June issue of *Centrestand* (MRA Rider Training 1999 p.4) stated that the new rider training company Ride To Live (Australia) Pty Ltd had been formed by former RiderSafe instructors (and other motorcyclists). This is incorrect. Although some RiderSafe instructors will be engaged by Ride To Live to ensure a high level of expertise and continuity, particularly in the Level 3 road skills program, none has been involved in the formation of the company.

In addition, the same column indicated that the Level 3 course would be more expensive due to the withdrawal of a government subsidy through RiderSafe. This is also incorrect. Although the Level 3 course, now provided by Ride To Live and previously by some of the RiderSafe instructors, has been approved by the government, it has never been subsidised in any way. The confusion could have arisen through the government's subsidising the compulsory Levels 1 and 2 learner courses.

The cost has increased (although it is still comparatively low and very good value for money) largely because the instructors will now be paid for their commitment to safer motorcycling rather than contributing their time freely. Apologies to all concerned for these errors.

(Advertorial)



RIDE TO LIVE

RIDE TO LIVE is an exciting new company with exciting new courses provided at an exciting new venue. The company has been established to provide motorcyclists with the opportunity of enhancing their skills through advanced riding courses, refresher courses, specialist courses and other diverse forms of motorcycle training. The company's stringent standards ensure that instructors are all of the highest quality.

RIDE TO LIVE utilises some of South Australia's most experienced personnel in its management, course development and training programs and fills a niche in key areas which motorcyclists themselves have identified as integral to their safety.

See the advertisement on the back page for more information and contact details.

ROAD HAZARDS

Road hazards are multiple and come in many forms ie bitumen repairs well above or below the surface of the road, extensive crack sealing, road scoring by repair machinery etc. These can be particularly hazardous to motorcycles in the wet when they are harder to spot and at intersections when we are trying to stop. Road hazards can affect handling, road grip and our on road relationships with other vehicles.

Complain in the first instance to your local council. Send us a copy of the complaint or let us know the details and we will follow it up. Might get something done about it.

TREASURER'S REPORT

GENERAL ACCOUNT 27/07/99 - 27/09/99

OPENING BALANCE \$ 5 660.03**INCOME:**

Membership	60.00
Sale Of Stock	16.00
Raffle Income	570.00
Centrestand Advertising	500.00
Great Escape Acct. Funds	2 204.96
Toy Run Acct. Funds	63.11
	\$ 3 414.07

EXPENDITURE

CD-ROM Drive	81.45
Printing Envelopes	418.46
Namebadges	6.50
Treasury Consumables	88.95
AMC Conference Airfare	831.00
June Centrestand Postage	189.72
June Centrestand Printing	895.00
Net Access	100.00
Laminating Supplies	103.10
Stationary Supplies	141.07
AMP Quarterly Insurance	383.32
Govt. Fees	4.48
	\$ 3 243.05

CLOSING BALANCE : \$ 5 831.05

IAN MARLOW, TREASURER 12/09/99

MOBILE PHONE WARNING

The following message has been received from the Police and authenticated through the Police Education Resources Branch. It is now presented for your information.

"Please be aware of the following: If you get a phone call on your mobile from a cellnet or vodaphone engineer telling you that they are doing a check on your phone and that you have to press #90 or 90# END THE CALL IMMEDIATELY!

This is a fraud company on the go who have devised a devise that once you have pressed #90 or 90# they can access your SIM card and make calls from it at your expense.

TREASURER'S REPORT 1998 - 1999

This report will be presented at the Annual General Meeting on the 25th of October 1999.

OPENING BALANCE \$5317.47**INCOME:**

Membership	2 776.00
Sale of Stock	417.50
Centrestand Advertising	2 400.00
Bank Interest	51.69
Toy Run 1997 Proceeds	221.00
Toy Run 1998 Proceeds	10 174.40
Poker Run	50.00
Toy Run Tinsel Sales	65.00
Rally Proceeds	1 717.80
Consultancy Fees	200.00
Raffle	1 100.00
Trans. Rally Funds	2 204.96
Trans. Toy Run Funds	63.11
	\$ 21 441.46
TOTAL	\$ 26 758.93

EXPENDITURE:

Centrestand	4 816.97
Insurance	1 505.09
Postage	383.09
Telephone	996.69
AMC Airfares/Conference	1 692.00
Printing	931.30
Stock	595.00
Toy Run	4 516.46
Roadcraft Day	1 996.39
Rally	1 760.89
Computer Items	434.55
Administrative Items	509.82
Bank Fees/Charges	84.39
Miscellaneous	1 137.89
	\$ 21 360.88
CARRIED FORWARD	\$ 5 398.05
TOTAL	\$ 26 758.93

IAN MARLOW, TREASURER 16/09/99

Tell as many people as you know who have mobiles."

Ms Christina Warrander
Education Resources Officer
Australian Institute of Police management
Collins Beach Road, Manly NSW 2095
email: cwarrander@aipm.gov.au

WHO'S MISSING OUT ON 1/2 THE FUN?

The Girls that's who. We Know you are out there, but WHERE? We would love to see you at meetings. Come on Girls, don't let the fella's have all the say, come along and put your two bobs worth in. This is not a "BOYS CLUB" MRA membership can be MORE rewarding.

In the course of day to day happenings it has come to our attention that a lot more women are riding their own bikes, but even if you don't ride or if you just love bikes you still have a worthwhile opinion so come along and have a say. Lets get some proportionate representation happening.

It can be fun to be involved, I've been up to my knees in it for 10 years and I've made some really great friends and met a lot of really good people and been a part of some great events.

Do you come on The Runs, The Rally, The Toy Run? Would you like to know more about how these great events are put together? Would you like to see anything done differently? Do You have any ideas on how to make them even better? Well don't just sit around thinking about it, come along and tell us about it. We are always open to new ideas or even rehashing a few old ones.

Our meetings are fairly well spaced over a year so it is usually pretty easy to find the time to come along. So do yourself a favour, come and see us and get to know what we are about and if you can, help out. (or just turn up to give me some moral support. I feel a bit out numbered sometimes) I'm looking forward to seeing you SOON!!!!

Keep the shiny side up,

Michelle Eustace

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MORE WOMEN'S BUSINESS

It has been brought to my attention that the Jolly Good Run Committee is organising a run for outfits and 250s. If I was to organise one for FEMALES only, would I end up with myself and a bunch of guys wearing lipstick, with oranges shoved up the front of their jumpers and speaking as if they had just been kicked in some delicate place? Or would there be a few other actual females who would wish to partake?

If you have a favourite ride, or can suggest somewhere that you would like to go, get in touch with me, or better yet, come along to a meeting and let me know. It would be nice to have a bit more female company at some of the meetings and social sips. It gets pretty lonely when the only other female committee member can't make it to a meeting. Come on girls, let hubby stay at home and look after the kids, if you don't want to bring them with you.

I know that it is mostly a Guy thing, getting out there on a bike. But it is great fun, as long as you don't mind The Helmet Hair look. It doesn't matter what sort of bike you have and as long as it's registered and it runs, why not come for a spin? We could ride off into the hills, or up into the Barossa. We could stop somewhere nice for lunch or a cuppa and ride along at a sedate pace. If we want to fang it, we can. Let me know when and where and I will organise it. I have been advised that if we wish to finish with a BBQ, we can have a male come along and cook for us.

One of the active females
TRX BOB (alias Robyn)

THE REVEREND RITES

First, I want to point out to you all that my phone number has changed. It is now 8177 1406. There is also a mobile number as well - 0413 371 371. And I'd also like to remind you that I am available to listen if you feel the need.

Now, I guess it's inevitable that a God botherer like me would eventually want to talk about religion. However, before you go to the rally page, or rip out this bit to use for reasons of personal hygiene, (which isn't a good idea, as it's glossy paper, not terribly absorbent and you invariably end up just spreading it around a bit) read on a bit more. I'm not going to go on about the church, but about what I call religious experiences.

Now this is not some dim memory of Sunday school, or forced lessons and church attendance at a religious private school. Rather, they are the experiences we have when something inside us feels just brilliant, you enjoy it so much that you exist only in that moment, everything tells you that this is the meaning of life.

Now, I'm sure quite a few of you will come up with sexual experiences like this, (I'm sure I could but I wouldn't like to brag. Well okay, I would like to brag, but I'm not going to here. See me at the next Social Sips maybe. . . .) I'm thinking of the times when you out on your bike, the weather's perfect, no wind, dry road, bike is purring along, running beautifully. Your favourite piece of road. You and your bike are in communion, you move together like a well oiled machine, like the bike is an extension of you. You feel every bit of the contact with the road as if you were acting on it's surface directly. Nothing worries you - your only reality is the now, the experience you are having. Work, family, friends, hassles are a blur, a dim haze in the back of a focussed and ecstatic mind, alive with the experience. Know what I mean? Well, this is what I mean by religious experience. People have them all the time, but they don't realise it. It could happen doing anything you enjoy immensely - yeah, including sex, you degenerates, but equally it could be whilst engaged in whatever it is you do when you are a stamp collector!!!!

So, next time someone mentions religion, remember you do have one. Maybe it's church, but almost certainly it will be motorcycling. See you in church (on the road, I mean) some time.

The Rev.

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DO WE TAKE IT OFF BABY?

We have all seen those signs at the bank and at service stations which politely ask us to please remove our helmets when entering the premises. The theory is that this makes identification easier if the wearer decides to rob the place. I have problems with this theory as I can think of easier ways to disguise oneself than wearing a helmet which restricts both vision and hearing in a situation which demands the optimum of both. I also don't see signs up requesting people to remove balaclavas, pantyhose and disguises before entering the premises. As a deterrent to thieves I think that this is a pretty laughable strategy.

What it really means is that anybody wearing motorcycle gear approaching these premises is considered a potential thief until they remove their helmet. If you watch the news on telly or crimestoppers shows, it would appear that many of the would be thieves don't even bother to disguise themselves! How will we identify potential thieves in that situation?

To me it appears to be a feel good solution of little effect which targets a specific group in the community assuming them to have a greater propensity for committing armed crime than others ie all bikers are treated as biker scum. I always feel insulted by that, maybe because I don't think about robbing banks etc and don't know any bikers who do.

As a courtesy to the people with whom I am dealing I will remove my helmet when entering service stations and banks. It also means that I can communicate more easier with them. Besides in the bank they are the ones with the guns and I don't want to be another statistic. I don't want my epitaph to read:

Poor old Harald, refused to doff his lid,
Asking aloud for dollars some,
The guard thought he said he had a gun,
So done for him he did.

The questions still remaining are (1) are you obliged to remove your helmet just because they want you to and (2) if after having filled up with petrol at a servo, they refuse to take your money because you won't remove your helmet are you within your rights to just up and leave? What do you think? Let me know via Centrestand or the Website.

Harald Lindemann

DO SPEED LIMITS MATTER?

This question, hardly seems worthy of an answer. Insurance companies, police agencies, state transportation departments and national safety organisations would have us believe that speed limits are a critical component of traffic regulation. Without those numbers on the signs and radar-wielding highway patrols, the entire system would self destruct. This belief is based on several dubious precepts, none of which have ever been proven or justified.

The most basic of these precepts is that motorists, in the absence of speed limits, will drive in a manner that ignores their own welfare and that of fellow highway users, that without speed limits, they would drive at reckless speeds without concern for the consequences. Does that sound like you and people that you know?

Another piece of speed limit folklore is that posted speed limits, given reasonable enforcement, can dictate traffic speeds. By extension, it is implied that raising or lowering posted speed limits will change the speed of traffic in that area. This notion has been thoroughly disproven on several occasions but the myth persists. "Speed Kills" and "Slow is Safe" are well entrenched slogans that have no basis in fact. Repeated long enough and loud enough, these slogans have taken on the aura of "truths".

Only one industrialised country officially allows unlimited speeds on portions of its public highways - Germany. Significant stretches of the Autobahn do not have speed limits. Yes, some vehicles travel at very high speeds, some in excess of 150 mph (240kph)! But, the average speed for most vehicles is around 80mph (130kph) about 10mph (16kph) faster than traffic in the US on comparable highways. And, the fatality rate on the German Autobahn is lower than the fatality rate on rural Interstates in the US.

Lest you think this is a product of Teutonic discipline and training, keep in mind that a large portion of the traffic on German highways originates in several other countries. Despite the cultural and language differences, there is a common understanding of a few basic rules: pass on the left, yield the left lane to faster traffic and pay attention to your driving. It really works well.

Do speed limits dictate travel speeds? Not Much. Speed limits, backed up with intense enforcement, can retard traffic speeds, at least in the short term. However, the national 55mph (90kph) speed limit proved the folly of trying to use speed limits to slow traffic.

Let's clear up one major misconception: Speed limits do not regulate traffic speeds; they never did and never will. Properly applied, speed limits should reflect the speed of the large (and safe) majority of vehicles using the highway. Keep in mind that millions upon millions of cars pound up and down our roads day in and day out, without having accidents. Except for a few vehicles, these cars are obviously travelling at speeds that are within reason. But maybe that's because they are restrained by speed limits and the enforcement of those limits. Yes or no? Read on...

Over a period of 5 years researchers monitored motorist response to speed limits at 227 different locations around the United States. First, motorist speeds were measured at all the locations. Next, the speed limits were raised on some roads and lowered on others while yet others remained the same. The results? Speeds did not change. People continued to drive at speeds that they felt were comfortable and safe.

This study also measured the relationship of speed limit changes and accident frequency. As you might expect, if speed didn't change much, neither did accident rates. However, in those instances where speed limits were raised, there was a slight reduction in accidents. Could it be smoother traffic flow?

Is slower really safer? Not on our rural highways it isn't. Again, federal and state studies have repeatedly shown that the folks most likely to get in an accident are the ones driving at speeds significantly below the average speed of traffic. The safest motorists, in terms of avoiding accidents, are those who are driving 5-10mph above the average speed of traffic.

Of all accidents, only 2% occur on highways posted at 65mph (96kph). The insurance industry would have us all believe that an increase in two mph in traffic speeds (the increase that actually occurred when speed limits were increased from 55mph to 65mph on rural interstates), would compromise highway safety.

One of the most repeated and believed myths concerning speed limits is that no matter where it is set "they" will always drive 10 mph over the limit. In 1973 when a 75mph (120kph) speed limit was set on the rural interstates in 10 different states, there was a 90 percent or better compliance with the speed limit in those states. The states that had 70mph (112kph) speed limits had around 80% compliance and the states with 65mph speed limits had between 60 and 70% compliance. In 1994, New York measured motorist compliance with its 55mph speed limit on rural interstates. The result: 4% of the motorists were obeying the speed limit. Do you see the pattern here? Does it fit the myth?

It begs the question of whether speed limits have any value at all. They do, but only if they are established in the right way and for the right reasons. These include informing the normally competent motorist about what is a safe and efficient speed for a given highway when there are good travel conditions. A second reason is to establish a speed limit that expedites smooth and harmonious traffic flow, in this instance a target that most vehicles should try to emulate.

Multi-laned limited access highways can tolerate a great deal of speed variance, as long as there is good lane discipline. Two-lane highways, at the other extreme, function best with uniform vehicle speeds. properly set speed limits can accommodate these different circumstances.

Traffic engineers have repeatedly discovered that the best way to set speed limits is to measure the free-flowing speeds of traffic and determine the 85th percentile speed. which is the speed at which 85% of the vehicles are travelling at or below.

Continued on Page 20 =>

ANNUAL GENERAL MEETING

The Annual General Meeting of the Motorcycle Riders Association of South Australia Inc. will be held on Monday 25th October 1999 at 8.00 pm at the **Maid and Magpie Hotel** in the upstairs meeting room. The postponement of the meeting and change of venue was due to a number of factors including the lack of notification to members through the Centrestand and the unsuitability of the previously advertised venue.

All the positions of the Association listed below will be declared vacant and the 1999-2000 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	
Sub-Committee Representatives	
General Committee Representatives (8)	

NOTE: The President, Vice-President, Secretary & Treasurer are the Office Bearers of the Executive Committee of the MRA SA.

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.

All members and friends are invited to attend the meeting.

PAUL MORGAN SECRETARY

10 YEAR MEMBERSHIP

Any member who considers that they may be eligible for a **10 year membership badge** and would like one are asked to advise the MRA Membership Secretary asap so that an eligibility check can be made and a presentation can be arranged. Cost of the Badge is \$5.00

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

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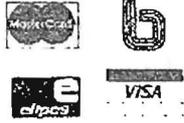
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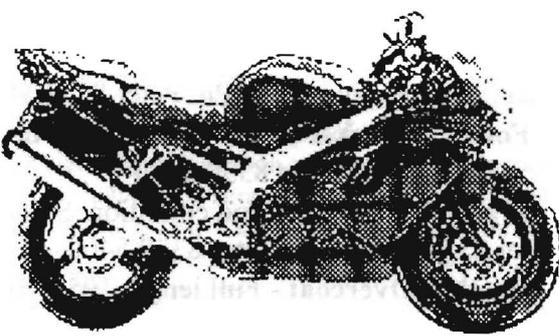
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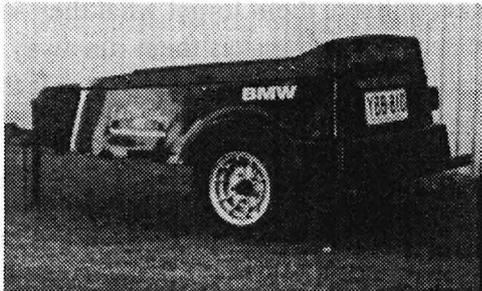
Anyone wanting information regarding dates of 1999 competition fixtures in SA should contact Motorcycling Australia (SA), 251 The Parade, Beulah Park or on (08) 8332 9000 ph. (08) 8332 9100 fax for a free copy of the 1999 Fixtures SA Brochure.

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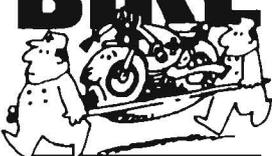
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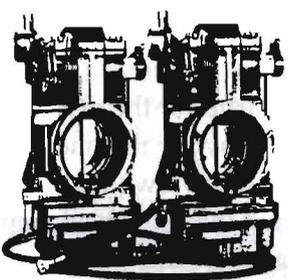

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CRASH, WHAT CRASH?

Here are some dos and don'ts regarding behaviour at a crash scene. Some are really obvious and others you may be too stressed out to think about at the time but probably need to keep in the back of your mind anyway. This is not a complete guide and you should take proper guidance from your insurance policy and lawyer if you want to know your legal rights and obligations.

ADMIT NOTHING

The first step is so easy it's done in Canberra every day. DENY EVERYTHING. Do not even say 'Sorry'. Let fault be determined outside of the emotional turmoil of the crash site. It's doubtful that you should even admit being there at all, "I refuse to confirm or deny my presence at this location at this time." Or claim the Bart Defence as in "I didn't do it!"

NEXT

Provide assistance to any injured party to the best of your abilities. This is something you are legally obliged to do. But don't try to provide any medical type of assistance which you have not been trained to do. The best of intentions may make it worse for the injured party. Best to wait for a competent or qualified person to appear.

WHO YOU GONNA CALL?

If there is death or injury to anyone you must call the Police and Ambulance. If damage is in excess of \$500 or the other driver is smelling of booze you must also call them. If you and your bike are only scratched then you may call your Mum. After calling the Police stand well back from the road to avoid the sudden appearance and confrontation of tow trucks. Then you don't have to call.

I DIDN'T SEE YOU!

Well, that may or may not be true for the driver, but someone hopefully did. They are the ones you want. Make sure they had a good view (are relatively intelligent) and what they saw backs up your story. You must exchange details with the other driver. If they didn't stop or won't say, note as many details as possible; vehicle and driver etc.

REVENGE IS SWEET, BUT...

While it is possible, it's not a good idea to use the car steering wheel as a fashion accessory for the

driver. It may be a good feeling as it snags on his eyes and ears on the way down, but let's face it, he wasn't using them prior to the accident anyway, but it gets difficult to defend your actions in court later. The same goes for the other witnesses; seeing you remodel a car with your boots and helmet tends to make them forget what they saw during the accident and makes them run away. Remember, it's their fault, so try and keep it that way.

GREASY PALMS

Do not expect any money changing hands at the scene of the accident to "forget about the whole thing". You may slip up on it later. Damage may be greater than you thought, parts more expensive or you may end up with an injury claim.

Adapted from Razors Edge MRA WA.

PRODUCT RECALL

Eldorado Helmets Model EXR, MXR & RXR

In a proceeding commenced by the Australian Competition and Consumer Commission, the Federal Court, on 15/6/99, found that Eldorado (above models) did not comply with the mandatory safety standard, AS 1698-1988. Failure to comply is a breach of the Trade Practices Act, 1974

Helmet manufacturers MHG Plastic Industries Limited have been instructed by the Federal Courts to provide a full refund for all helmets (above models) manufactured since 1/7/96. Any person possessing such a helmet should stop using it and arrange a replacement. Call HMG on Freecall 1800 069 753.

If in doubt leave your name and helmet serial number and they will advise you if yours is affected by the recall.

ROAD FATALITIES BY USER GROUP & GENDER EXPRESSED AS A PERCENTAGE OF CHANGE OVER THE PREVIOUS 12 MONTHS FOR THE 12 MONTHS ENDED JULY 1999

	Drive rs	Pass enge rs	Pede stria ns	Motor cyclis ts	Bicy clist s	All Road Users
Males	7.1	-13.8	9.5	-5.6	-29.3	0.2
Females	0.0	-4.6	-1.0	-35.0	175.0	-2.2
Persons	5.2	-9.2	5.9	-8.5	-7.5	-0.5

AVUNCULAR TALES by Les Dicker

Some time ago I was discussing motorcycling with a passing acquaintance at the Ulysses club meeting, and she informed me that she did not go to rallies because she likes to get a good nights' sleep and she has found that impossible at rallies. It then occurred to me that I never have trouble getting to sleep at rallies and in the tradition of the late Professor Julius Sumner Miller I began to wonder - why is it so?

Firstly, as a non-drinker I don't indulge in large quantities of alcoholic anaesthetics, so that crashing into a drunken stupor and calling it sleep does not apply in my case. At rallies I usually soak up the unique sensations in a cold, sober condition - try it for yourself sometime, you may find it an interesting experience. Then again perhaps it may make you decide never to attend another rally!

Secondly, I never camp in a particularly remote area at a rally, I usually obtain a site near a rallyist with whom I am acquainted and this can vary considerably as you can imagine. So I usually have little choice in the location of my camp site at many of the rallies that I attend. This rules out any deliberate selection by me of a quiet peaceful site. So, how do I get a good nights' sleep at rallies?

I'm convinced that there must be some kind of special program inside my brain which only gets activated at rally sites after sundown. This unique mechanism makes the necessary compensations for all the wierd and wonderful occurrences at rallies after dark. Take for example, the owner of a Munch Mammoth who, at 2 am, decides to fire up his trusty machine, winds up the turbo boost to maximum and lets it rip! When it stalls at about 2,000,000 rpm instead of abusing him, I invariably yell out "more revs!" This encourages the proud owner of the machine to prove that it can indeed produce more revs, and in the course of demonstrating this, the crankshaft and associated components discover a whole new world when they emerge from the side of the engine block! Any further requests by me for "more revs" are met with stony silence. I then go back to sleep!

Here's another good example. I'm nice and comfy and warm, snuggled down in my sleeping bag, blissfully dreaming of the sheep at Greg Stevens' farm, when at the next campsite someone detonates a 50 megaton Stones bomb! "Wow!" I cry, "that was great! Do it again so I can get a photo of it!" Well if the budding pyrotechnician does decide to repeat the performance for me, he must first empty another bottle of green ginger wine. By the time he has done so, he'll be lucky if he can scratch himself, let alone construct a crude incendiary device and I'm back with Greg's sheep!

So, what can you do to sleep better at rallies? I suggest that you buy some earplugs and put them in before retiring for the night! If you don't wish to go to that expense, then try sleeping with your fingers in your ears! If you're musically inclined then just connect up your walkman and put on a favourite tape. If you find that you can't get to sleep to music, then put on a blank tape! If you don't have a walkman then I suggest camping alongside the band, they're usually guaranteed to send you to sleep! Sweet dreams for now.

DOGGY DOINGS by Ochre The Dog

Dad came inside and said we were testing Mick's bike. I jumped up and down and said "Mick's bike, Mick's bike, Mick's bike. Now I'm going to ride something better than Suzi". Then Dad said it was a model and I said Oh! But it's OK because it's Mick's bike and Mick is really cool and the best! and I am going to shake his paw.

We got the packet open and I checked all the bits were there, then we sorted out all the colours. Dad had to buy some more, but we had most of them, we had to buy a special orange for the wheels, but he has an airbrush and sprayed the outside with the blue but I touched it and had blue 'GT' stripes on my fur but he couldn't see the orange. We painted all the bits carefully, we even put Mick's special brake on the bike and the model went together really well and Dad said there were no problems but he said he had to use superglue on the hoses and I stuck two of my toes together and he used the proper paints for most of the bike. dad says he read the instructions carefully because there are some tricky bits.

Then we got to stick the stickers on the Honda and DAD STUFFED IT UP!! I don't like him because I watched him cut the stickers out and he got air bubbles under them. If anyone knows how to get the stickers on properly TELL HIM! But I got him back because I went out and widdled on Suzi!

But it still looks good and looks even better next to Wayne's bike. He is good, but I like Mick better. Now all I have to do is get Try's bike but his bike has that nasty word in its name (DUCATI!).

Dad says that if you start this sort of model from scratch (I do a lot of that!) that you need 19 colours, glue, knife and other bits which is worth over 100 tins of PAL.

Dad says that I can give away some stuff. Mums and Dads stop reading! Right, this is for boys and girls only. It's a competition for the best boy and girl who can draw a picture of me riding Suzi or write a Toy Run story. First prize will be a toy store voucher and an MRA t-shirt and second prize will be a t-shirt (Dad doesn't know that I'm going to give away more than he said) and we will announce the winner at the Toy Run. Mums and Dads if you've read this you just made Santa's Naughty list!

Don't forget to bring toys or food on the Toy Run. We will be there and so will Dad's Nanna. I remember when Dad told Nanna he was riding bikes again, she hit him with her wooden spoon on the head! Dad might have fixed Suzi by then. I wish he would buy a bike like Mick's but when he last talked to Santa he called him a (rude word) and said that he had left his new bike behind. Santa doesn't like him I think.

See you on the Toy Run.

Radiata Rally 1999. **by Les Dicker**

The Radiata Rally conducted by the South East Register was at the Mac Park racing circuit this year and was fully catered for those who wished to travel light and not bring the trangia and billy along. The road into the site is all bitumen except for the last few hundred metres and it is easy to negotiate even when on a modern plastic machine like the ZZR, although the Whale could not resist doing a barrel roll at the front gate! The site has good toilet and shower facilities so that it is more civilised than some of the crude facilities that appear at some rallies!

The Whale and Trixie arrived at my place around 9ish on Friday morning and we set off for the Mount with a stop at Keith for refuelling and had a lunch break at the tavern at Willalooka. The weather and traffic was good for an easy trip to Mount Gambier. The scenery is worth looking at as you're going through the pine forests, and I can never resist the urge to sing "Finland" as I go along!

Upon arrival we found a real good site for our tents in a small grove of shrubs which gave plenty of protection from wind, weather and worse still, staggering motorcyclists! Once we had set up our tents we commenced socialising with the South East Register members (when they weren't busy) and with the other rallyists there. The club rooms at the track provided a fine area for meeting and talking around a log fire, which was where many a tall tale was told while much refreshment was had! The floor of the club rooms has a map of the circuit drawn on it, so there was a competition to see who could get the best lap time around this facsimile track using a wheely bin!

The campfire chats were also indulged in by many, doing the rounds of the campfires it became obvious that the best established campsite belonged to the Pinnaroo Motorcycle Tourers (PMT) who even brought a huge weber style bbq along to cook for their members. They had 99% attendance by their club which is very commendable. I wonder where the other 1% was? We'd better not follow that line of inquiry! Going by the way they had organised themselves and the excellent food that they cooked and invited us to share, I can hardly wait for their rally which is called The Route 12 Rally at Pinnaroo on 6 & 7 Nov 1999.

After retiring on Friday night there was some light rain and much to my relief the sealant that used on the tent fly after the Wintersun Rally had indeed cured the leaks.

On Saturday there was the usual gymkhana, plus an escorted tour of the track by Bill Eales who provided us with quite a unique commentary on the highlights of

the circuit, and all the time young Matt was searching for souvenirs of downed machinery! This trip concluded with an in depth analysis of the track's rubbish tip which contained lots of tyres which had all seen many laps!

Saturday night saw much more merriment in the clubrooms with the awards being given out to the lucky ones, and the presentation of some 10 year badges and also the drawing of the raffle. After retiring there was lots of heavy rain so I was even more thankful that the seam sealant had worked so well!

Sunday dawned looking as though there would be lots more rain at any time so we packed up and set off for Adelaide without delay. There was some light rain near Naracoorte, after which we managed to get behind a police car travelling at a reasonable pace, so we followed it until it stopped near Tailem Bend! The wind picked up at Murray Bridge and I was blown off the road near Callington the gusts were so strong, so I had to take it slowly and fight the winds until I reached the Eagle on the Hill. Once again these windy conditions did little to help the fuel consumption forcing the ZZR to gulp it at 17 kpl instead of its usual 20 kpl, which is not good news given the current ripoff price of petrol!

Well that's all for now, hope to see you at a rally soon.

Register Liaison Report. **Les Dicker**

The South East Register conducted it's Radiata Rally at Mac Park on 16-18 July 99 and it was quite a success with lots more people attending than in 1998. The SE Register is having its AGM on 30 Sep 99 at the Commercial Hotel at 6.30 pm. The Southend camp over weekend meeting is on 30-31 Oct 99 at the usual campsite with the meeting at 10.30 am on Sunday.

The Mid North Register is conducting the Bush Pig Rally at the Crystal Brook Motorcycle Track on 16-18 Sep 99 and is fully catered as usual (yum).

The annual Rocks Run to meet up with the Mid North members was on Sunday 29 Aug 99 and was well attended with the participants from Adelaide having a poker run on the trip up to Balaklava. We lost one of the riders near Gawler when he missed the stop at Dead Man's Pass! I hope he didn't break down or come off. Trixie won the poker run even though she was driving the Volvo, so there was no prejudice in that. I even had a test ride on Klaus's' new Triumph. Very nice and lots of grunt.

The Mid North meeting is at Wirrabara on 28 Oct 99.

THE RETURN OF THE PRODIGAL

Having recently subscribed to and just received my first copy of 'Centrestand', I confess to being surprised and impressed with the blend of tales, humour and good, sound information. I'm a second time around rider, getting off to a long awaited though admittedly shaky start after 20 years of life in the other lane.

My first bike license, I passed, somehow, when I was 16. I'd bought a brand new Honda XL125 and really liked looking at it in the shed. At that stage I loved the 'idea' of riding it. The reality, in those days, meant blasting out onto the roads with no tuition or experience and I had a bad case of self preservation. My teenage friends of the time, concocted a clever end to my procrastination by organising a birthday party for me at a given, far off location. Then, at a predetermined, secret signal, said quick 'see you theres' and left. Left me on my own that is, with my bike keys and a sort of horror and a rage that I previously hadn't realised I was capable of.

The self talk at this stage was intensely impressive. The intricacies of that ride will haunt me all my days, but I survived it with a minimum of dignity and gear changes. Looking back all those years, I am conscious of how little I knew and how extraordinary it was that I lived to tell the tale. There was the 'Oh my God, deep sand' incident and the 'under the bike, under the fence' one, not to mention the 'how much water can you fit inside a rain suit' episode.

Distilled, the whole experience left me with a good dose of wanting more. For 20 years I changed countries, learned to drive a car, raised babies and thought about riding bikes. I had always promised myself that the day I became a grandmother, or the day I turned 50, whichever came first, was the day I would go out and buy the biggest bike I could sit on with my feet still touching the ground.

I'm a long way from either, but reached a point only 3 months ago when I stopped needing to justify owning a bike again. I was trying to balance the scales on logic alone. On the one hand I have dependent children, a non conducive financial situation and a life already full to overflowing. On the other hand I would go to sleep at nights, dreaming of peace, the solitude of back

country roads, time alone and wanting the challenge that comes from doing something that I still find scary. I would also remember photos from my childhood; me as one of two toddlers jammed in a sidecar with my pregnant mother; my handsome father astride what was to become a series of old BMWs.



Steve "the Safest" and me , on Mad Dog's Thunderbox

My first job as a kid began in the small hours of the morning and I would ride behind my father, curled into the small of his back, smelling the leather of his sheepskin lined mittens and watching the early dawn fields of Verdun and Balhannah roll by. Just us, no one else on the roads, purring along as only an old BM can.

So logic flies out the window, reminding me of the words of my cousin. He, I might add, is a fireman, a bus driver and a bike rider and he drives all 3 vehicles with the same spirit of fun and adventure. I will never, EVER feel compelled to ride pillion with him again. I don't know if it's testosterone or what, but I don't have it. His words were sound and heartfelt. "Look," he said, You can't

make a decision about whether you ride a bike or not using sensibility as the measuring post. There is nothing sensible about owning and riding a motorcycle. But it is something that for some, is a thing that they have to do, like breathing. It's one of the things that gives life." I recognised instantly that it was as true for me as it was for him.

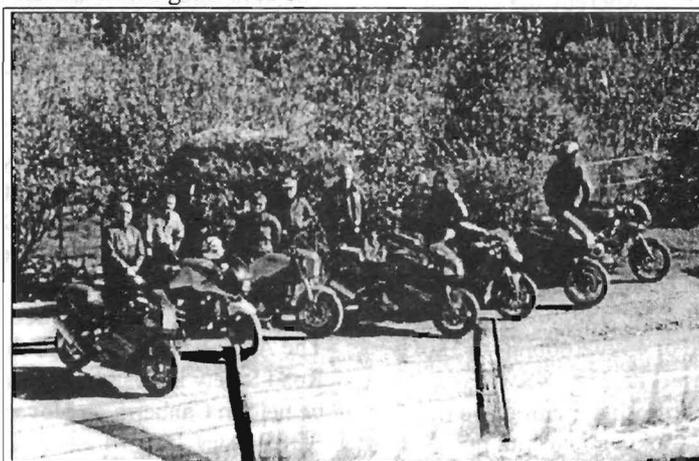
A few days later I was lucky enough to have seven members of the Perth Ducati Club lob in for hot soup, red wine and the first good warm sleep they had had for days. They had trucked their bikes from Perth to Adelaide, ridden to the

Philip Island Super-bikes, returned to Adelaide and were to hop on a plane to Perth the next day. Before they left we had one of those late autumn days which is full to the brim with the smell eucalyptus and pine forest and begs you to come and taste it all, we went on a major hoon to Lobethal, Lenswood, Cuddlee Creek and home to Nairne.

My 14 year old daughter riding behind Steve (designated the safest, he

was just as fast, but I believe that his braking procedure was more controlled) got off at a pitstop after a particularly invigorating series of corners. She was silent and I was sure that she would want to walk home. "Wow," she said ... more silence, "What an experience?". Exactly!

Continued on page 22 =>



Ready For The Wild Ride

AMC REPORT

by Peter Mount

Annual Conference

The AMC Annual General Meeting was held in Melbourne on August 29/30. With over 30 items on the agenda plus 18 reports from representatives on various federal and national bodies and other areas of activity it was a weekend of intense productivity.

As it is impracticable to cover the outcomes in detail, the following few have been selected on the basis of their diversity or immediate relevance:

1. AMC Membership

Two new members have been warmly welcomed into the AMC - Motorcycle Action Group of Victoria (MAG Vic) and Ulysses MCC. These groups are already recognised for their professionalism, credibility and influence, and will enhance still further the AMC's level of expertise, effectiveness representation.

2. ECE Harmonisation

The issue of concern to the AMC in particular and the industry in general is that Australian Design Rules (ADRs) would automatically reflect ECE requirements regardless of whether or not they were relevant to Australian needs or conditions. This has not yet been resolved. Members need to be aware that ECE regulations do not need to be implemented simply because they exist. AMC will be monitoring this very closely to ensure an acceptable resolution.

3. Trailers

The introduction of a national light vehicle towing policy has been approved by Ministers of Transport. Motorcycles come within this category. An unforeseen implication of the wording of the regulation relates to vehicles for which the manufacturer has not specified a maximum towing capacity; at its harshest, it could be interpreted that motorcycles will not be allowed to tow trailers. As an initial stopgap, the AMC has facilitated an arrangement whereby the Federal Chamber of Automotive Industries (FCAI) through its motorcycle industry members will prepare a manufacturers' response. AMC members are asked to determine (through consultation, if necessary) how their own governments intend to interpret the regulation.

4. LAMs

The AMC has supported a proposal to recommend the MRA Tas model for Learner Approved Motorcycles as the most practicably and administratively viable option. This model is based on a power-to-weight ratio of 45kw (60bhp) to 180kg (maximum) dry weight (ie. 1:4). At present, NSW has a 260cc and 150kw/tonne restriction with a 'mature age rider' (30+) exemption, and ACT has 150kw/tonne with no capacity limit: both allow 90kg for a rider and fuel in the equation for under 260cc machines, with ACT allowing 68kg for rider and fuel for greater than 260cc machines. All other states have 250/260cc straight restrictions, although Ministers of Transport have approved in principle a power-to-weight scheme.

MRA SA has recommended no capacity limitation as Australian and international research indicates no significant correlation between engine capacity and crash involvement, although there is a slight reduction in risk for bikes over 500cc excluding fatalities and an equally slight reversal of this when fatalities are included, with age and experience being significant risk mitigating factors.

5. Front Number Plates

The WA government has raised the hackles of motorcyclists by revisiting an earlier investigation into the feasibility of reintroducing these dangerous, impracticable, unnecessary and undesirable devices on the grounds that riders are not being (digitally) captured by the front-facing Multinova cameras, amid claims that said protagonists are responding with their own digitally-based system.

MRA WA is arguing that the Multinovas cannot enable identification of a helmeted rider and that the rear-facing cameras are adequate and negate the need for front plates; MRA's recommended solution is to introduce 'owner onus' legislation similar to that in SA and elsewhere.

The issue was raised at the conference because other states are considering such cameras, and all members, including MRA SA, would be wise to keep their ears to the ground for any hints of similar considerations in their home territory.

6. Crack Sealant

Other states are using the devilishly slippery stuff that was used in SA until the MRA and other biker groups took the authorities to task. Our success here will enable other AMC members to address the problem within their own jurisdictions (although there are still a lot of roads in SA with unmodified sealant - let the MRA or local road authority know when you come across them).

7. Motorcycle Awareness Week

A proposal to re-establish MAW on a national basis has been tabled by MRA Q. MRA SA vintage members will recall our well-supported and successful but demanding Motorcycle Awareness Month, held in October for about 10 years, and hence entitled 'Biketober'. This proposal has been unanimously endorsed by AMC members, and although the Federal Office of Road Safety has offered to help with its promotion and facilitation within the limits of its resources, we have been advised that FORS does not have such flexibility with its monetary resources.

8. Road Safety Conference

The AMC has been invited to present a paper at the 1999 Road Safety Research, Policing and Education Conference to be held in Canberra on November 28-30. It will be hosted by FORS, ACT Department of Urban Services, Australian Federal Police and NRMA ACT Road Safety Trust.

The AMC paper will advance the feasibility of utilising technological developments to overcome the difficulties associated with testing motorcycle and rider interaction with barrier systems. Primary difficulties in testing currently include the inherent instability of machines, inconsistent and unpredictable rider reactions, and sourcing a statistically

significant number of volunteers to participate in such tests. (Please contact the MRA if you are interested in participating in this important area of research.)

9. FORS Restructure

A new federal safety agency, the Australian Transport Safety Bureau (ATSB) has been established in the Department of Transport and Regional Services. Its role will be to oversee and coordinate safety in all modes of transport by combining and focusing the expertise and resources of FORS, the Bureau of Air Safety (BAS), the Maritime Incident Investigation Unit (MIU) and a new Rail Safety Unit (RSU) within the one division. The objective is to facilitate intermodal communication and interactive systemic safety applications.

10. Windscreens O'Brien Road Safety Awards

AMC and its members have been invited to nominate community or industry organisations or individuals who "have made a significant contribution to road safety over the past 12 months" in the categories of:

- Road Safety - for any device, program or initiative which enhances the safety of drivers, vehicle occupants, pedestrians or other road users.
- Motor Vehicle Safety Equipment
- Motor Vehicle Safety

Nominations close October 15. Forms are available from the MRA or Windscreens O'Brien.

11. Crash Reports

AMC is pushing for national uniformity in police reporting. The National Road Safety Strategy Panel, of which the AMC is a member, agreed to this in 1996, but no further action has taken place. Our concerns stem from inconsistencies in the way in which crashes are reported both from state to state and within each state, leading to data which is either ambiguous, unclear, incomplete, misleading or incorrect.

Examples include riders crashing into barriers (What kind of barrier? What barrier components caused or contributed to what injuries?) and single vehicle crashes (Was it really an SVC? Research indicates 28% or more crashes reported as SVCs involved another vehicle which did not stop). It is also known that not all fatal crashes are investigated.

The AMC would like to obtain blank police report forms from each state and territory to devise a national form which addresses these omissions and assists in providing more comprehensive and definitive information. This model will then assist the NRSS Panel in its completion of the 1996 proposal.

12. Executive Elections

Chairman	Ken 'Flapper' Terry (Tas)
Treasurer	Kingsley McNabb (Vic)
V/Chairman	Albert Bowden (Vic)
Com/Member	Robyn Martin (ACT)
Secretary	Sammi Ross (SA)
Bulletin Ed	Rhod Pearson (WA)

Riders, Industry & Sport Conference

The second annual conference of riders, industry and motorcycle sport was held in Sydney on August 21. Its purpose was to further progress of the inaugural conference, identify common issues and develop a "coalition framework".

(Though risking accusations of unalloyed pre-emption and presumptive unilateralism, for simplicity's sake and that of my filing system I have called this embryonic group ACRIS - for Australian Congress of Riders, Industry and Sport - which, I hasten to assure readers, is nothing more than an interim name of convenience until one is agreed upon.)

Along with FCAI's Ray Newland and Motorcycling Australia's David White, many rider groups were in attendance, including AMC, MRA Tas, MAG Vic, Ulysses, NSW MCC, MRAQ, WIMA, Bikers Australia and UMC. Clearly, there is a lot of interest in and support-in-principle for the ACRIS concept.

It is reassuring that I am not alone in my long-held conviction that motorcycling in Australia can only be guaranteed of survival and effectiveness in representation, self determination and self-governance through the establishment of a coherent and cohesive structure comprising all facets of the activity - riders, industry and sport. As riders, we have seen the need for state and national representative groups - the MRAs, the AMC and others - to combat discriminatory legislation, negative media portrayals and motorists' ignorance and unsafe practices; as competitors, we have seen the benefits of state and national coordinating bodies - Motorcycling Australia and its branches: as business people, we have seen the advantages, both internal and external, of state and national representation and unity of effort through MTAs and the FCAI.

I believe it is now imperative and eminently logical that we find a way to link and utilise the vast expertise and resources of these diverse groups. Logical because of our interdependent need for survival; imperative because global forces, such as harmonisation in its many and various forms, are already upon us, and unless we take collective action to respond proactively and constructively to mitigate the detrimental aspects of these forces we can surely kiss tomorrow goodbye.

This is why we need an ACRIS in this country, and why there is an international conference in France in October.

To this end, a steering party has been formed to develop models for management and operation, which may include recommendations for a name; these models will be put to the organisations involved for consideration. The members of the steering party are Ray Newland (FCAI Motorcycle Manager), David White (MA CEO), Greg Hirst (NSW MCC) and myself (AMC).

My main concern is that of progress. Much was expected after the first ACRIS conference, but virtually no progress was made, with many feeling let down and frustrated.

Continued on the next page =>

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← *Continued from the previous page*

If the same occurs this time, if people again feel that they have spent precious money and time on yet another talkfest, then regardless of intentions, people's vision and the need for ACRIS, everyone will pack up and go home, to contend with the global forces in the limited, reactive way of old. If this happens, it will mean that, as much as we would have it otherwise, the time is not yet right for such radical change. Just hope there is a tomorrow, and that we get another chance to get it right.

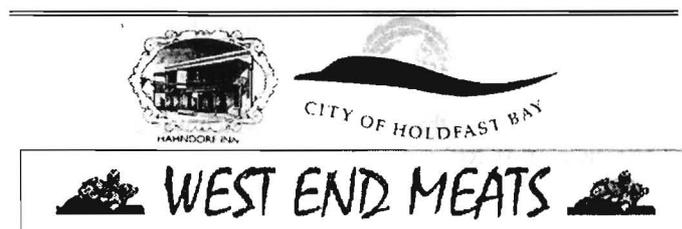
FEMA/FIM Conference

The Federation of European Motorcyclists Association and the Federation Internationale de Motocyclisme has invited the AMC to participate in the second biennial International Public Policy Conference at Mulhouse, France, on October 15-17 this year. The AMC representative to this conference will be SA's own Peter Mount. These conferences have been born of a growing international recognition amongst motorcyclists of the potentially harmful impact which the trend towards global harmonisation can have on their lifestyles if the driving forces of technological development, economic and industrial rationalism and political constructs are not tempered with judiciousness, integrity, equity, ethical considerations and just plain commonsense.

Global harmonisation will affect not merely vehicle and parts manufacture, but vehicle and parts importation and exportation, the fitting (read disallowment) of non-manufacturer aftermarket parts (including non-recommended tyres), Intelligent Transport Systems (ITS), road laws, satellite navigation and communication systems, and Standards in all walks (rides?) of life (you will all be familiar with the impact in Australia of International Standards Organisation (ISO) agreements, including the Mutual Recognition Agreements (MRAs) between Oz and NZ regarding vehicles and between Oz and UK regarding motorcycle helmets). Although there are undeniable benefits to this global trend, there is an equally undeniable downside.

The conference will bring together delegates from organisations working to protect riders' rights in the varied political arenas around the world to consider appropriate and timely responses to these challenges.

It is almost ironic - surprising to some because of motorcyclists' individualistic natures, predictable to others who are motorcyclists or who understand the paradoxical phenomena of cooperative and collective individualism - but eminently fitting that, just as riders have banded together within their own countries to combat oppressive and discriminatory legislation, so are they responding to the threatening aspects of global harmonisation with global harmonisation of their own.



FIRST RIDE

Motorcycles - danger, accidents, death. Fear!
Then her first ride. Apprehension soon eclipsed by excitement, adrenalin.

No protective metal structure, security her own two hands.

Freedom unencumbered, unprotected, vulnerable, like walking naked in the rain.

Answering some primeval call: be at one with nature, become the wind!

Motorcycles - exhilarating, addictive. Awesome!

Mary Kerin

(Apologies to Mary for getting it wrong last issue. Ed)

TOY RUN NEWS

The date of the 1999 TOY RUN is December 12. Put it in your diary. Also be aware that the Toy Run is always on the Second Sunday of December; always. If you remember that then you will always know the date for future years.

Spare posters for the 1999 and previous Toy Runs will be on sale at the Toy Run for \$5.00 each. A charge of between \$4 and \$5 will be made for the cost of postage and packing in a Post-It tube if required. These will be available for take away at the Toy Run or at MRA meetings subsequently. You can put in your order by calling the MRA phone now.

A special page on the MRA web site is being prepared for the Toy Run. This is where the most up to date news will be provided. When we know what is happening with the Toy Run then it will be here. Check the site out for up to date media releases, the new design poster, maps, sponsors, services and entertainment at the 1999 Toy Run.

Paul Morgan Toy Run Coordinator

TOY RUN SPONSORS 1998



"PICK YOUR DATE"

Motorcycle Riders Association of S. A.
Calendar of Forthcoming Events : Oct '99 - Dec. 99

OCTOBER

Monday 25 th
Annual General Meeting
7.00 pm
Maid & Magpie Hotel
Cnr. Magill & Payneham Rds.

Thursday 28 th
Mid North Register Meeting
Wirrabarra

NOVEMBER

Monday 1 st
Toy Run Meeting 7.00 pm
Maid & Magpie Hotel
Cnr. Magill & Payneham Rds.

Tuesday 2 nd
4B's Meeting 7:30 pm
Flagstaff Hotel Franklin St City.

**Monday 25 th October
ANNUAL GENERAL
MEETING
OF THE MRA SA Inc.**

For details see page 11



1999 WORLD ROAD RACING ROUND UP.



WORLD 500CC CHAMPIONSHIP

<u>Dates</u>	<u>Grand Prix</u>	<u>Circuit</u>
October 24	Rio	Jacarepagua
October 31	Argentina	Buenos Aires

SUPERBIKE WORLD CHAMPIONSHIP

<u>Dates</u>	<u>Race</u>	<u>Circuit</u>
All Done	Carl Fogarty No. 1	

DON'T FORGET TO SET THE VIDEO!

THE DECEMBER ISSUE OF THE CENTRESTAND WILL INCLUDE A FRIDGE CALENDAR OF MRA EVENTS AND MEETINGS FOR THE YEAR 2000

Monday 8 th
Committee Meeting 7.00 pm
Maid & Magpie Hotel
Cnr. Magill & Payneham Rds.

Monday 22 nd
Toy Run Meeting 7.00 pm
Maid & Magpie Hotel
Cnr. Magill & Payneham Rds.

Thursday 25 th
Mid North Register Meeting
Caltowie

Monday 29 th
General Meeting 7.00 pm
Maid & Magpie Hotel
Cnr. Magill & Payneham Rds.

CHRISTMAS DRINKS OF THE MRA
To be held at
the Maid and Magpie Hotel
Norwood from 8.00 pm
Monday 20th December
ALL MEMBERS, FAMILY AND FRIENDS WELCOME
Supper provided.

DECEMBER

**SATURDAY 4 TH
1999 SOUTH EAST
REGISTER
TOY RUN**

Monday 6 th
Toy Run Meeting 7.00 pm
Maid & Magpie Hotel
Cnr. Magill & Payneham Rds.

Tuesday 7 th
4B's Meeting 7:30 pm
Flagstaff Hotel Franklin St City.

**SUNDAY 12 TH
1999 ADELAIDE TOY RUN**

Monday 13 th
Committee Meeting 7.00 pm
Maid & Magpie Hotel
Cnr. Magill & Payneham Rds.

Thursday 16 th
Mid North Register Meeting
Gladstone

Monday 20 th
Christmas Drinks 7:00 pm
Maid & Magpie Hotel
Cnr. Magill & Payneham Rds.

**WELCOME TO THE 21ST
MRA
TOY RUN**
SUNDAY 12 December
leaving from Glenelg 11 am

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%
- GC Motorcycles** \$5 **Must show card**
- GP Motorcycles** 10% **Parts/Accessories**
- Honda Shop** 15% **Parts** 10% **Access**
- Honda World** 10% **Parts/Accessories**
- Kessner Suzuki** 10% **All except specials**
- Peter Stevens** 10%
- Pitmans - North & South** Available on request
- Redline Exhausts** Discount On Request
- Red Lion Motorcycles, Whyalla ...** negotiable
- Shannons Insurance** Club Discount Available
- Victor Motorcycles** 10% **Genuine pts & Acc**
- Walden Miller Leather** 10% **(bring the ad)**

Note: Discounts are not given on specials or with other discounts at most businesses so check before paying.
Other conditions may also apply.

← continued from Page 9: DO SPEED LIMITS MATTER?
With an 85th percentile speed limit, a 5mph enforcement tolerance and the unique phenomenon where faster traffic actually slows in the presence of reasonable speed limits, we will have a 95% compliance with the speed limit.

Do speed limits matter? Yes they do. Today they generate millions of pointless traffic tickets and billions of dollars of undeserved insurance surcharges, disrupt traffic flow, increase congestion and have created a siege mentality among those who frequently use the public highways. It doesn't have to be that way. We can have rational traffic regulation, including appropriate speed limits, that will expedite traffic, improve safety and focus enforcement efforts toward those motorists who clearly drive in a reckless or discouteous manner. All we have to do is demand that it be done.

From National Motorist Association News 1995 (USA)

← Continued from Page 17
That same day, due to the help of Craig 'Mad Dog' Morgan, ex Hills rider, now in Perth, who test rode my Yamaha SRX 250 for me, I joined the small throng, who grin from ear to ear in all aspects of their lives because they live, they breathe and they ride.

I'm having to learn all over again, having let my license expire, but the training through the Ridersafe course was excellent and much needed. The humility of sporting and L plate is outweighed by the benefit of the learning aquired. Now comes

MEMBERSHIP FORM

(Cut out or photocopy and hand it on)

OFFICE USE ONLY

	Meeting	Run	Magazine	Function	Other
	Card issued	Stock Issued	Entered		
MEMBERSHIP FEES : CIRCLE ONE					
	Standard	Concession			
	Single	Family	Single	Family	
1 Year	\$20	\$30	\$16	\$24	
2 Years	-\$38	\$57			
3 Years	-\$56	\$85			

DATE: / / Register: _____

PLEASE TICK APPROPRIATE BOXES:

New Member Renewal _____ M'Ship No.
Male Female

Name:

Address:

..... Postcode

Telephone: ()

Occupation: D.O.B. / /

I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc. (Constitutions are available from the Secretary)

Signature:

Comments:

I AM , AM NOT A BLOOD DONOR.

I would like further advice regarding blood donating.

Cheques/Money Orders to be made payable to MRA SA Inc.

Orders for stock can be made by filling out the back of the mailing label of the Centrestand. Ask the person who gave you this Membership Application.

the practice. I still get butterflies before I ride. It no longer makes me dash to the bathroom though. I don't know if this is a particularly girly thing or if it's just a taboo subject. I'm getting better, as I get used to my first road bike and I find myself on roads I don't know, in the middle of wild places, laughing to myself.

Logic has its place in the world, but not when it comes to decisions which affect the heart and soul. There, only instinct and a knowing in the gut bear weight. Thanks to all concerned; cousin Murray 'Muz' Oastler, Nic, my father, Mad Dog Morgan and his squeeze Yvonne, Brenton 'Lumberjack' Mattiske and my children - for letting me.

Cathryn Marinos

Welcome back Cathryn. Ed

BUDGET BIKE TRAILERS

Built on a Budget for your Budget.



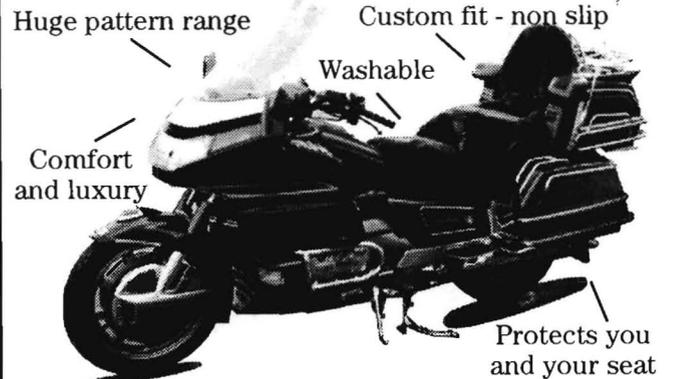
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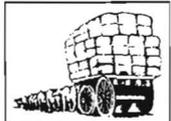
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\$4.50
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(Shown smaller than actual size)

Keyrings are made of rubber. Colours are red bike and helmet, brown bear, grey base.

On the reverse is the MRA Freepost number, so if you lose your keys and they are dropped into a postbox, they will be returned to our GPO Box.

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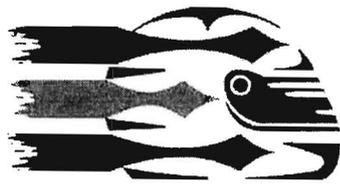
Send orders to: MRA Stock, GPO Box 1895
Adelaide 5001 or Phone 8262 2150. Fax 8395 7138

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If you missed out on a badge, we have ordered an extra 100. So place your order now. Only \$8.50 includes postage.

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