

June 2000



- ▶▶ *MRA SA Great Escape Rally 2000 ~ Marrabel*
- ▶▶ *Front Number Plate Saga ~ Continued*
- ▶▶ *Operation Gauntlet*

MRA



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Great Escape Rally 2000
Courtesy of Peter Mount

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.....from the editor.....

So what did you think? I have had an amazing response especially to the new format. Bike shops want the mag, clients are helping themselves, but get this. Wives of lifetime members are starting to read the CentreStand. That shouts volumes, don't you think. I must say now, thank you to all of you who are party to this production and were effusive with your praise. You know who you are. Thanks again.



I am sure you no doubt heard that we (Dale & I) were rally virgins, and we all know what happens to rally virgins, DON'T WE!. For any of you who know me, you will know that I wouldn't have been and definitely wasn't amused at the whale inauguration! Humph! I was not amused! Now I am a fair sport (well I did it didn't !!?) But not without a fuss! But as a non-drinker with a bionically sensitive nose, those in the knows will know exactly why I was not amused. Bygones Bygones. But beware, revenge is mine! Hahahahahahaha!

You may notice we have a bumper issue. That means one thing, lots of exciting stuff is happening, and you need to know it! Stay in the loop as we continue part 2 of the number plate story as we keep you up to date with news you can use.

So until then, Hang On!

Ashley

MRA SA Notes & Stuff

Run 2K

The MRA's Millennium Run is now well under way with some participants having earned up to 970 of their 2,000 kilometres to date. For those who came in late, the MRA will be issuing a badge to celebrate the year 2000 and those people who come along to enough MRA runs during the year to tally up 2,000 km's will be eligible to purchase a badge. Each run will have a set distance assigned to it regardless of the distance you actually travel to make the run. So for example, if you attend the Radiata Rally from Adelaide or from Mt Gambier the same distance is assigned. Bikes only will count for rider and for pillion. The exception will be MRA rally organisers and helpers who have to come by car or truck while performing their rally duties. If you break down during the run and can't complete it, it will still count. A form was sent out to all members with the last Centrestand and extras forms are available by contacting the MRA. Non-members are welcome to join in, as in all our runs and rallies.

2000 Km's

CHEAP HELMETS CONFISCATED

From Advertiser 7/4/2000

Motorcyclists are breaking the law and putting themselves at risk by wearing cheap helmets, police say.

Senior Sergeant Dennis Schilling said more than 30 motorcyclists in the Holden Hill police area had been fined and their black helmets confiscated in the past six months.

"They might as well be wearing buckets from Kmart" Senior Sergeant Schilling said.

He said the helmets were part of some motorcycle clubs' uniforms and therefore members were continuing to wear them.

But he said this would bring a \$50 fine and confiscation.

Senior Sergeant Schilling said the helmets were available through one major supplier for \$100.

But he said they were useless as they did not have the necessary safety accreditation.

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 party in December.

ATTENTION WOMEN MOTORCYCLISTS

The Motorcycle Safety Consultative Committee of the National Road Safety Strategy Panel has approved a program targeting women motorcyclists. This has come about in light of data suggesting a disproportionately high injury rate among female riders. The project would address the safety of female riders (including concerns about increasing aggressiveness), as well as the potential for women to positively influence male riders. It would be a three pronged program encompassing: direct consultation with women through rider clubs; communication through specialist magazines and direct mail to female riders.

As a first stage a database of women riders is needed and a call for volunteers is going out to answer a questionnaire. If you are interested and if you know of anyone who may be interested then please contact Sammi Ross, Secretary of the AMC on 0417-884-337 or 8391-2648 (ah) ASAP and before the middle of June.

SNIPPET

In his article on road safety, Sean makes mention of Channel 10 winter riding tips.

For those that didn't see it, the footage has been converted to mpeg, and can be downloaded from the MRA SA Website when it re-opens on 1st July 2000 after extensive remodelling

Date

SCRIBBLES

Well! It would seem that my request, in the last issue, calling for submissions has fallen on deaf ears! I have had rave reviews about the mag, but no letters or e-mails!

So get to it & see your name in print. Emails can be sent directly to the Editor at editor@mrasa.asn.au

MRA ROAD RUNNERS

Reminder: City-Bay Run 3rd Sunday in September (19th). Get training if you want to join the MRA team.



ANNUAL GENERAL MEETING

The Annual General Meeting of the Motorcycle Riders Association of South Australia Inc. will be held on Monday 25th September 2000 at 7.00 pm at the *Maid and Magpie Hotel* in the upstairs meeting room.

All the positions of the Association listed below will be declared vacant and the 2000-2001 Committee will be elected.

<i>President</i>	<i>Membership Secretary</i>
<i>Vice President</i>	<i>Minutes Secretary</i>
<i>Treasurer</i>	<i>Editor 'Centrestand'</i>
<i>Secretary</i>	<i>Stock Control Officer</i>
<i>Publicity Officer</i>	<i>Road Safety Officer</i>
<i>Register Liaison Officer</i>	
<i>Sub-Committee Representatives</i>	
<i>General Committee Representatives (8)</i>	

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

WEB NEWS

Regular visitors will have noted that the MRA website has been taken down.

DON'T PANIC!

After extensive renovation, it will be back with more information on the 1st July 2000

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P residents Report

Two issues have had to be dealt with recently. I would like to hear from any member who may have been affected by either of them.

Mt Barker Oil Spill

On Wednesday April 19 oil was deliberately spilled on sections of the Old Mount Barker Road. The oil was placed right along the lines a bike would normally take to negotiate the bends so there was no doubt that injury or worse to motorcyclists was the intention. It appears that the bulk of the traffic that used to use this section of road is now using the new section which includes the Heysen tunnels and some people are of the opinion that this is an opportunity too good to be missed. I can understand it and I can understand that what is now a reasonably quiet road may have the quiet shattered by the occasional biker changing down as they negotiate the corners, but it is pretty disgusting when people's answer to a bit of noise is to set out to kill the perpetrator. So be warned and keep alert when you travel that road.

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Channel 10 did a spot on this in their evening news with the help of Peter Mount speaking for the MRA but as far as I know no one else touched it including the Advertiser which instead ran an article on police targeting "road hooligans" using the old Mt Barker Road as a racetrack. It seems that motorcyclists aren't newsworthy unless they are donating toys or getting killed one way or another.

Operation Gauntlet

The Holden Hill Police led by the intrepid Senior Sergeant Schilling launched operation Gauntlet on April 6 to be run until after Easter. This operation was to target motorcyclists "checking the road worthiness of bikes, helmets and other safety equipment. Speeding would also be targeted." So if in this period you have been pulled over in the Holden Hill area, especially on or near the Gorge Road and given the once over, this is the reason.

This operation started out with the police confiscating a number of helmets which did not meet the Australian Standard 1698. Somehow a leap was made to connect helmet checking et al with road deaths and the Gorge Road and Operation Gauntlet was born.

The MRA's response to Sergeant Schilling was over a number of points.

- his implication that a \$100 helmet will not saves lives is mistaken. Any helmet that meets AS 1698 is a useful helmet
- that helmet checks would not be useful as most motorcyclists will be wearing legal helmets

(Continued on page 6)

PERCEPTIONS

Ashley Knöote-Parke

Well, it's been three months and I can't say I am really enjoying this learning to ride experience. In fact if I had it my way I would push my 250 into a very deep canyon! Man I am hating riding on this cumbersome, very big, very heavy 250. But I have no choice, it is all I have and come hell or high water, I will learn to ride the bloody thing! (Ha! But I didn't say when!). No but seriously. It has put me off learning to ride, and it is taking some guts on my part to get back on this thing! (no offence Scott). You would swear I had taken a tumble the way I carry on, wouldn't you?

I was invited to attend one of the Poker Runs on my bike, and after going on the pre-run with Povey in the lead, I decided that Corkscrew Road was just too much for me. I mean had I gone on my bike, we would all still be in Golden Grove!

As a pillion, (well I prefer pillioning than riding my own), one has lots of time to contemplate the cosmos. Also I found that it is an ideal time to meditate, and switch the mind into Alpha levels (we spend 85% of our days in Beta levels).

Anyway here I was enjoying the ride, soaking up the scenery, when I had a sudden premonition. Harald was riding in front of us, and in my mind's eye I saw him go around the corner and take a tumble (in slow motion). Not 15 seconds later Harald hit the deck and lost his bike into the bend. Needless to say, I freaked out and was shaking like a leaf (which nobody could understand) until I told them all at the tavern. This isn't the first time this has happened, and yet when it did happen I knew that Harald wouldn't be hurt. Scary huh?!

Well, I am running out of time for my 'P' Plate acquisition, so if anyone wants to lend me a small cruiser, maybe I will get the plates this year! But I will keep you posted!

Ashley

(Continued from page 5)

- the checking of safety equipment is unnecessary as properly working lights and horns are a mandatory requirement and anything else which might be considered safety equipment is not mandatory and therefore not subject to inspection
- roadworthiness checks in the context of saving lives is a bit over the top as the roadworthiness of vehicles has never been found to be a significant factor in road accidents causing injury and death
- the timing of the operation to include the Easter Break and the length of time given to it (3-4 weeks) makes it difficult to assess the success of the operation, particularly any long term effects on the road toll.

The MRA's conclusion is that Operation Gauntlet is the police trying to show that they are doing something, especially regarding the Gorge Road. We understand police frustration in not being able to make greater inroads into the road toll. We also understand the horrific situations which members of the force sometimes have to deal with and we sympathise with their leaders who have to help them deal with it all, but the answer is not to harass all motorcyclists in the hope that the 'problem' bikers will get the message. It doesn't work. This is too simplistic a solution to what is a complex problem.

The MRA believes that effective road safety campaigns are those which have been well thought out, have community and stakeholder support and have a significant education component to target identifiable driver and rider groups. We hope that the Police will at another time call on the MRA to use its expertise in the design and promotion of future initiatives.

Ride Safe, Harald

ROAD SAFETY REPORT

Sean McPherson

In my humble opinion (well that gets me out of the libel charges!!) things have been a little bit busier for road safety, with several items coming to the surface recently, starting off with a couple of newspaper articles referring to illegal helmets being confiscated. After a phone call to the Police Officer regarding the article, it seems it refers to Outlaw helmets which don't comply to AS1698. We're still in the process of writing a response to that.

Then we've got some nutter (I have another word for it!) pouring oil on Old Mount Barker Road not far up from Devils Elbow (See photo's below). Well, after closer inspection, it's been done by someone who has watched and know the lines punters take down the road and the oil has been poured on the best line down the hill, prior to the elbow. All I can say to this is

for everyone to be careful down the road, as it's going to take a fair while for the oil to go away – concrete and dirt have been used to soak it up, but it will only take a light rain to bring the oil back to the surface.



I wouldn't mind finding out who "it" is so I can have a few words with "it" before knocking "it's" block off!

I've also recently inspected Portrush rd closely – REAL closely, as I was sliding into the oncoming traffic at the time. Thanks to the two pensioners from the Norwood Bowl club who dragged me from the road (Funny there was no speed camera to save me, because speed cameras save lives. HA !)

On a final note, recently, one of our lady riders came to grief on the Riverland Run, and as far as I can gather, there was an intermittent fault with her bike, on the run. Her motor cut out, then re-started, while the throttle was wound right open, and the bike speared off into the bush. The last I heard she was being carted off to hospital with a suspected broken collarbone, then I found out, apparently, the bike had been off the road and only registered for the day. This leads me back to one of my previous rantings about having our machinery in top notch condition – there's too many twits out there trying to kill us, without us helping them along. Stay Upright – and check your tyre pressures

Sean

P.S. What did everyone think of the Winter Safety clip on "Midweek Motoring" on CH10 news – some feedback would be greatly appreciated.

NUMBER PLATES : THE FULL STORY

Peter Mount

Preliminary summary

- The South Australian Police (SAPOL) want front numberplates reintroduced on motorcycles in order that speeding riders can be photographically identified.
- MRA SA is opposed to this for the same reason they were initially removed, i.e. safety of riders, pillions and pedestrians and on grounds of technological impracticability.
- SAPOL's proposal has been presented to the South Australian Road Safety Consultative Group (ROSCOG) for consideration. ROSCOG supported the proposal in principle and has recommended to the Road Safety Executive Group that all registered motor vehicles be required to be identifiable from the front. The difficulty with this recommendation is that current technology does not enable its implementation other than through fitting a front numberplate.
- On this basis, MRA SA believes the adoption of the proposal would not only compromise the safety of motorcyclists and other road users, but would have serious consequences for or be in direct contravention of:
 - Federal and state regulations pertaining to the safety of vehicles;
 - Agreements between Australia and New Zealand and the ECE, regarding Standards;
 - Trade agreements between Australia and the ECE and Asia-Pacific countries;
 - The importation of motorcycles into Australia;
 - The motorcycle industry in Australia;
 - Australia's credibility in globally recognised road safety strategies;
 - Australia's aspirations to be seen as a leader in road safety initiatives.
- MRA SA recommends absolute rejection of this proposal and, instead, unqualified endorsement of initiatives which address the primary causes of motorcycle crashes - inadequate driver training and awareness, roadside hazards, street furniture and road design and maintenance.
- MRA SA believes that no motorcyclist in South Australia will support this proposal and that every rider will strongly endorse a determined effort to have it relegated to oblivion.

Introduction

SAPOL's proposal relies essentially on the argument that, as "speed has been identified as a contributing factor of vehicle crashes in South Australia and speed enforcement is a major component of the road safety strategy", and radar cameras are unable to identify speeding riders when photographed from the front, the reintroduction of front plates would be a safety measure which would benefit riders.

Some twenty years ago MRA (SA) successfully argued for their removal on the grounds that they constituted a danger for riders, pillions and pedestrians in the event of a crash, that motorcycles could be adequately identified by the rear plate and that, especially with the change to transverse mounting of the plates (i.e. forward-facing), motorcycle technology, design and materials could no longer accommodate them safely.

Discussion

Understandably, motorcyclists are concerned at this proposal to exchange a proven safety initiative for one whose benefits appear to be more commercially orientated. This is a retrograde step, which flies in the face of commonsense and rationality with its courageous disregard for established safety criteria for motorcyclists.

Of further concern is the issue of equity, for it seems that, while motorcyclists are being targeted for their apparently flagrant and wilful flouting of the law, no comparative indices for drivers are offered which might substantiate and justify a need for this targeting. No perspective or context is provided by the statistics proffered and there is no indication of any safety initiatives for drivers or what the police define as other "high risk" groups which would demonstrate a balanced approach and SAPOL's commitment to addressing issues affecting the broader community of road users.

A detailed examination of the proposal will enable a practical and realistic appreciation of its value, justification, implications and potential effectiveness.

The proposal argues that "technology has progressed to such an extent that numberplates could be replaced on the front of motorcycles without the previously identified safety issues being of concern", and that "research has not identified any reason why numberplates could not be

replaced on the front of motorcycles". However, the proposal fails to specify what technology or the extent of the research, and ignores developments in motorcycle design, which preclude the mounting of front plates today even more than when they were removed.

It appears that none of the reasons for their initial removal have altered except to strengthen the argument against their use. Even if a place on a fairing for a stick-on numberplate could be found, as the proposal suggests, not all bikes have fairings. Aside from this self-evident problem, the curvature and rake of fairings could prevent photographic identification; fairings are manufactured of fibreglass and plastic, materials similar to those used in motorcycle helmets, but helmets may not be painted or have stickers placed on them due to the likelihood of chemical reactions taking place which would adversely affect their structural integrity. Structural integrity may also be compromised through drilling holes for the plates in the fairings.

Many modern motorcycles have insufficient space between the tyre and the guard for the attaching bolts to be fitted.

It is possible that the fitting of a numberplate to the (generally) lightweight metal or plastic front guard could cause fracture and detachment of the plate or a portion of the guard during vehicle operation which could present a serious hazard for riders, pillions and pedestrians.

Trail riders still bend their rear plates in to avoid being lacerated in a crash and front plates would only double the risk of injury to all motorcyclists.

The police have not consulted the motorcycle industry to determine the safety (in relation to the effects upon handling), practicability or even possibility of fitting front numberplates to modern machines. Had this been considered an integral part of the research it would have been revealed that the International Motorcycle Manufacturers Association (IMMA), which represents all major motorcycle manufacturers in the world, is unreservedly and unconditionally opposed to front numberplates not only because of the impossibility of attaching the devices such that safe handling will not be compromised (through adverse effects upon areas such as aerodynamics, steering, suspension, brakes and cooling), but because of their potential for causing serious harm.

Such consultation would also have revealed that the Federal Chamber of Automotive Industries (FCAI), which represents the Australian motorcycle importers and distributors, is emphatically opposed to front numberplates on the grounds of safety and practicability.

IMMA has also advised that, as Australia, with only 1.8% of global motorcycle sales, represents a very small market compared with almost every other country or region, no manufacturer would spend the huge sums necessary to tool up to accommodate major vehicle structural changes specially for this country or particularly, South Australia alone.

Hence, clearly, quite apart from any other grounds, the state government's acceptance of such a proposal would represent the ultimate in discrimination against motorcyclists.

In SA, it is argued, 580 unidentified riders were found to be speeding between July and November last year, but no statistical significance can be attached to this figure due to the lack of information regarding the number of riders overall who were booked during the same period, or the number of drivers who were photographed from the front but unidentified due to illegible plates. Police statistics in Western Australia indicate that some 48% of car drivers are not identified in forward-facing photographs due to illegible front numberplates or unclear photographs. This begs the question of whether this figure is unique to W.A. or indicative of a more widespread problem with the usage of such cameras.

The proposal also implies that motorcyclists speed much more frequently and excessively than the average for all vehicles, yet the average speed in excess of the limit for motorcyclists is 13.6 kph compared with 13.1 kph for all others. Does this insignificant difference of 0.5 kph justify such a draconian proposal? On the other hand, it does represent lost revenue of about \$71,000. This sum alone could be far less than the cost to the community of a single motorcycle crash in which a rider, pillion or pedestrian was injured due to, or whose injuries were exacerbated by, a front numberplate, quite apart from the pain and suffering of the victims. Could the proposal be a means of addressing a small loophole in revenue raising under the guise of a safety initiative?

The proposal claims motorcyclists are 20 times more at risk than drivers, but of 140 road deaths in South Australia last year, 13 were motorcyclists and, when registration differentials are accounted for, the risk becomes two times, not 20 times. It is also of considerable interest that records indicate that of 468 reported motorcycle crashes between January and October last year, in only 10 was speed listed as the primary causal factor. This alone would seem to invalidate an argument for front plates based solely on speed.

(Continued on page 11)

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2000 MILLENIUM RUN REPORT

David Povey

There have been three official runs so far:

- ❖ Kersbrook Tavern Poker Run @ 110 Km
- ❖ Childhood Cancer Riverland Run @ 540 Km
- ❖ Great Escape Rally at Marrabel @ 220 Km

Total of 870 Km

So as you can see, 2000 Km by the end of the year is not out of the question.

With more Poker runs and two more MRA Rallies to come, it will be easy to qualify for the special badge.

Don't forget, rallies count both ways, i.e. There and back and poker runs count from start to finish.

Officials who help out by driving cars to events to carry equipment or to pick up Breakdowns etc (Not too many, I hope) also qualify for the distance because these events could not happen without their help. Non-riders who are not helping will qualify at judges discretion i.e. fallen riders, etc. So pump up the tyres, fill the tank and make the effort - it's fun!

Any questions or suggestions, call (08) 8265 5388 during business hours

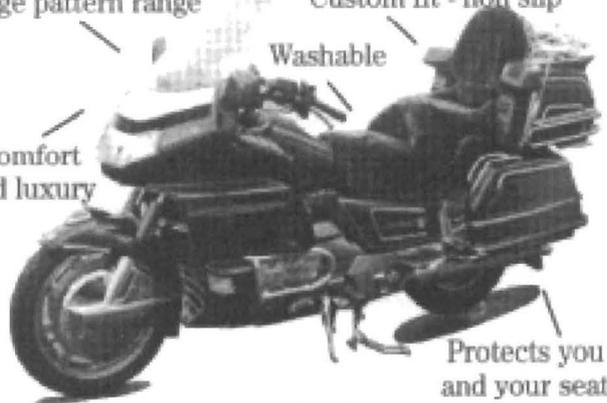
David Povey (Whale), Run Co-ordinator

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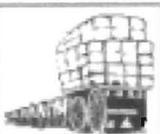


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GST and the MRA

Aiden Hanafin

Unless you have been marooned on a desert island for the last two years you would be aware that as of 1 July 2000 Australia will switch from a Wholesale Sales Tax system to a Goods and Services Tax (GST) system.

For a lot of people GST and how it will really, not how the press and others would have us believe, impact on them is still a bit of a mystery so I thought I would take this opportunity to at least make sure that everyone understands what impact it will have on their membership of the MRA, what impact it will have on the MRA itself and what we are doing to ensure that any impact will be minimal.

Firstly, what will be the impact on membership. Answer – None.

Secondly, what will be the impact on the MRA itself. Answer – Very little

Finally, what are we doing to minimise any impact. Answer – everything we can.

The reason that GST will have no impact on your membership is that the MRA will not be charging GST on anything that it sells and that includes membership fees.

Since the turnover of the MRA is well below the threshold at which a business has to register for GST, and therefore charge GST, and there are no real advantages or disadvantages to registering for GST we won't be registering.

What we will be registering for is an Australian Business Number or ABN, which by now you are probably sick of the ads telling you how important it is.

For those people who are interested in the reasons for these decisions here is a bit of GST gobbledegook.

If you register for GST then you are required to charge GST on all goods and services that have not been included in the GST-free list but you can also claim back any GST that you may have paid on goods or services that you used in producing your goods and services.

On the basis that the number of inputs that the MRA has to pay for are very few and the additional costs of accounting for and reporting on the GST will far outweigh any small benefit we would get from the input tax credits there is no gain in registering for GST.

The reason that we have registered for an ABN is that we will be issuing invoices to other businesses that are registered for GST, this is mainly for the Toy Run, and if we cannot quote them an ABN then they are required to withhold approximately 50% from any payments.

With an ABN we will not have any problems with payments made to us and also businesses will be more likely to deal with us as they will have less hassles.

So, net result of GST on the MRA – just about nil.

GREAT, TERRIFIC, BEAUT! FABULOUS!

Dave Povey

I ran out of superlatives trying to describe Easter at Bathurst. "The Bikes are Back" was their theme and they certainly were! I am getting ahead of myself, so I'll start at the beginning (seems a good place to start!)

Barry Edwards and I left Adelaide at about 6:30 AM on the Thursday before Easter and headed off to Mildura. Thursday morning was very foggy through to Mt Pleasant, then the weather was fine until just past swan reach where we ran into heavy fog. It was not safe to travel at any more than 50 kph because of the visibility. These conditions made me appreciate my System 4 BMW helmet, as Barry was having trouble seeing.

On to Loxton for coffee and a bite to eat and a chance to warm up a bit. Next stop, Mildura, to see some friends for lunch and a chat. We overnights at Balranald and left for Bathurst early Good Friday morning. The trip from Balranald to West Wyalong at best can only be described as boring, but at least they now have lifted the speed limit to 110 kph. From West Wyalong, the ride gets more interesting but the speed limit is back to 100 kph. We chose to stay at Blyney (36 km West of Bathurst) because motel charges were less than 1/2 of Bathurst. We can recommend the Central Motel in Adelaide St (Main St)

Saturday morning was very cold, ice 2-3mm thick on the bikes, so we headed out to Mt Panorama at about 9:00AM. When things started to thaw out. We paid \$5.00 for safe parking at the track and set out to explore.

We took the shuttle bus to the top of Mt Panorama – what a climb! The TV does not show how steep the climb is especially up through the cutting. We walked along to the top of the track from Reid Park to the Dipper.

The view from the top of the Mountain is truly magnificent in every direction. Only one competitor parked in the sand trap at McPhillamy park while we were there and he was not hurt, in spite of getting off at over 160 K's! He picked up his bike after the race and with the help of a couple of marshals, push started it and rode back to the pits.

We decided that the side car passengers had to have a death wish to go so fast down through the "S Bend" and "The Dipper". The standard of competition was very high and all competitors, Harleys and Bears through to Classics were really having a go.

There were several bands to keep everyone happy when the racing finished and a full motocross programme on Saturday night under lights. All in all, there were more than 700 competitors so there was action to suit all tastes.

We left on Monday morning to head home through young, Cootamunda, June, Narandera, across the Hay Plains again to Balranald, where we stayed overnight. Then down to Tolleybuc, Ouyen, Pinnaroo, Tailm Bend and home.

The whole trip, with sight seeing etc was about 2800 Km's without any bike problems or incidents. We would recommend this event to any one and everyone who likes a long ride.

David Povey



Really
COOL
websites

www.roadcreateure.com
www.ionet.net/~jhanna/THUMPER.HTML
www.womanmotorist.com/motorcycles/motorcycles_toc.shtml
www.mcnews.com.au/latest.htm
www.motortraders.net
www.bladerunners.co.uk
www.sidecarworld.com.au
www.cowleys-motorcycles.com.au
www.rightstart.com.au

If you have found any cool sites worth sharing, please e-mail me the URL, Ed

OCHRES PIDDLE PUDDLES

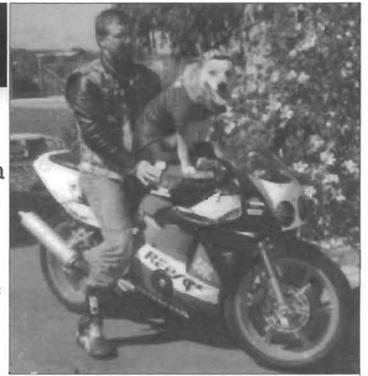
I was

Good! Santa talked to the people at UNCLE BENS and they sent me a big basket of tucker because I helped in the Toy Run. I have to write a thank you letter but I think I will get Auntie Linda to help me because she can type good!

But Dad must have been really naughty because Santa didn't bring him his new bike again! He got mad and said he was sick of changing plugs in Suzi. I runded to the bathroom and got the plug, but Dad said that's not the sort of plug! I said "Oh!"

Then Dad said we were going to look at new bikes. I got ready and grabbed my blankie and told him that he did not need to hire -a-busa, all had to do was get a new bike! He yelled at me, but I was too busy catching farts.

We got to the bike shop and Dad starte d talking about hiring buses again and teelar's and ninja's and are ones. I said Dad ISN'T one, but then I saw it – MICK'S BIKE. I Was so happy I went and had a look at it, then I told Dad I said "lookit, Lookit, LOOKIT, Dad, Mick's Bike". I jumped up a nd down then I hopped on and beeped the horn, it was good!



Dad said it was only a 250 but I don't care, this is MICK'S BIKE and I want it. Then Dad growled at me and I got scareded because I couldn't find a couch to hide under but what was even MORE scary is that Dad started talking about Du -CAT-i's and I will be cross if he gets one, if he gets one, I will go out and widdle on it, real bikes don't have THAT name in them!

I'm gonna go now 'cos Dad's gone outside and I think I can reach my basket of goodies on the table, I'll have to be quick, so's I don't get caught!

Many thanks to Dale Newman and Andrew Reed of Bike Centre, Para Hills West, for the use of "Micks Bike" in the photos

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NUMBER PLATE STORY CONTINUES

(Continued from page 7)

However, what has been identified irrefutably is that, of the motorcycle crashes involving other vehicles, 74% have been caused by the drivers of the other vehicles, and of the motorcycle crashes listed as "single vehicle crash", some 38% have been caused by another vehicle which did not stop, either because the driver intentionally chose not to stop, or was not aware of causing a crash.

The proposal argues that (based on data for a period of one month) 1.26% of all registered vehicle owners are issued with a speed camera Traffic Infringement Notice (TIN) and that, as only 0.61% of motorcyclists are issued with a TIN, only half as many motorcyclists are being detected. This is attributed exclusively to the lack of a front numberplate.

The validity of this argument is extremely dubious. To begin with, as the 1.26% includes motorcyclists, to say that 0.61% represents about half the average is confounding, misleading and inaccurate. In fact, the 0.61% is artificially reducing the average and therefore proportionally more drivers speed than the average indicates. Further, motorcycles make up about 5% of registrations and when this is taken into account the 1.26% reduces to around 0.75%, suggesting that only 0.14% of motorcyclists are not identified.

Lastly, what has not been appreciated, or even considered, is that motorcyclists may be only half as likely to speed as the average road user. This is the most reasonable interpretation even of these flawed statistics and does not brutally deny acceptance of motorcyclists' high regard for their own safety on the road and recognition of their responsibilities within the road user community.

It is claimed that, over the given period, 18 out of 580 unidentified riders were excessively speeding. This is 3%. How does this percentage compare with that of unidentified drivers? Is it significant, or even relevant, bearing in mind that only 10 out of 468 motorcycle crashes have been attributed to speed? Even if it is significant, does it warrant the placement of a dangerous device on motorcycles?

The proposal argues that drivers are suffering discrimination through having to fix front numberplates whereas motorcyclists do not and that the balance can only be restored by requiring motorcyclists to conform to established practice for other vehicles. Through completely ignoring the fact that front plates were removed from motorcycles for reasons of safety, not discrimination, such an argument trivialises the safety of riders and reduces it merely to an expedient "what's good enough for us is good enough for them" position which does little for the acceptance, awareness or safety of motorcyclists on the road.

It is also of interest that the only group not considered to be "at risk" is car drivers, yet this group is responsible for the highest proportion of road crashes, and has a higher *per capita* rate of head injuries than motorcyclists. Research conducted by the Federal Office of Road Safety in 1997 found that this rate could be reduced by 60% if drivers wore motorcycle helmets, but the recommendation was deemed politically and socially unacceptable by authorities who blithely mandate against the interests and safety of less influential groups such as motorcyclists.

Australian Design Rule (ADR) 42/03 stipulates that a vehicle must not be equipped with:

- Any object or fitting, not technically essential to such vehicle, which protrudes from any part of the vehicle so that it is likely to increase the risk of bodily injury to any person;
- Any object or fitting technically essential to such vehicle unless its design, construction and conditions and the manner in which it is affixed to the vehicle are such as to reduce to a minimum the risk of bodily injury to any person;
- Any object or fitting which, because it is pointed or has a sharp edge, is likely to increase the risk of bodily injury to a person.

Clause 30 (1), "Protrusions", of the South Australian Road Traffic Vehicle Standards Rules stipulates that:

- An object fitted to a vehicle must be designed, built and fitted to the vehicle in a way that minimises the likelihood of injury to a person making contact with the vehicle.

The fitting of front numberplates would clearly be in breach of these safety requirements.

It is suggested that South Australia could "lead the nation in this road safety initiative". Such a vision is far too modest, for South Australia could lead the world, as it has with skid-resistant road marking paint and anti-skid roadwork's cover plates. The only factors limiting the realisation of this grandiose aspiration are that there is absolutely no safety benefit for motorcyclists. Global harmonisation of motor vehicles is tending towards the elimination, not addition, of aggressive and harmful componentry, and front numberplates have been banned in all countries in the world on the grounds of safety.

Only two other states in Australia have gone as far as considering the introduction of front plates and in neither has the idea attracted any support.

Of further significance is that the fitting of front plates would abrogate Australia's obligations as a signatory to the World Trade Organisation Agreement and with the objectives of the APEC Bogor Declaration regarding free trade in the Asia-Pacific region and conflict with Australia's agreements with the ECE and New Zealand on international Standards.

International authorities have expressed grave concern at the proposal and have advised, "the correct solution is to reorientate the cameras".

Conclusion

Sadly, the proposal reflects SAPOL's alignment with the public's perception of motorcyclists as irresponsible, antisocial lawbreakers who care little for their own or other people's welfare, whereas the truth is that motorcyclists are normal people from all walks of life and family situations who simply have a passion for riding. Indeed, the area in which they do stand out is that of road safety, for a keen interest in this field is integral to their capacity to stay alive in today's traffic.

Evidence of this lies in motorcyclists' strong representation on all state, national and international road safety groups, their concerted efforts over three decades to reduce their injury and fatality rate, the proactive role they have adopted to improve the motorists' and the general public's awareness and recognition of them as legitimate road users, and their determined, but apparently ineffectual, struggle to correct the public's perception of them.

It is clear that the proposal has not been adequately researched. The MRA believes that had all the issues been considered thoroughly, impartially and without preconceptions or a predetermined outcome, such a recommendation would never have seen the light of day. Research within this state, across Australia and throughout the world demonstrates a complete condemnation of such a proposal on the grounds of impracticability, discrimination and its more serious implications for the safety of motorcyclists and pedestrians.

To some degree the position SAPOL has adopted towards motorcyclists is understandable, for it is based in part on interpretation of incomplete and misleading data. Police reports, for example, do not enable a comprehensive description of crashes; not all serious or fatal crashes are investigated; there is no nationally uniform definition of "serious injury"; pillion passengers are defined as motorcyclists where passengers of other vehicles are coded separately; moped riders are permitted to ride on a car licence (with no motorcycle training) yet are defined as motorcyclists when they crash.

Poor definitions and inconsistent reporting systems and data acquisition methods compound the problems for both motorcyclists and the police by corrupting the statistics, which govern the creation and implementation of countermeasures.

A great deal of time on the part of all parties involved could have been saved had motorcyclists been consulted for information and ideas on alternative solutions to the matter. This is a healthy process the benefit of which all concerned have been demonstrated over many years from a state to an international level.

The MRA does not condone abuse of the road laws, which are in place for everyone's safety, or disagrees with a reasonable and equitable application of enforcement measures when deemed necessary. Neither are we seeking unjustified privileges for motorcyclists or their immunity from detection. However, rather than focusing on an unviable, unwarranted, ineffective, minimalist solution to a relatively minor issue which will have no positive impact on safety, the MRA believes that road safety authorities' energies could be expended much more productively on matters related to the major causes of motorcycle crashes, such as driver training, awareness of motorcyclists on the road, roadside hazards, street furniture, road design and maintenance and of course, data acquisition and management systems.

Recommendations

- Absolute rejection of SAPOL's proposal.
- That police reorientate their cameras when frontal identification could be a problem.
- Endorsement of initiatives that address the primary causes of motorcycle crashes.
- Improvement in data acquisition and management systems.





Great Escape

TOY RUN REPORT

Paul Morgan

The first Toy Run Committee meeting was held on the 17th April.

This year's committee is follows:
 Co-coordinator, Paul Morgan;
 Sponsorship, Dale Knöote-Parke;
 Publicity, Sean McPherson; Council Liaison, Barry Edwards; Marshal Co-ordinator, David Povey; Catering, Harald Lindemann; Site Co-ordinator, Harald Lindemann; Entertainment; Sonya Glaser; Transport, Sean McPherson; Quartermaster, Paul Morgan.

It was nice to see a new face on the Committee, welcome Sonya, we hope you get as much enjoyment out of being part of this event as we do.

We still need extra members on the committee to help with loose ends and also on the day. If you have not been on a MRA committee, come along, you will find it quite fun.

After the committee was formed, there was not much to do but look at the problems from last year, thankfully there were not too many and should be easy to fix for this year.

The next meeting is June 19th 2000

APOLOGY

Toy Run Fun 1999.

In the last issue of Centrestand we left out one of the major sponsors of the 1999 Toy Run, EMS.

EMS ran the Easter Motorcycle Festival at Mount Panorama at Easter.

The Ed - Don't ask !



The audience observes....



In the background, the Ed's palatial tented accommodation. Sean McPherson was heard to remark "it's obscene to have that much space at a rally"



Barry Edwards contemplates a post arrival "refreshment"



Loaded up and ready to roll

Give us your best shot, Jane



Gallery 2000



ON RUNS & THINGS

Dale Knöote-Parke



The hungry hoard gathers outside the food tent



Robyn inserts ear plugs to drown out the sounds of merriment emanating from the camp site



The Whale contemplates the cosmos

“Right” said Ed, “Who’s submitting articles for the June edition of Centrestand?” Well, flushed with the success of seeing my name in print in the last issue, I foolishly put up my hand, and said, in ringing tones, “I Will” only later, Dear reader, did I realise that I had absolutely nothing to say...

But then, at not quite the eleventh hour, but pretty close to it, the South Australian Police came to my rescue. How did they do this? Very simple, they sent me a lovely note in the post, requesting I contribute to the amount of money budgeted for speeding fines, and all for going a tad faster than was strictly allowed on Portrush road.... *Sigh*... If I had thought about it, I would have realised that the day the tunnels opened would not be a good day to be exceeding 60 Km/h, but we were running late, and trying to get to the Star Bear Run.... However, I digress. Nothing much worth blabbering about with a speeding fine, SORRY, expiation notice, you might say – and I would agree.... What riled me was the wonderful glossy “brochure” that arrived with it, titled “Think about the Impact”, and trying to convince us that “Speed cameras SAVE LIVES”. On opening this wonderful piece of “promotional” material, I was presented with the smiling face of the Hon. Robert Brokenshire, MP JP, and below him, a BIG portion of this blatant attempt at brainwashing was given over to a faux “Speedo”, trying to show that doing 70 km/h was equivalent to having a Blood Alcohol content of 0.10, or twice the legal limit. Now this raises some VERY interesting questions.

The Road Accident Research Unit of the University of Adelaide has prepared this “crash risk comparison”.... And independently verified by.....? Hmmmmm... another Hindmarsh Island Bridge, perhaps? But more importantly, it says that “driving at 10 km/h above the limit equates to drink driving at 0.10”, or twice the legal limit and, as stated, the “speedo” shows a needle pointing to 70 km/h and equating it to a BAC of 0.10. So, if I do 70 km/h along Anzac Highway, I am suddenly driving as I would if I were at twice the legal limit..... but if I do 70 km/h up the Gorge Road... hey, that’s fine... I’m sober..... It would seem they mean to indicate that driving 10 km/h above ANY limit is equated to Drunk Driving, but this is NOT explained very well in the glossy. All sorts of OTHER questions come to mind... like, if I have been in a country where 120 km/h is the norm on the Highways, and I arrive here in South Australia, suddenly doing 120 km/h on the South Eastern Freeway makes me drunk? I resent that a GREAT deal.

This is nothing more than ill-prepared scare tactics. I admit that driving / riding at greater speed MAY increase the risk of a crash, but this whole attempt to equate speeding with being drunk is propaganda at it’s worst, especially when you consider that in the list of fatalities published by the Police’s own bureau of statistics, speed is not listed as one of the main causal factors...

So, Dear Reader, in closing, remember, if you get nicked for speeding, it’s for your OWN GOOD... The brochure says so.....

REVEREND RITES REVEREND RITES REVEREND RITES

Giddy.

How'd Easter go? Mine was good, went to my sister's wedding in Geelong in the EJ Premier. Car went well, even though with family and gear on board (a boot full and a roof rack) we were nearly scraping the fuel tank on the road. Unfortunately, no motorcycle for the past few weeks. Why? Because of a disease I have. No, not that disease, I had penicillin a long time ago, and it hardly ever breaks out any more, only when I'm stressed out over my phobia Vespas. No, this disease is a more practical one. It gets in your blood, in your brain, and especially in your wallet. It controls your riding experiences. Its called *customisitus*.

What, you've never heard of it? Sure you have. Haven't you known someone who couldn't leave their bike alone? Someone who no matter what they did to "improve" their ride, it was never good enough? Well, I'm one of them.

Not that my ride is any where near perfect. An FT 500 could not be considered a sweet handler or a superbike. An ex employee of Honda Australia told me that he had a pet theory when the FT first came out that what had happened in the design phase of the bike was that one bloke had done the front, one had done the back, then they stuck them together without much regard as to how compatible they

are. This is a digression I know, but suffice to say it is a bike in which a lot of room for improvement can be found.

So over the past two years I have performed lots of operations on the beast (which a friend referred to the other day as "Frankenstein's Motorcycle" due to the bits of other bikes that have ended up on it).

A kicker replaced the stuffed electric start. No decompressor though, until two weeks ago. New fork springs, new shockers, rear-set pegs, Bikini Fairing, air-fork balancing set up (made from the schraeder valve fitting from an Austin 1800 suspension system), Ace bars, weights inside the bars to dampen vibration (partially successful) and the piece de resistance

(Continued on page 19)



MORE SNIPPETS

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4 B's REPORT 4 B's REPORT

Greg Janzow

It's been a while since I put pen to paper for a 4B's report. In fact, the last time I put in a plug for the 4B's Xmas dinner, last December.....

The 4B's Xmas dinner was a very pleasant, but quiet affair, and I'd like to thank those of you who turned up. See below for det ails of our next event.

Normally things quieten down at the hospital this time of year, but "business" has been stubbornly stea dy since January. Just as you think you'll have a quick hospital visit, you find a few extra customers in residence. The message is that we need to be extra careful and vigilant at all times, and watch the 4-wheeled monsters.

I almost joined the bent and buckled list recently when someone ran into the back of the GTR. Is it my imagination, or is the traffic getting faster and more erratic?

Again, I thank the 4B's members who visit the hospitals regularly. A special mention to Joanne and Andrew who not only visit the RAH, but also Hampstead and Julie Farr, as well as working with head injury support groups. Many thanks as well to Sammi Ross for giving me a break by visiting the RAH during the hols.

After discussion at the last meeting and with MRA members, the 4B's have decided to hold our annual dinner early this year. On 25th July at 7PM at the Flagstaff Hotel in Franklin St, we will have our dinner with an Xmas theme. I know this is not new, but it is for the MRA. Of course all MRA members and friends are welcome, and the cost will be about \$25 a head. So help us celebrate Xmas early and avoid the end of year rush. It will be fun, particularly if we get a big group together.

So give me a call on 8346-8068 if you are interested. We look forward to seeing you on July 25 th.

Cheers Greg

4 B's REPORT 4 B's REPORT

Scribbles



Box of Bits for letters. This is the platform to air your views. Send your news, views, compliments & complaints to The Editor, GPO Box 1895, Adelaide SA 5001. Or e-mail editor@mrasa.asn.au

Dear Editor

As members of the MRA Toy Run committee, it is very gratifying to see so many of the congratulatory letters to the Editor about the Toy Run. There are only eight or nine committee members who put this event together, along with at least one and sometimes two representatives from St Vincent De Paul Society. There has to be co-operation with the Holdfast Bay council, the Adelaide Hills Council (Mt Barker), the S.A. Police, the Sponsors, the traders and stall holders just to name a few. All this takes hundreds of hours of members time to put together. We need help in all sorts of areas, so if you think maybe you could help, contact any committee member, and they will point you in the right direction. Even if you don't have a Bike, we need cars to help as well – especially if it has a towbar ! The Toy Run committee needs help leading up to, during and after the event. If you can see your way clear to offer a few hours of your valuable time, we would all be very grateful.

It is a great event, supporting a great cause, so lets all work together to make the event even better and the underprivileged children even happier

Thank You
David Povey and Barry Edwards

Hi Ashley.

My partner, Michael, and I are members of the MRA, so the magazine arrived in the mail at our house yesterday. We were both really impressed with the way the magazine looks now. It obviously needed a woman's touch. **(thanks Jennifer –Ed)** It's makes for an interesting read and it is all set out really well.

Jennifer Holbrook,
WIMA

Hi Ashley,

Fantastic mag and a huge transformation from the Centrestand of old. If your other committee members don't appreciate your talents, please keep us in mind !!!!! **(are you listening MRA SA?)** Thank you for the generous MRAA comments as well :-). I'll try to keep a count on the number of SA registered bikes at the GP this weekend.

Bye for now,
Garry
MRAA

Ashley,

Congratulations on your mag 'Centrestand'. It is by and far the best club mag I have read. You may like to add our web site to your list of interesting web sites: <rightstart.com.au>. It is meant to be an informative and educational

site for our prospective students, students, ex-students as well as the general street riders. Your comments would be welcomed.

In the next update of our site we will put a link to your new website.

Cheers,
Graeme Rowe.

The Editor, Centrestand.

An article written by Shannon Caton appeared in the Messenger Press dated 12 April 2000, under the heading of Law & Order, which gave details of a SA Police "Operation Gauntlet" which was being run from the Holden Hill station and was aimed specifically at motorcyclists. It was explained that as part of this operation, Holden Hill police will target motorcyclists, checking the road worthiness of bikes, helmets and other safety equipment, and speeding. The article went on to explain that illegal helmets will be seized, and that would include those with words or pictures engraved or painted on the outer shells of the helmets.

The article purported to show that this was a road safety imitative, when in fact it is only the ongoing harassment of motorcyclists by the police. Interestingly, no mention was made in this article of the higher level of training required to obtain a motorcycle licence as opposed to getting a car licence.

One item of great concern is the targeting of "other safety equipment". Just exactly what does this include? Will you be asked to explain why you're wearing, or not wearing a particular type of jacket, gloves or boots? Another item of even greater concern is the targeting of graphics on helmets. It was not so long ago that Australia was the only country in the world to place a ban on black motorcycle helmets and this ban was based on the fraudulent claim that they were hazardous to wear whilst riding! It took years to reverse that ban. Are we about to go into another cycle of such nonsense? All members of the MRA should be aware that this article could be the warning of another round of anti-motorcycle activity by the authorities who are only too happy to take the large fees for registration and insurance that we pay them, but who are not prepared to accept us as legitimate road users. I do think that the name of this operation is very appropriate, as it will be all of us law abiding motorcyclists who will be running the gauntlet!

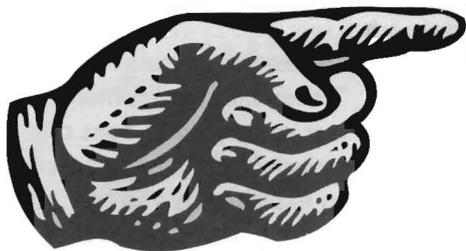
Yours truly,
Leslie Dicker

Dear Editor

Your magazine is really good and I read it to Garth who is near blind. Keep up the good work! Yours faithfully
Margaret
Offe

Keep them rolling. – Ed





NO HANDS

Sammi Ross

Fined for riding with only one hand on the

handle-bars! Fined!

An interstate rider recently told me that this is what had happened to them. It seemed rather extreme to me, who learnt early on in my ownership of an indicator-less Harley, just how to look really cool as I casually, ever so casually, let my left hand leave the handle-bar, drape it casually over my left knee, point casually to the ground to the lower left, and casually, ever so casually, move the bike over to the left, and, maybe, put my hand back on the handle-bar. (Granted, sometimes a nod of the head, a flung out leg, a glare, or just acceleration served the same purpose, but here we are talking specifically about no hands.)

It seemed rather extreme to me, when I have been following a fellow biker who often takes both hands off the handle-bars – a legacy of fine-tuning bicycle riding stunts, in his younger days. His hands over his visor can cause short lived consternation until you realize that the fingers are spread wide so that sight is maintained.

It seemed rather extreme to me when I recalled, that while at Uni in Canberra back in 1985, I'd broken the right-hand rear indicator on my Kwaka GPZ 250. In order to still be legal, or so I thought, I devised a way by which I could still indicate with my right hand – I taught myself to ride with my left hand on the throttle, thereby freeing the right. This took a while to master with ease, but I rode many a long mile that year (last lecture Friday 10 a.m., next lecture Tuesday 10 a.m., so I spent lots of time riding far and wide between those lecture times.)

First I would practice on long straight roads, but eventually I could corner as well. There are times when I still check my competence with this skill. You never know when it might come in handy.

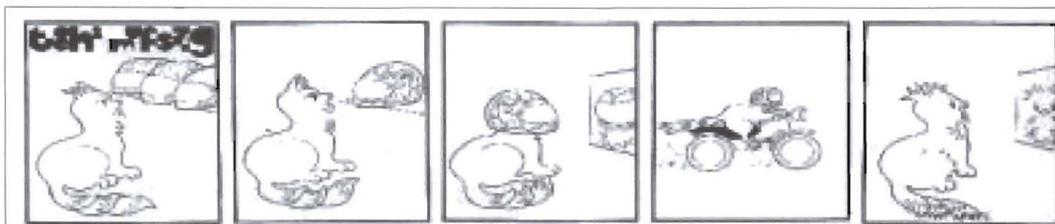
It seemed rather extreme to me, when I remembered helping marshal a bicycle race that went from Adelaide to Victor Harbor. I was called on several times to briefly carry spare wheels around for flat-tyred competitors – wheels which I hung over my left arm and held on to with the left hand. It certainly improved my throttle control for smooth gear changes.

It seemed rather extreme to me, as I often ride one handed on the weekends – maybe because I'm on a long stretch of road, maybe to ease my shoulders when I'm riding around town, maybe to take a lolly out of my jacket pocket, maybe to switch to reserve . . . a fellow rider spent the majority of a ride from Whyalla to Cowell trying to pluck chewing gum from moustache, visor, helmet interior, hair, and everything else he touched with his left hand.

All of this got me thinking about the law regarding the prohibition on use of hands-held mobile phones in cars. When I was a kid it used to be a regular joke to keep away from the Sunday driver licking an ice-cream. There was never the serious thought that ice-cream eating while driving should be banned (perhaps it was thought about, but are there any of us who haven't eaten an ice-cream while driving – and talked at the same time!)

So, where do these peculiar rules come from?

One handers – live on! And, for those of you who are so inclined – NO HANDS – You're just legends!



Tich Mufzig

By Sammi Ross

MRA ACTIVITIES TO DATE...

- 15 March Road Safety Consultative Committee (Peter Mount)
- 11 April SA Road conference – Australian Institute of Traffic Planners and Managers (Peter Mount)
- 12 April Transport SA Meeting Claes Tingvale – Director of Monash university Accident Research Centre. Vision 0 Concept. No acceptable level of deaths on the road. (Peter Mount)
- 19 April Channel 10 News Interview re Oil spill on Mt. Barker Road (Peter Mount)
- 20 April Letter to Holden Hill Police re Operation Gauntlet (Harald Lindemann)
- 26 April Channel 10 Midweek Motoring segment with Peter Sellen MRA gives advice for Winter motorcycle safety. (Sean McPherson, David Povey, Les Dicker)
- 29 April Adelaide Advertiser Letter to the Editor re Oil on Mt. Barker Road (Harald Lindemann)
- 2 May ABC Radio interview re Motorcycle Exhaust Noise (Peter Mount)
- 3 May Messenger Newspapers North East Edition – Law and Order article based on MRA Letter to the Editor re Operation Gaundet. (Harald Lindemann)
- 4 May SDN Ray Hewings Adelaide Tonight interview re Operation Gauntlet (Harald Lindemann)

RALLIES IN 2000

Once again the Great Escape Rally has tested the organisers, this time we left the tent ropes behind in Devil's garage, which made for some ingenious improvisations by Peter Mount to enable the tents to be erected. Also the late arrival of the fridge had us all hanging out for a feed on Friday night, I've never been so glad to see Sean! The weather was a treat this year and it was great for camping out. As Dale & Ashley were rally virgins we introduced them to a whole new way of appreciating why the whale is an endangered species!

The South East Register took the opportunity to hold their monthly meeting at the rally, but they didn't let us know until after it was over, perhaps they were afraid that we would raise too many points of order! When we went to retrieve the rally road signs we discovered that the locals in Marrabel had strung up one of them high on the rodeo statue in the town, and it was all that Devil could do to reach it!

Swagman Rally 6/7 May

This is a great rally run by the Mallee branch of the Ulysses club, top camping site, fully catered, great bonfire Sat night. Usual site at Bower on the Eudunda-Morgan road.

Wanbi Run 27/28 May

This is at the Wanbi Hotel and is run by the Z Owners club, catering by the publican includes a spit roast (yum!) Camping sites everywhere around the pub. Wanbi is on the Loxton road via Karoonda, don't blink or you could miss it!

Wintersun Rally 10-12 June

This is a fully catered rally conducted by the Ulysses Club at Mildura. All facilities on site at the motor sports ground at Mildura, plenty of good camping sites, plus if you prefer lots of good hotel/motel accommodation nearby (hey, it's a Ulysses rally!) Lots of sightseeing to do around the area, and often there's a special event on during the Queen's Birthday long weekend.

Spalding Pub Run 1/2 July

This is run by the Flinders Touring Motorcycle Association (FTMA). Fully catered, plenty of camping available, bonfire etc.

Radiata Rally 14-16 July

This is the annual South East Register MRA rally, conducted at Mac Park Mt Gambier. Fully catered with a good road all the way into the site, there's hot showers, clean toilets, firewood, all the usual awards, plus a gymkhana. Come and see Crazi, Pastie, Bill & George running wild in their natural environment! This rally has been known to be spelt RALLY!

Rhynie Pub Run 22/23 July

The SA Tourers MCC once again invite everyone to their annual pub run, 100 km's from the city on the Clare Road, lots of good campsites, bonfire on Saturday night, good meals and hospitality supplied by Bondy the publican. Plus a free breakfast on Sunday morning. Badges are limited. \$9.00 or \$10.00 on the day. Pre-paid entries close 14th July. Entries to: The Secretary, SA Tourers MCC, PO Box 186, North Adelaide, SA, 5006

FTMA Rally at Warnertown 11-13 August

The Flinders Touring Motorcycle Association (FTMA) are having a grand opening of their new clubrooms at this year's rally, so it promises to be a really special event. Fully catered with a party atmosphere, gymkhana, all the usual awards, 210 km's north of Adelaide on Highway 1.

Share the Warmth Run - 4th June

This will be held on Sunday 4th of June. Bring any clothes, blankets and non-perishable foodstuffs that can be used to keep someone warm this Winter. Meet at the Victor Richardson Gates at Adelaide Oval at 11 am for a short run to the Head Office of the Society of St. Vincent de Paul in Franklin Street. A sausage sizzle will be held there. Join us and help make this inaugural run a success

Well that's all for now, hope to see you at one of these rallies soon.

Leslie Dicker (Uncle Pervie to you!)



FREE WEEKEND



All financial members at the time of the September 2000 AGM, will go into a draw for one years free membership.

Six current members will be picked at random, and put into a hat for a final draw of a FREE weekend for two in the Barossa Valley and five FREE memberships for one year.

.....classifieds

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• **Trailer** 1950 wooden, high sides 6x4. \$65

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ADELAIDE ADVERTISER : LETTERS TO THE EDITOR

Dear Sir

On Wednesday April 19 oil was deliberately spilled on sections of the old Mount Barker Road. The bulk of the traffic which used to use this road is now using the new section of road which includes the Heysen Tunnels and it has been suggested that the old road has now become a racetrack for motorcyclists and that this has upset some residents in the area.

The deliberate spilling of oil on the Mt Barker Road put all road users and especially motorcyclists at grave risk and such actions should be abhorred by the whole community. It must be inferred that injury and at its worst, the death of a motorcyclist was the object of the exercise. It was only good fortune and quick action by the authorities which prevented any accident at all. As this very serious incident was given scant coverage by the media it was felt that your readers should be made aware of it.

The MRA does not support the use of public roads as racetracks and encourages all motorcyclists who wish to race to use the legitimate venues available through the various amateur racing clubs in South Australia. These are challenging enough and safer for all concerned.

Yours sincerely

Harald Lindemann

President

Motorcycle Riders' Association of SA Inc.

CHANGING TYRES

Harald Lindemann

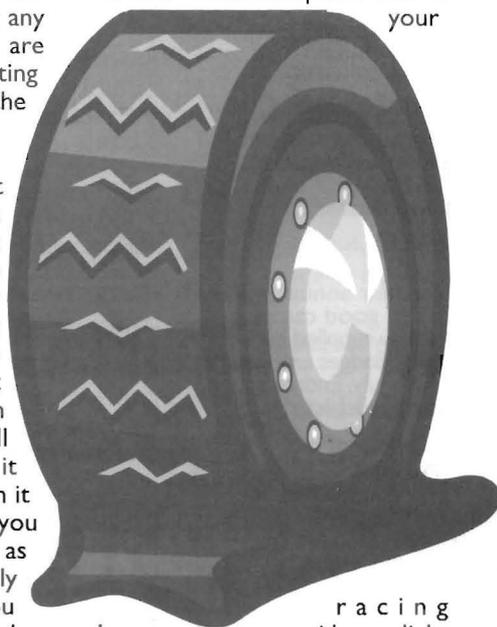
There is just really nothing quite like a new set of tyres. You tend to forget this while you're trying to get the most out of your current set.

Depending on your riding you can get well in excess of 10,000 kms out of a rear tyre and up to 20,000 out of a front. Before you laugh, let's make it clear that I'm not talking sports bikes here - a sensible use of a mid-range tourer is the standard I work from. With the high cost of tyres it makes sense to get the most out of them. If you're getting any more out of your tyres then you are either spending all your time putting around town or getting close to the canvas.

And while you are getting to the limit of your tyres' life, what are you thinking of? More often than not your thoughts will lean towards the lean of your bike and whether or not it's going over too far. You check the tread depth and say to yourself at a match heads depth that it's still legal and as it wears down from that you know that it will be all right as long as it doesn't rain and if it does then you'll be careful. But when it does you feel the tyres slide under you as you gingerly apply the brakes and as you negotiate corners you normally wouldn't be concerned about and you pray the bikers' prayer on a rainy day, "Lord, let me get home safely and I'll do the right thing and get new tyres even if I don't get an MRA discount." The next day the sun is shining and your promise is put off for another day.

Tyres are what are between you and the road and that successful contact is part of what keeps you upright. Two patches of rubber in total less than the size of the palm of your hand are the first point of contact for effective acceleration, braking and directional manoeuvring.

The more friction between these two patches and the road, the more control you have over those operations. So it pays to wear tyres that will provide this friction. This does not mean however, that wearing tyres down to road slicks will provide more friction. In fact the tread in road tyres aid in the increase of friction due to the kind of rubber compound used in road tyres. If you hold to the misconception that if your



he- r a c i n g
roes ride on slicks then it must be alright for you, think of this: Racers ride on soft tyres selected by profile for the particular track on which they are racing. They ride them hot for the best grip and they know how to use their tyres to the design limits. And when it rains they use treaded wet weather tyres.

They maximise the friction between the tyres and the road

surface (In theory - Franki Chili and Charlie Checa disprove this all the time). So should you. A semi-slick tyre will not get rid of water (which is also what the grooves are designed for) with the result that even a tyre can feel the water under the tyre breaking the hold that the tyre has on the road.

The ideal are soft, well grooved tyres designed for the roads and weather conditions in which you ride, but weather conditions change, road surfaces vary and soft tyres wear too quickly, so a compromise is needed. This is why there is a wide range of tyres on the market, so you can choose the right ones for your bike and style of riding. The most expensive or popular brand will not always be the best for you so make sure that you get good advice on your options from your tyre seller.

A new tyre on the front will instantly give you more feel through the handlebars for front end handling. That means that choosing a line can be made with more confidence. New rubber on the rear will improve handling under acceleration. Although it doesn't look like it tyres wear unevenly and by the time they have reached their first half-life they are probably out of balance. Some tyres will develop scallops and other wear patterns which will help set up vibrations through the bike at high speeds. My bike once developed a worrying tank slapper at a certain speed which would only desist once I slowed down by about 20kph. The tyres still had some life left in them but I changed them anyway (changed brands too) and the problem disappeared.

So new tyres will give you a better ride, will be safer for you and give you more confidence out on the road. If your bike needs it, get new tyres. If you think that you can't afford it, think that you can't afford not to.

(Continued from page 14)

(pretend that bit is said with a French accent and spelt right!) re-padded the seat, a very important modification, as the original is designed for people like Kate Moss or your average hunger striker, being very narrow and quite hard. Certainly not suitable for a big-boned dude like me.

Maybe there are reasons for this, reasons like the bike has a lot of shortcomings. But is that all that drives it? No, I don't reckon it is. I do not like things less than perfect. So what I am trying to do is make it perfect. An FT? You say. Probably won't ever be adequate, let alone perfect. So I have enough material to keep my psychosis going for years, or at least until the bike has so many different

bits on it, it's transformed into a Yamaha. Will I ever break out of it? Dunno. But I have a thought on how to test it.

What I need is a rich bugger who doesn't need a lot of money for a long period of time. Enough to buy a new MV Augusta. Two years of ownership, and during that time see whether I still feel compelled to perfect. After all, from what I've read the MV is as close to perfection as it comes. If I still feel that I need to modify, if the MV ends up resembling a Softail, then I will be able to prove that it is a legitimate disease, and can apply for a grant to sit up a research. One day, a cure may be found to help poor souls like myself.

Donations can be made through the MRA.

Is this a con?
No, of course not.
Trust me, I'm a biker.
May your God ride with you,

The Rev



Unfortunately I could not verify it's full potential as it only had about 260 km's on the clock and the maximum rpm was limited to 4000, but still it was good to get a first ride on one of the latest superbikes around. I found that the riding position was quite comfortable for an extreme sports bike, also the instrumentation was very easy to look at, with a large LCD screen containing temperature, odometer, fuel level, clock etc.

Of course it does lack a centrestand, which makes chain adjustments and lubrication out on the open road a bit of a hassle, but this is common with most sports bikes. The gearbox and engine were very tight as it was so new but no doubt it would soon loosen up, the seat height is taller than the ZZR but I was still able to touch ground with both feet.

The overall finish is very good and my mate's bought the silver coloured design, but there's also a lovely red colour and an even better green version, which would be my preference.

The front of the fairing is dominated by the large intake for the ram air, which looks as though it was designed for a modern jet fighter plane! No doubt this is necessary for such a high performance machine, most of the fuel tank is under the seat, the normal place for the tank is taken up by the air box.

Like most of these bikes, there's no easy way to get at anything without removing large slabs of the fairing, that includes the battery on this beast!

It was great fun to ride, and so far my mate still has his licence, which is truly amazing given the performance of this bike.

Stay alert on two wheels until next time.

AVUNCULAR TALES

The improvements in motorcycle technology over the years is quite remarkable. This was foremost in my mind as I strolled around the Expo tent at Phillip Island during the World Super Bikes meeting at Easter. The range of machinery there was nothing short of amazing, with offerings from all the major manufacturers. Time was when we in the antipodes had to wait seemingly for years before seeing the latest and greatest in two wheeled wonders. Nowadays, it seems that the manufacturers are clamouring to show off their wares at the first available opportunity.

The most extremely radical design there was the Cagiva Raptor, which having such hard angular features in its appearance seems to be aimed at the Klingon motorcycle market! On the other hand there was the new Triumph TT600 which for all intents could have been a rebadged Honda CBR!

There were strong showings by MV Agusta, Aprilia, Buell etc. And of course the big four Japanese marques were strongly represented. There was even a stand with a selection of the Indian made Royal Enfield, including the diesel model!

Things were not much different out in the paddock, where a short stroll would expose you to a large number of the latest machinery, eg Blackbirds, Hayabusas, ZX12Rs, and hectares of Ducatis, BMWs, Harley-Davidsons and Goldwings!

A friend of mine has recently bought a ZX12R, and I had a ride on it on Anzac Day. The first thing that struck me was that when the ignition switch is turned on the tacho and speedo gauges both do a full scale deflection and return to zero again, I suppose this is some sort of pre-flight check! It's good to know that when the speedo is showing 300 + you know it means it!



Uncle Pervie

Riders, Industry & Sport Conference

The third annual conference of riders, industry and sport will be conducted in Melbourne on August 12 and 13 this year. (I have called this embryonic group ACRIS - for Australian Congress of Riders, Industry and Sport - which is nothing more than an interim name of convenience until one is agreed upon.)

Its principle objectives will be to consolidate the progress, plans and directions resulting from the previous conference, discussion of national and international issues affecting or likely to affect motorcyclists, development of a framework and selection of a model and structure suitable for a coalition of the three streams of motorcycling involved, ratification of the formal establishment of a coalition, and choice of a name.

One of the most positive outcomes of this conference is expected to be recognition by motorcycle clubs and associations of the need to work more closely together in order for ACRIS to function efficiently and effectively. A diverse range of such organisations from around Australia will be in attendance, thereby presenting an ideal opportunity to explore a cooperative approach from constructive perspectives.

In short, both the industry and the sport have their representative acts together; it is time we riders put our minds to achieving a similar goal.

It is hoped that Steve Bracks, Premier of Victoria and a motorcycling supporter, will attend, along with, once again, the Federal Minister for Sport and Tourism, Jackie Kelly, and Rob Rasor, Vice President of the FIM. A number of other speakers will provide insight to a wide range of topical issues.

The ACRIS Steering Committee (consisting of Ray Newland of the Federal Chamber of Automotive Industries (FCAI), David White of Motorcycling Australia (MA), Greg Hirst of the NSW Motorcycle Council, and myself, representing the AMC) has met a number of times during recent months to organise the conference and develop the agenda. These details should be finalised by the end of May.

Whether members of the AMC or not, all motorcycle organisations should consider themselves most welcome to attend, and actively participate in, this important event. Those interested should contact the AMC Secretary, Sammi Ross (08 8391 2648 home), for an agenda and further details.

Female Motorcyclists Survey

Figures presented to the National Motorcycle Consultative Committee (ConCom) indicate an increasingly disproportionate injury rate for female motorcyclists.

ConCom, under the jurisdiction of the Australian Transport Safety Bureau (ATSB), has developed a program, which will involve direct consultation with women riders through clubs, direct mail and communication through specialist magazines.

The AMC is now asking member groups to invite female riders to participate in the survey as a means of addressing this undesirable trend. Details of all participants will be held in the strictest confidence. Interested riders should contact AMC Secretary, Sammi Ross, by mid-June.

Wire Rope Safety Barriers

The final meeting of the ATSB Working Party established to examine motorcyclists' concerns regarding Wire Rope Safety Barriers (WRSB) was held in Melbourne on May 5. Its purpose was to consider the latest (and hopefully penultimate) draft of findings amassed over the 20 months of the Working Party's existence

Recommendations arising from the review thus far include:

- Comparative testing of all proprietary barrier systems commonly in use in Australia, focusing specifically on motorcycle crashes involving motorcycle and rider, and rider only (this will be the first time such testing will have been conducted anywhere in the world);
- A moratorium on the installation of WRSB or any barrier system having components likely to be hazardous to motorcyclists (this may be difficult to get approved);
- Road authorities and engineers to ensure all new barrier systems and their installation comply with the new Australian Standard for Road Safety Barrier Systems AS/NZS 3845:1999;
- Audits of existing barrier systems to determine their compliance with the Standard;
- Encourage manufacturers to develop barrier systems that accommodate the needs of all road users.

A number of other recommendations are included and others are being reworded. The final paper will go to the Federal Minister for Transport (and Deputy Prime Minister) John Anderson for approval.

National Road Safety Strategy

The draft Strategy was considered by the Standing Committee on Transport (SCOT) in April. Approval by SCOT is a prerequisite to having the draft Strategy considered by Ministers comprising the Australian Transport Council (ATC).

Unfortunately, SCOT did not approve the draft Strategy due to its high level of detail (which would limit the flexibility necessary for the states and territories to apply the Strategy within their own State Strategies), and what was considered to be an unrealistically ambitious target for reductions in fatalities and serious injuries.

Consequently, an options paper will be prepared by ATSB and presented at the next ATC meeting.

Although this may alter the implementation timing of the new Strategy, there is hope that ATC approval will be obtained for what could be a simplified Strategy before the end of the year.

Technical Liaison Group

The Federal Department of Transport's Technical Liaison Group (TLG) determines what Australian Design Rules (ADRs) should apply to all road vehicles in Australia, along with other rules and regulations relevant to road transportation. The latest rules under consideration include those of the "Load Restraint Guide".

As a member of the TLG, the AMC has been asked to consider those rules dealing with "live" loads (no, nothing to do with armoury), where "live" means "livestock".

As every motorcyclist who travels beyond the city limits knows, usually from the dire consequences of personal experience, following a livestock vehicle at a less-than-judicious distance can cause the animals to adopt a somewhat cavalier approach to their toiletry. (Whether this is induced through trauma or opportunism is a matter of conjecture.)

Although the AMC does not have, at this time, a formal policy on animal hygiene or faeces-faced motorcyclists, we have endorsed a proposal that "Livestock excreta must be contained or collected within the vehicle structure", from a "littering and clean waters" viewpoint, as requested.

No doubt a policy on this significant breakthrough in the sanitary preservation of motorcyclists' *haute couture* will be considered at the forthcoming annual AMC Conference in Melbourne on July 8 and 9 and, equally without doubt, highly appreciated by all riders who have suffered both the indignity and the associated cleansing (rider and machine) attached to this unsavoury experience.

On 1 December 1999 new vehicle regulations were introduced in South Australia as part of the move towards national uniformity. Details of all changes pertaining to all motor vehicles, trailers, diesel engines, motorcycles and load carrying can be obtained by calling the Vehicle Regulation Hotline 1-300-656-243. An Information Bulletin and a Fact Sheet has been made available and the MRA has a limited number for distribution. More details can also be found at www.transport.sa.gov.au/permits

The new regulations specific to motorcycles are :

- Motorcycles built after June 1975 must be fitted with direction indicator lights.
- Motorcycles manufactured after 1934 must be fitted with at least one brake light.

The exemptions to these new requirements were gazetted on the 25th November 1999 to come into force on 1 December 1999 and operate until 31 May 2000. This exemption period was to allow people time to comply with the new regulations and sort out any compliance problems with the transport authority. So if any of these apply to a bike that you use on the road then call the hotline to find out what to do.

They were:

Rule 41 Electrical wiring, connections and installation

- All vehicles manufactured prior to July 1988, are exempt from the requirement that electrical wiring be supported at intervals of not more than 600mm.
- All vehicles manufactured prior to July 1988 are exempt from the requirement that a trailer be equipped with an electrical conductor, independent of the trailer coupling, that provides a return path between the electrical circuits of the trailer and the towing vehicle

Rule 77 Headlights to be fitted to vehicles

- A motor bike manufactured prior to October 1991, is exempt from the requirement under Rule 77(2)(a) and (b) to have headlights that operate on a high beam

Rule 83 Changing headlights from high beam to low beam position

- A motor vehicle manufactured prior to October 1991, is exempt from the requirement under Rule 83(1) to be fitted with a dipping device where only low beam headlights are fitted.

Rule 84 Parking lights

- A motor vehicle manufactured prior to October 1991, is exempt from the requirement under Rule 84(1) to have parking lights fitted, on the condition that the vehicle is parked under or near a lighted street lamp or other lamps and is thereby illuminated so as to render the vehicle clearly visible under normal atmospheric conditions from a distance of 200 metres and to remove any risk of accident.

Rule 98 Fitting of brake lights

- A motor bike manufactured prior to 1950, is exempt from the requirement under Rule 98(1) to have brake lights fitted.

Rule 101 Direction indicator lights on motor vehicles

- A motor bike is exempt from the requirement to have signalling devices as defined in Rule 101(2).

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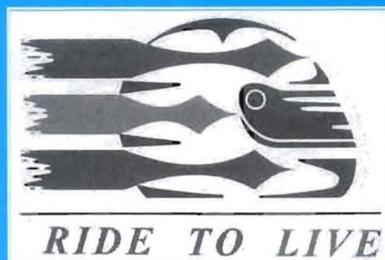
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