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September 2001

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The GREAT Escape

Response to charges of 'Apathy'

AMC Conference

MRA



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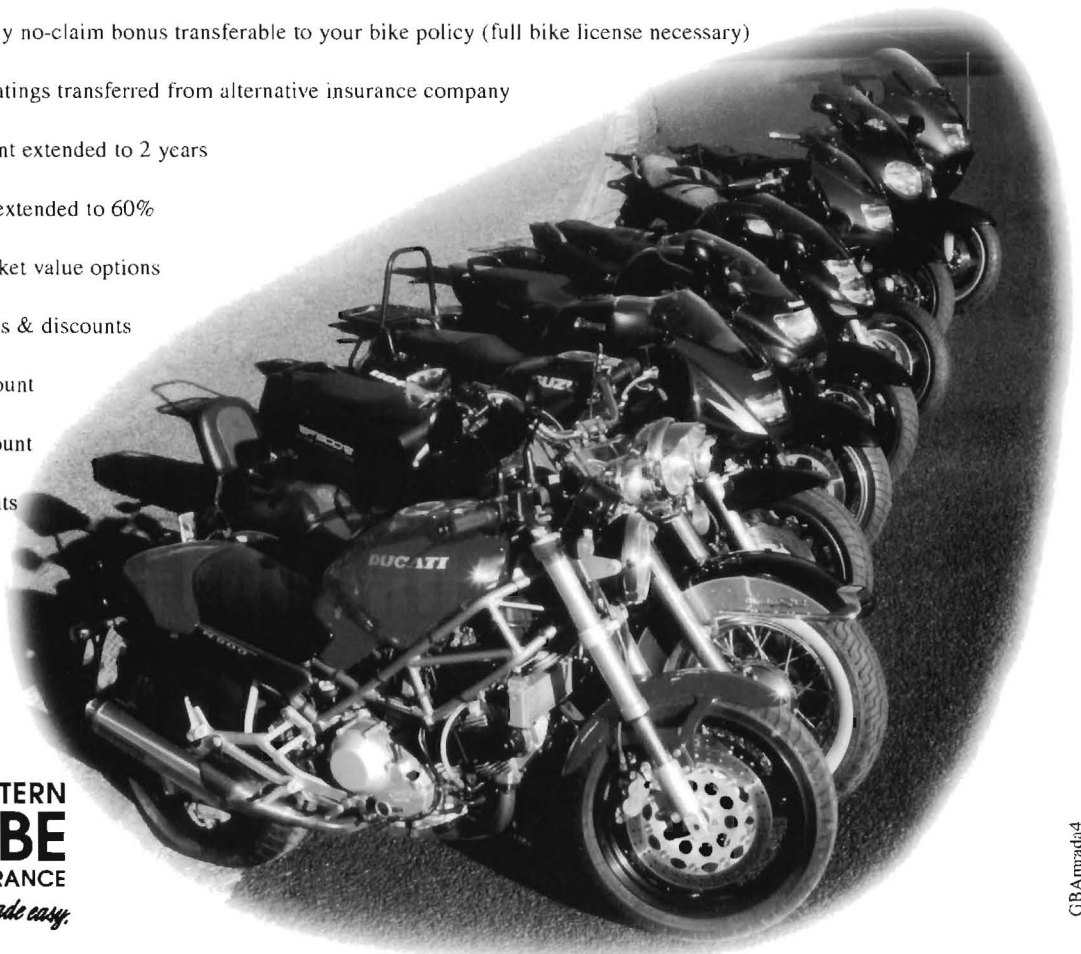
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MOTORCYCLE RIDERS ASSOCIATION Inc

VOL. 17 NO.4

SEPTEMBER 2001

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Peter Mount

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

Halleluia! My whinging worked! Evidently the firecracker up the derrière was effective! Thank you to those who took up the challenge (you know who you are) now hopefully a precedent has been set. I now need new material for the December edition. Keep up the good work people, you have until the 2nd November to submit stuff for the Xmas edition. Also keep the captions coming in for the Mousetrap Competition. We will print the best of the season and for the next edition I will print at least 4 captions and you can vote for the best caption for that edition. Well we are nearing the Toy Run and we have some dignitaries attending, not to be missed. We need lots of volunteers for the big day, so put your hand and help in a very special cause, you know the old saying, 'many hands make light work'.

As for riding, well I haven't done any of late but guess who has been motoring all over Adelaide on JellyAnyDots? Legs & all Harald Lindemann, El Presidente himself. He needed a bike 'cos his BM was out of commission (for some reason or other) and he borrowed my little 100cc. What a hoot, this tall gangly bloke, legs & all whizzing down the road on little JellyBelly. Anyway she got him around but it was a sight for sore eyes *Hehehehe* (Sorry Harald, I couldn't resist!)

I want to bounce an idea off you. We are thinking of introducing a mechanics column, sort of like a Dear Abby column for mechanical problems. Thoughts? Would someone like to put their hand up & offer to be our resident Agony Aunt? Think about & call me (note new phone numbers on page 21). Oh & by the way FYI, I only look at my e-mail in box when I do the magazine, so it might be months before I respond to you, so if you want an immediate response, call me!

Anyway, I would like to thank you again for your sterling efforts and I look forward to some more material.



Ashley

MRA SA Noticeboard

WIMA Breast Cancer Awareness Run

WIMA is having a run to raise funds and awareness of breast cancer on Sunday 28 October 2001, starting at Eagle on the Hill (remember that?) at 9:30 am and going to Swan Reach via the old highway via Murray Bridge and Mannum. Food and drinks available at the hotel or at the shop or you can bring a picnic lunch. For more info contact Julie Jessop 8268 2903.

MEETINGS MOVED

MRA meetings will no longer be held at the Maid and Magpie as they no longer have room for us. We are temporarily meeting at the Alma Hotel just a bit further up Magill Road and are looking for a permanent place to meet. The emphasis is on the permanent as we are sick of having to move our meeting place all the time. If you have any ideas let us know via the phone, email or the web page. It must be a place that is not going to renovate for pokies, it must have a meeting room that we can use and not cost us and it must be relatively central for the membership to attend.

CITY - BAY FUN RUN

Yes it's on again, back to the usual day this year after being shifted last year because it clashed with the Olympic Games. And once again some of the more active MRA members will be running, jogging, walking or gasping their way down Anzac Highway on Sunday 16 September 2001. Just to whet your appetite the MRA mascot, Ochre will be participating again this year so come along and cheer him on, or better still get mobile and follow him down to the Bay! Entry forms available from Joggers World, 123 Pirie St Adelaide, if enough members are interested we can make up some teams and wear MRA t-shirts to advertise ourselves. Enquiries; Uncle Pervie on 8262 2209.

ATTENTION MRS R CROMPTON

From the Editor, PLEASE can you send me another note from Sascha and another photo, sorry I mislaid them & want to print them in the next edition. Thank you, Ashley

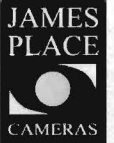
"Which bastard put my bike keys under the cheese!?"



I have had an EXCELLENT response to the Mousetrap Competition (my whinging obviously had something to do with it!). Thank you everybody who came up with some captions. This editions winner got 10/10 on the laugh meter, so congrats to Michael Czajka on his very funny caption.

I have enough for the rest of the year but it doesn't have to stop there. Keep them flowing and see who will be the next editions winner. I will run this for at least another year as I have some very good captions to print. Thanks - Ed

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Residents Report

At the time of writing this column the weather is great. Just perfect to get out on the road and forget about the world. Early morning, wheel the beast out of the garage, hit the starter button, give it a minute to warm up and then out on to the road. There's not much traffic around so we head up into the hills, the crisp air gives the BM a smooth tone as we hit some of the back roads up near Lobethal. The traffic starts to build up heading towards the Barossa, farmers out on early morning chores mostly. The day is warming up as we hit the highway up near Two Wells after having wound our way through the paddock country around Mallalla. A quick squirt home getting wistful looks from the folks in the mobile cages. No way does the traffic bother us, after all, what have they been doing over the last few hours? And so home to a late breakfast/early lunch.

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Well, this is what I would have done if my starter motor was working, but if I close my eyes, it's all happening, again and again. When the bike is not working, it's as good as dead. Just a lump of metal and plastic which robs you of your mobility and the fulfilment of your dreams. You end up making alternate plans which are drab in comparison for not including your favourite machine. But when it is fixed by the workshop magicians and ready to roll again, it's just magic and we are one again.

Sometimes it's good to contemplate the magic and mysteries of motorcycle riding; what it means to us, how we feel, how it promotes a sense of identity and how it fills a void which would otherwise fall victim to nasty habits and slothful ways not to be contemplated here. Makes you appreciate life a bit more.

I was going to report on the AMC Conference but that's being done elsewhere in the magazine. Suffice to say that a very few individuals in Australia are holding together a sensible representation of motorcyclists on a multitude of issues. I doff my helmet to you guys and gals.

Stay Upright,
Harald

PERCEPTIONS

Ashley Knöote-Parke

Too bad David Gabel couldn't utilize his prize of a weekend away at Alison's Apothecary! He had to go interstate, and the weekend he had booked with Trish just happened to be the Knöote-Parke wedding anniversary, so he asked us to go in his place (if it wasn't too much of a bother you understand!)

In exchange we agreed that I would write about our experience at the Apothecary - ('cos that's the rule, you win, you write!)

Well, I can only extend my warmest thanks to Trish who is a marvellous host. Usually when one goes away on a weekend like this you don't want to be disturbed or bothered, and as a host, to find the balance is not easy, but Trish (must be all your years of experience) has struck the perfect balance.

The Apothecary itself is actually a little museum dedicated to the history of Mitchum and is rather quaint. It is the real thing, the original Apothecary. As for the cottage, well it is cosy, warm (thanks to the roaring fires) restored to its former glory and ever so peaceful and comfy. The parlour is delightful with a few modern amenities thrown in for comfort. The spa bath is the only thing that belies its past, but the rest smacks of history. Breakfast was delicious as Trish went out of her way to accommodate my very awkward eating habits and nothing was too much trouble. Mitchum is ever so pretty and makes for a picturesque walk. The local pub is around the corner, or a sophisticated restaurant is around the other corner. Trish is currently restoring the original gatehouse and that shall be opening fairly soon. Thank you Trish & Dave for giving us the opportunity to experience Alison's Apothecary.

Ashley

TEMPORARY AUSTRALIANS

Harald Lindemann

Who's that? Yes, you on the motorcycle. You with the death wish. You obviously don't want to be here – therefore Temporary Australian – gone before you can blink.

How often have you heard the epithet 'Temporary Australian' from a non-rider who doesn't like bikes, who just wants to have a go or who wants an ego boost at your expense. The attitude of someone who hits you with it is usually at the 'holier than thou' level, as if you have been relegated to the ranks with the glue sniffers and the gum boot brigade. It gets up my nose every time and my immediate reaction is that I am obviously dealing with someone who is intellectually removed to a level just above the common garden slug. Rather than stoop to this level in reply I usually let loose with an answer typical of my rapier sharp wit like "Different strokes for different folks, mate." or "I guess if you don't ride then I can't make you understand." The last one just gets me blank looks.

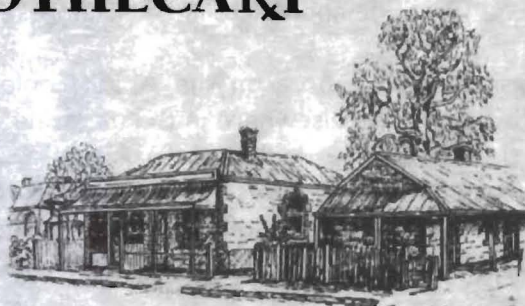
Once I've come down from being pissed off at their ignorance I just feel sorry for them. After all, they may just be lousy conversationalists and this is their way of reaching out and maintaining contact with others of the species (although this is the point at which I hypothesise that their relationship would be closer to ramapithecus than the homo sapiens line.), and for all I know it might be the start of a sub-cultural mating ritual.

(Continued on page 7)

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(Continued from page 6)

It did get me thinking however, about how to deal with it in a way that put motorcyclists in the best light. Motorcyclists take up their lifestyle acknowledging the inherent risks involved while at the same time taking certain steps to minimise the risks ie the building of road skills, bike maintenance, protective clothing etc.

This puts us in the same league as sky divers, hang gliders, deep sea divers and menthol smokers.

This is one step above the Burger King aficionados, high tar smokers and anyone else with a self destructive lifestyle relating to addictive drug use. So the first step in combating those who would criticise our chosen lifestyle is to find out a bit about them and how they also fit the description (ie check out their weaknesses).

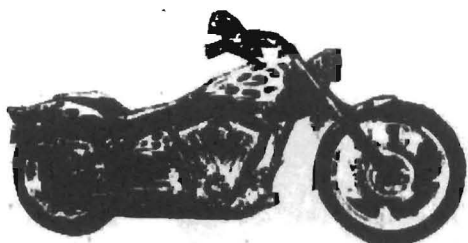
Next let them know of the august company which we keep as Temporary Australians. Think about Rupert Murdoch, the ultimate TR. At least Clive James and Germaine Greer kept their citizenship. Peter Allen always called Australia home and our Livvie still does. Carry this thought through and all of a sudden we are no longer in a minority. HOW DOES THAT FEEL! Although I don't particularly want to identify with the ramapithecines of the modern world I would like to be able to say something to shut them up on occasion. These are my ideas. Got any others?

Harald 

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ROAD SAFETY REPORT

Sean McPherson

Hello!

Fellow motorcyclists! Its been an interesting time since my last article, the major being the A.M.C. conference held at Victor Harbour. I won't double up, but read Peter Mounts AMC report as there are a lot of relevant issues that affect us all.

Please try to contact us with any relevant worries that you may have as we are not clairvoyant and cannot fully work for our members without feedback.

One thing comes to light lately is a plan to hold the departments responsible for road maintenance accountable for damages incurred from poor road maintenance. Keep your ears & eyes out for that issue in the near future. Also we have included a road safety report so please photocopy it and send it to the department/ council about problems that you encounter, in addition please send us a copy so we can monitor the problem and get some information about repeated problem areas.

Another thing I have encountered lately is the new public transport maps placed on bus stops, I personally narrowly missed collecting a car - yes I was looking but this could be a problem for us entering into traffic from a driveway and cleaning one of us up.

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Go well
Sean



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...from the secretary

Ok, _____ Robyn Gaden
 who stole it? Where have they put it? What did they do with it? It can't have disappeared so quickly, surely.

What am I going on about you may ask. This past year. It has just gone so quick, vanished into thin air....

Yes. It is that time of the year, when all of us committee members can say, "Well, I've done my bit, now someone else can have a go."

The Annual General Meeting is upon us once more. All current committee members may stand down, and new ones elected, or as in the past few years, same old, same old.

We must have some other members out there who would like to give it a go. It's not that difficult to turn up every fortnight or so and do your little bit. Whether it be emptying the mailbox every couple of weeks, sorting the mail, writing down what came in and reading it out at the meeting. Or you might like to come along and record everything that is spoken for future debate. Or even be our leader and give us guidance.


The positions open for nomination are :President, Vice President, Secretary, Treasurer, Centrestand Editor, Memberships, Road Safety, Stock Control, Minutes Secretary (never enough thanks for this one, I should know, I've done it!), Register Liaison, and also general committee members.

Please come along to the AGM on Monday 24th September at the Alma Hotel, 66 Magill Road Norwood.

We look forward to seeing you there.

Robyn Gaden, Secretary

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Scribbles



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Alright Ashley, you have rattled your sabre and I felt a pain in my side! Here's an article for the Centrestand.

Well here it is, the beginning of June, halfway through the year already, and I've just put down my quarterly 'Centrestand'.

Now I know what you're thinking; here comes another one of those "what a great magazine" lines. RIGHT! This edition like those before it, was brimming over with information about which we should all be doing something, but alas, it also brought home the sad truth about most of us (myself included)...we don't care as much as we should and we don't pitch in as often.

The small band of dedicated MRA members who are always on the committee to get the run or rally under way, who are always on the committee for the Toy Run, who are always involved with one thing or another, are the same people over and over. As a relatively new member of the MRA I could defend myself and say that I don't know the organisation well enough to help out, or that

I'm too busy at work, or too busy at home raising the family, blah blah blah. What I really mean is that I don't want to get involved. An old but familiar story.

I've felt the same about a lot of things over the years. I can remember way back in the early 70s as a teenager, watching the television war that was Vietnam, and thinking that maybe we shouldn't have been there (caught *that* line from some University mates). Then when I turned 17, I enlisted into the Army. At that time there was talk that we'd be going back (that never eventuated) and all of my peers were eager to do our bit. I still remember the advice my dad gave me while I waited for the bus to take me to the Recruit Training Battalion at Kapooka, "Don't volunteer to do anything, and don't offer any information unless it's asked for". Sage advice but totally useless where I ended up. All the forms I'd filled out during the enlistment process contained everything the instructors needed to know to make life miserable.

Now a lifetime from those early days and much wiser, I still fall for the volunteer thing every now and then. Did it in 1976 when the Queen came out for the Silver Jubilee tour. Did it again in 1978 when bushfires raged through parts of southwest Queensland. Got caught out several times during the '80s with various operations and tours, then again in 1990 when Nyngan flooded. More than once I've put my hand up to help without being asked and haven't

thought twice about it. So why, when the organisation to which I belong needs help, do I flinch? It's not dad's advice, and it's not that I can't afford the time or effort. I have become complacent. My life has become a swimming pool in which I take long relaxing dips and forget the rest of everything. Soon I am to take a new position and will have to shake this outlook. I expect to work long and irregular hours, something I haven't had to do for a long time. I expect to travel and work in the bush, interstate and possibly overseas. Again, not part of the swimming pool lifestyle.

So I've said to myself, if I can do it as part of my job, why not give a little part of it over to the social side of my being. After all, it can only help me in the long run. I may not be able to attend meetings or organise outings, but I can certainly give over a couple of hours a week to visit accident victims in hospital (something I have first-hand knowledge of). And I'll give some of my time in support of others. If even ten people who read this do the same, it would go a long way to relieving the burden that others already carry on our behalf. The MRA prides itself on its ability to provide assistance and support to its members and to those in need of help and, at the end of the day, that's what it's all about.

Dave Gabel

Thank you Dave, so prodding does work! - Ed.

Dear Ashley,

I was honestly touched by your plea in the June 2001 issue (Vol 17 No3) for members to submit something to put in the next issue of Centrestand, and I racked my brain to see if anything fell out that might be of interest to other readers, and honestly, (a sure sign that I am about to lie) the cupboard was bare!

I am at home on sick leave at the moment, and tidying out my 'Den'. The magazine has again surfaced, and I am again reminded of your plaintiff plea, and moved to write this letter to assure you of the appreciation that we (the silent majority) have for your dedication and devotion and total lack of APATHY when it comes to tirelessly working for the good of the motorcycling community.

I hope this letter is not too late, because I suppose in a way it betrays a lack of commitment in that it wasn't written earlier, but please, please, please don't get despondent. Many of us lead boring lives which involve getting up and going to boring jobs, and the bright part of the week is when we get a chance to go for a ride, but there is nothing special about that to other motorcyclists, because it is something we all do. Point being, what have we to tell you about that would interest others? – Do you want to know about our problems at work, our pathetic efforts to understand a computer, our lack of commitment to church or whatever service group we

(Continued on page 10)

Scribbles continued

belong to, our dreams of being a rock star or making a difference in some sporting field (Politics perhaps)..... No! We are a pathetic bunch, and we do need people with your creativity and flare and attention to detail to spark up our lives.

This almost sounds a bit sarcastic, but it is not meant to be. I just don't think that most of us have the ability to sit down and write something that would be of interest to the rest of us, but we sure as hell appreciate the fact that you do. Print this if you like and ask how many feel the same as I do.

Kind regards

John Harvey

Thank you for that John, I'm sure our readers can identify with you, and by the way it is a team effort, all of you make up this magazine - Ed.

Dear Ashley

I've decided to take up the invitation to write to our journal. Here are some thoughts to share.

Dale, in his article on apathy, points out that the M.R.A is not just a political organization. I wonder if that is not part of the problem? Trying to be too many things. Perhaps our sole focus should be on riders rights, and the law and issues therein.

So, for a start, instead of putting all this time and effort and resources into the Toy Run, let's put this effort towards 'Standing forth against unjust legislation' and riders rights and welfare. What does our constitution say about involving the M.R.A in

charity type activities?

If the Toy Run is about image, is this the image we want to present? Most people in S.A. could not tell you who runs the thing anyway.

The social side of the MRA is available from any number of Motor Cycle Clubs, by this I mean rallies, runs and so on. I don't see the need for us to be involved in other peoples runs.

Some things need to be done to change the overall image of our magazine. Firstly, lose that doggy nonsense, if that's what you want to do, send it to the Sunday paper and they can put it in the kids pages, ditto any animal cartoons and animal trivia.

I was going to say lose the reverend, but his last two articles have been thought provoking. If we could direct passion like that towards our polities, we'd be getting somewhere.

Uncle Pervie was, as usual, on the ball, but printing photographs of him may leave the magazine needing an "R" rating!

Yes, sadly, apathy is ingrained in the Australian makeup. None of us like to go outside our comfort zone. Very few of us are prepared to be responsible for our own actions; pause for a moment and think what this means.

Well, that's enough for now, yours in motorcycling-
Peter Szeremenda (Sleaze)

Thanks for that Sleaze, but Ochre is the official MRA mascot and the children love his column -

Ed

Keep them rolling. - Ed



MORE RUNS & STUFF

David Povey

Earlier this year the M.R.A. Committee decided to extend the Millennium Badge into 2001.

This is to keep everyone happy, as not everybody agrees as to when the New Millennium actually began! Also, we have badges galore left over! In our wisdom we also decided at that time, that kilometres travelled last year could be amassed from the year 2000, which means that those who just missed out on achieving 2000km last year can add this years kms. to last years total. To refresh your memory, you need to travel 2000km (or should that be 2001) on M.R.A. organised runs to qualify for the millennium badge.

So far this year we have had the Riverland Run @ 540kms, Mothers Day Run @ 120 kms. The Great Escape Rally @ 220 kms, The Radiata Rally @ 940kms, and the Rocks Run @ 100 kms. so with at least three events still to come it should be easy to be a badge holder.

Last year Leslie Dicker won the Povey Motors Award for the highest kms., but he only won by 10 kms. from Blondie - not bad for someone who does not even have a bike! So keep a record of the runs and rallies you have attended and become eligible for the badge.

David Povey (Whale)
Run Coordinator.

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AMC Conference

Peter Mount

The 2001 AMC Conference was conducted in South Australia for the first time in the AMC's 20-year history on the weekend of July 7-8, at the prestigious and eminently satisfactory Whalers Inn at Victor Harbor. The quality of the establishment and the services and facilities it provided enabled us to achieve our objective of an efficiently-run conference with a high standard of professionalism.

Nineteen people attended, including Ray Newland, Motorcycle Manager of the Federal Chamber of Automotive Industries, Alan Rose and Clive Robey, principals of Pavelite Technology, who provided a presentation on an innovative road lighting system, and Geoff Hughes, Project Manager of the National Motor Vehicle Theft Reduction Council, who conducted a presentation and workshop on addressing motorcycle theft in Australia.

The 14 national and international groups on which the AMC has representation provided a great deal of grist for the conference mill. These items included:

Front Numberplates. We are very close to having this formally knocked on the head by the Australian Transport Safety Bureau. In effect, it is dead in the water but the police will not let it sink. We have explained that we are not opposed to frontal identification *per se*, but that we are vehemently opposed to such I.D. by means of fitting dangerous plates. The police continue to use arguments which everyone else has determined are invalid, unreasonable and unrealistic. This will be discussed (hopefully for the last time) at the National Road Safety Strategy Panel meeting in Adelaide on August 22.

Intelligent Transport Systems. A great deal of research and development of ITS has been conducted both internationally and in Australia, but it has focused almost exclusively on cars, heavy transport and the road environment, with no consideration of motorcyclists, specifically any negative effects upon them. It is not known if ITS will be able to accommodate the unique handling and behavioural characteristics of motorcycles.

Notwithstanding this omission, riders stand to gain from ITS in two areas, at least: electronic toll collection on motorways, which will overcome fumbling for change, and electronic detection of other vehicles in a driver's blindspot. However, these benefits may be offset by speed detection systems that automatically deduct fines from your credit card, the ability of a central controlling agency to remotely cut out your engine during operation, sensor-activated braking, and vehicles controlled by electronic devices embedded in the road. Motorcyclists are not alone in their concerns: neither Germany nor France feel compelled to support ITS at this time.

Road Safety Barrier Systems. AMC members reiterated the view that barriers of all kinds should only be tolerated when they conform to the Australian Standard (which was

developed with significant input from the AMC). This includes not only erection criteria, but placement and maintenance. Members felt it important to continually monitor barrier systems for compliance with the Standard, and to continue pressure, locally and nationally, for motorcyclists' safety to be given a much higher priority.

Motorcycle Noise. Australia is currently reviewing our noise standards in light of the ECE trend towards much lower emission levels. Europe is currently 80dB(A) (ride-by) for large capacity bikes, while Australia is 84dB(A) (ride-by) and 94dB(A) (stationary). Although the federal government has said it will not necessarily follow the ECE path, neither has it ruled it out. Considerable pressure is being applied by the Environmental Protection Authority even though, from a motorcyclist's perspective, a reduction is not necessary or justifiable, and may adversely affect our safety.

The consultant engaged by the Transport Emissions Liaison Group (TELG) has now completed his report. TELG will consider the findings, and AMC Members are urged to provide comment on that report to the AMC by the end of August in order that any views in addition to those we have already provided will be taken into consideration.

Road Marking Paint. We are meeting a high degree of resistance to our request to have a reasonable degree of skid resistance included in the Standard for road marking paint. All we are asking for is that the present minimum skid resistant level of 45 BPN (British Pendulum Movement) for road surfaces and paints is formally written into the Standard as the lowest permissible level, which motorcyclists consider provides sufficient adhesion for safety. Opposing arguments are based on cost, availability of specialist machinery, and the inability of paint to have both high skid resistance and high reflectivity. AMC feels others are trading riders' safety for easy answers, and will continue to pursue the issue.

Globalisation. Put simply, globalisation is the replacement of technical regulations and Standards unique to individual countries and jurisdictions with single, commonly-accepted regulations and Standards. Already, Standards Australia has agreements with New Zealand and the UK, and processes are in place with Europe and the USA. Manufacturers are supportive as international unification of vehicle design rules will reduce costs significantly and will facilitate free (or less restrictive and costly) trade between countries. It is of interest that Europe is the main proponent of globalisation.

Problems will arise from differing opinions on acceptable global regulations and Standards. It is possible that those of countries with unique requirements or approaches to local issues will be subsumed by those of the majority, thereby leading to the inequities which are, in part, used to justify globalisation. The search for the best of the best efficiencies and effectiveness through global harmonisation could, through

(Continued on page 20)



Great Escape

TOY RUN REPORT

Things

Paul Morgan

are starting to fall into place. The bands are booked, meetings with the various council and police are taking place.

We have not heard back from the invited guests at time of going to press, so you will have to wait until the next issue to see who will be the VIP's on the run.

We are hoping to have a few shade tents up at the oval this year, if the weather is anything like last year, they will be appreciated. Of course we will run into the same problem as we have every year, manpower, not enough of it. If you or anyone you know can spare a few hours up at the oval on the Saturday afternoon before the run, get in contact with us, any little help will be greatly received.

This year, the front of the run will be at the Brighton Road, Anzac Hyw. Intersection. This should stop the confusion we had at Old Tapleys Hill Road with the new roundabout, which we were not informed about.

The lead group for this years run is WIMA (Women's International Motorcycle Association).

Paul Morgan
Toy Run Co-ordinator



Ok, we've arrived, what now?

Boy Scouts & Girl Guides loiter around the fire! NOT!

Tickets anyone?



The Whale & El Presidenté



IMPORTANT TOY RUN UPDATE

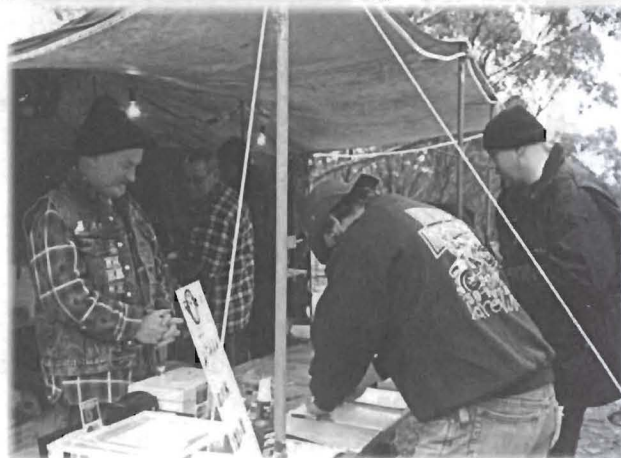
Please note that this year the annual MRA Toy Run will be starting from the junction of New Tapleys Hill Road & Anzac Highway, 150 metres east of where it previously started. There may be some changes or restrictions to parking due to the ongoing construction. Please obey the directions of Marshals.

Great Escape



The Marabell Ride In!!!

The Devil once again (he gets everywhere!)



The night closes in on the MRA Raffle

Quaffing some port



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Wow!

Dad has got a tiperiter now so its easier four me to tell every dog bout my tails, its ok but im having truble with the tab key but I don't drink tab sos that's ok.

Ta to jedda four helping me when I was sore but I still like dad cos he me on a RI we even monod & I told dad do it again but he woosed out, if I could touch the pegs I would show dad how to ride proper. Ive been to a rally this time and had to do my job proper and say thank you to Murray Murray because he let all the mra bikers stay on his farm then I had to make sure everyone ate their tucker and help them out a bit if they couldn't finish it. Then I had to make sure uncle pervie cooked all the tucker right, I like uncle pervie lots & lots & lots becós he know where all the smackos are and always gives me & jedda some and he is always good for a scratch behind the ears.

Look at my new colour in competition I have had to promise that I can only give one prize this year so dad said I could only pick one so I have made it a good one. I told dad I wanted to give a train station, not that's not it, oh ta jedda, its called a play station PSI with a motorbike game, so get your crayons, paints & pencils out boys and girls and do some good ones like last year.

Bye for now ive got to suck my new blankie that I got four my birthday woof, woof, woof...Ochre



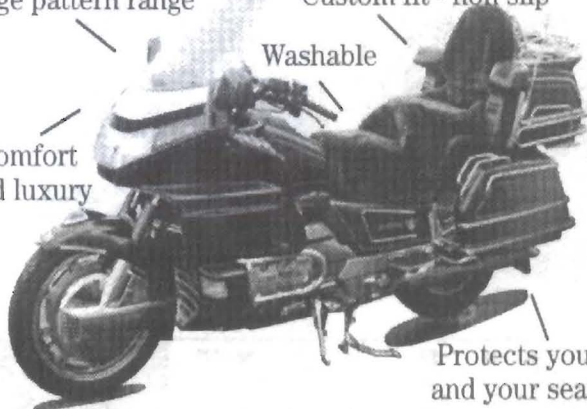
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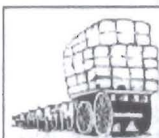
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REVEREND RITES REVEREND RITES REVEREND RITES

A few weeks ago I had the good fortune to be amongst people, who whilst being very diverse in terms of age, background, all that sort of stuff, had one thing in common - they are all in the process of grieving. This was for me part of the healing process. It was a great day. One of the things that touched me was that in the group of around thirty people, seven or eight of them were dealing with the death of a loved one through suicide. Three of the suicide victims were young adults, around 18 years of age, and male. Then a few days later, I was talking to a friend from North Eastern Victoria who works for a funeral director. She was telling me that there have been an alarming number of suicides there, which I think is a trend amongst a lot of rural communities. Three of them had thrown themselves in front of trains. What makes someone take their own life?

Despair. The worst thing that can happen to a person. Despair is a total lack or loss of hope. The only way is down. The only way out, it seems, is to end it all. What causes despair? Pretty much anything really. Relationship problems, school and family problems for younger people, money, employment or lack thereof, self-image, self-confidence, and depression. I guess the tragic factor is that with a bit of help, these problems can all be sorted out. They don't need to cause someone so much despair that they end their lives. There are resources and people around to help us through the hard times. Lifeline, for example, are a good place



to start. Churches also. Most ministers have counselling skills, and can steer a person in the right direction.

Friends are also a source of help. If you can't call on your mates, who can you call on.

The subject of euthanasia is a hot topic at the moment, with talk of a suicide pill that could be available for sale to "troubled teenagers" being bandied about in the press. I wonder whether the support that the public seems to be giving the concept of euthanasia is actually legitimising the idea of suicide as a solution to despair. I also wonder whether the increasing individualisation process that has been going on in society

(Continued on page 19)

PRODUCT REVIEW

By Sean McPherson

FOX COM HEATED HANDGRIPS

These have been fitted to the GSXR since 1998 & I highly recommend this product, as having warm fingers going to & returning from a rally is much more enjoyable. Much to the disgust - (or perhaps jealousy?) of most of the folks on returning from Radiata 2000 when everybody complained about cold hands, when they saw me flick the switch to turn up the heat my ears burned fiercely as oaths were muttered towards me!

I ordered these over the phone and when they arrived it was a simple matter of fitting. Everything is supplied in the kit including easy to follow instructions. Now the problems occur when fitting to Suzuki's - they have a splined accelerator grip which must be

filed/sanded and a wedge shaped grip near the cables which must also be removed so the right hand grip slides on smoothly and abuts snugly to the edge of the throttle grip. A panicked call to the importers resulted to find out whether it was safe to cut the ends of the grips off, due to the massive end weights of the handle bars. The left hand clip-on was much easier, just sliding on the grip and trimming to size. Hook up the cables to the battery and a suitable earth, find a convenient out-of-the-way-spot for the switch and you are in business. (Power usage is 0.2A - from memory). I have had no problems with set up apart from the accidental disconnection when the bike went in for a service. Quite a few people have written into mags (AMCN, TW) about the units getting too hot and they have explained how they fitted resistors to keep the right temperature (I just turn them off & use it as a fatigue breaker).

The only problem I have really been annoyed about is that the rubber is starting to degrade due to wear and tear. Well should you choose to fit heated handgrips, regardless of the brand, I would strongly recommend them. Once your hands are warm it takes the edge off those long cold rides.

ON RUNS & THINGS

Dale Knöote-Parke

W

ell hello again, One and All !!

I have done it – I have FINALLY done it – something I have written has provoked a response – And not just one. It is sad though, that I had to vent my frustrations in print before anyone felt the need to put pen to paper, still, such is life, I suppose.

So, what can I talk about this time? I won't dwell on driving or riding behaviour on runs, or in general, as I believe I have done that to death, recently, and as my article on apathy provoked some response, I think I shall go off at a tangent - my column is titled "On runs and THINGS", so I shall write about ... things. All sorts of things, and hopefully, some of those things are the things that concern you, the people who wrote in response to my article.

It's difficult to reply to the criticism we received as an organization without sounding defensive, but I shall try, as I believe it is important for us to show you the way we are heading, and it is just as important for you to let us know the way you would like us to head.

One member raises first the question of whether we are trying to be too many things to too many people, and should we not be just a political organization, with no involvement in any social activities, including the Toy Run.

In response to that, I believe that the MRA would simply cease to exist. With no social benefits, and without the profile that the Toy Run brings, our membership base would dwindle away to a few hardy stalwarts, who like Don Quixote, would tilt at windmills, and see them as giants. We would not be taken seriously as an organization, and would eventually just fade away, as operating costs far

exceeded the revenue generated by membership. This member also wondered what our constitution said about involvement in events like the toy run. I can answer that:-

2. **OBJECT** - The aims of the MRA are as follows:-

(d) To work for an improved public image of motorcyclists through well organised, peaceful protests where and when necessary to show a concerned, responsible opinion of the situations concerning motorcyclists. **To participate in charitable and community service activities**

I could go on, addressing each point raised, but I don't believe it would serve any purpose. The member has his own views, which we respect, and we value that feedback. It is now up to us to show all of you how we intend to function as an organization, and why we do the things we do.

The MRA has a social side – in fact, it would be fairer to say that the MRA is a very social association with an active political side. With events like the Toy Run, the Childhood Cancer Run, and even the share the warmth run, we are showing any political persons that we are not outcasts from society, as many would paint us to be, but caring responsible members of the community, who have their own difficulties and queries which we require to be addressed.

As maybe mentioned in an earlier article, many see anyone who rides a motorcycle as some kind of misfit, purely because of our choice of transport, and dare I say it, lifestyle.

(Continued on page 17)



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(Continued from page 16)

It needs to be made abundantly clear that we are not just a fringe group who organise protests when something goes wrong and then fade away when there is nothing to rant about. The MRA is a family orientated organization – it's there to represent everyone, not just a militant few, hence the 'doggy' stories – they are for the children of members. It may be worthy of note that the best response this magazine has ever had was to Ochres colouring in competition, so I think it safe to assume that Ochre and other family orientated articles will continue to be a part of Centerstand for a long time to come.

The MRA also recognizes all types of bikes and lawfully constituted and law-abiding groups, but condemns those illicit activities often associated with anyone riding a motorcycle. Words like that may well anger some people, as they may perceive we are too "soft", but as a responsible organization, that is the way it must be. We are moving into an era of closer co-operation and ties with various city councils, With the South Australia Police, and with representation at various governmental agencies. The MRA now stands a much better chance of making a positive impact on any proposed legislation. Seems to me that with the advent of our social side, with the various runs and rallies, with our attempts to raise our profile, we are doing more for motorcycling in South Australia than as a purely political organization. Something to think about, isn't it?

Dale

§

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RALLIES IN 2001

Ghost Town Rally, 7-9 September, 2001.

Once again the Broken Hill Ulysses Club members are conducting their annual gathering at the historic township of Silverton, and you'll be haunted for the remainder of your life if you miss this rally! This is fully catered with lots of good campsites. There's live entertainment on Friday & Saturday night, and all the usual rally awards. Entry is \$12 prepaid & \$15 on the day. Enquiries; phone Charlie (08) 8088 1333 or Jim Forrest on (08) 8088 5859. Pre-pays to; GTR PO Box 1091 Broken Hill NSW 2880.

Bush Pig Rally, 14-16 September, 2001.

The Mid North Register of MRASA are conducting their annual Rally de Feral Porcine! The rally site is at the motorcycle track at Crystal Brook which is 180 kms north of Adelaide, with water, toilets & firewood provided, plus a great feast on Saturday night. All the usual rally awards plus a great gymkhana. Cost for Boars & Sows is \$10, Piglets get in free! Send prepaids to; Mid North MRA PO Box 37, Snowtown, SA 5520. For info phone Greg on (08) 8865 2120

Alzheimer's Rally, 22-23 September, 2001.

I've forgotten the details of this rally. Something tells me it's at Adrian Verrall's property located in Eden Valley, and is a strictly back to basics rally but there's a shop & pub nearby for you to get supplies if you remember to do so! Cost is \$12 with limited badges, enquiries to Meataxe on 8540 2172.

Redback Rally, 27-28 October, 2001.

The RedbackTourers MCC are having their annual rally at the Overland Corner Reserve behind the pub, and the date has been changed now to be the last weekend in October, so ignore the dates given elsewhere. Guess what? The road has been bituminised so there's no more sliding around on the clay if it rains. I've heard that there's a new publican at the pub also. There will not be a wedding there this year, just in case you thought that it was a regular thing after last year! Maybe the bloke who stole the flag from the pub last year will ease his conscience and return it this year! This is a back to basics rally, but there will be a BBQ Saturday night & a cooked breakfast on Sunday morning. Prepaid \$12, late \$15. Prepaids to; Redback Tourers, PO Box 7, Smithfield Plains, SA 5114. Enquiries, phone Ivan(The Terrible!) 0403 210 925.

Vale Route 12 Rally!

The organisers from the PMTs told me at the Radiata Rally that they were currently undergoing menopause and that due to mood swings & hot flushes they may not have their rally this year, but keep your eyes open in case they change their minds and put it on again.

Fish Holes Rally, 9-11 November, 2001.

This year is the 20th Fish Holes Rally, once more at the South West Touring Club site at Portland, Vic. Fully catered full on rage! Great ride, great rally. \$13 pre-paid, entries to Fish Holes Rally 2001, PO Box 347, Portland, Vic, 3305. Enquiries, PR Officer, (03) 5523 1143.

Get your swags out & onto your bikes and head off to some of these rallies.

Regards,

Leslie Dicker (Uncle Pervie to you!)



FUEL FUEL FUEL

David Morley responds to readers questions.

SEEING RED OVER LRP RESIDUE...

Q: A number of times this column has mentioned the deposits left on spark plugs by lead replacement petrol (LRP). What you haven't mentioned is the that a large number of people are having starting problems due to these deposits. My motorcycle runs perfectly on leaded petrol (or even ULP, if I ignore the valve seat damage, however it will not start when I'm using LRP unless I clean the sparkplugs beforehand.

I have even tried changing the actual plug gaps, but to no avail.

According to the internet newsgroup, I'm not the only person with this problem. I would be very interested to know what the government and petrol companies expect us to do about this problem other than replace the vehicle or the valve seats. The worst part is that its not even illegal to sell leaded petrol yet, however, I cannot find it anywhere. The first petrol company to advertise the availability of leaded petrol will get my business.

Trevor Pearson - e-mail.

A: As you correctly point out, its not illegal to sell leaded fuel yet. But the 'yet' is the big problem because it will soon be phased out (in a legal sense), so even if you found a stash of it, it would be a stop-gap solution. What you haven't told me is the type of motorbike you own. If it's a Japanese bike made in the last 20 years or so, I'd say go with the unleaded petrol (the premium stuff agrees with most motorbike engines) because the bike probably already has the hardened valve seats required for the ULP (Japan has had U&LP laws a lot longer than we have). If you are still worried, start using the premium unleaded petrol (PULP) but keep a close eye on valve clearances (although this can be a pain with the shim-over-bucket technology on many bikes). If the valve clearance is constantly disappearing, you've got the makings of a valve-seat-recession problem. But if you find the bike can use PULP you're around the problem and it's use opens up a steady supply of good quality, high octane fuel (although you still cant get PULP in some country areas).

If the bike is older than that or made somewhere other than Japan, you might eventually have to bite the bullet and have the valve seats replaced with the harder ones.

The more I hear about LRP, the less I'm convinced that it's the solution for all leaded engines.

I recently saw an air-cooled motorbike engine with its cylinder head removed, having switched it to LRP some months ago. The piston was coated with a thick layer of rusty-red deposits, and the engineer involved in the strip down was convinced that LRP was the culprit. Obviously if the same sorts of deposits were left on the spar plug, the ignition would have a much harder time trying to fire the engine.

This was submitted by Turbo of Geelong, Victoria.

IS THIS YOU?

Well it could be!

All you need to do is keep your membership paid up & you stand a chance of winning a FREE weekend away. Our last winner was **David Gabel**, Congratulations! We will be drawing a name again in the 2001 September AGM.

Six current member are picked at random, and put into a hat for a final draw of a FREE weekend for two and five FREE memberships for one year.



AVUNCULAR TALES

The rally season is always a constant effort for me to balance attending a rally vis a vis other events such as social, sporting or cultural activities. So I cannot always get to a rally for some of these reasons, however sometimes I can do a daytrip if the rally is close enough to attend and still make the other event. Last year's Redback Rally was a good example where I had to daytrip in order to attend a friend's engagement party, likewise with this year's Swagman Rally which clashed with an old schoolmate's birthday dinner.

I remember when I lived in Canberra in the 70s (not a good place to be then as Canberra was still living in the 50s!) there were so many rallies within striking distance every weekend that the dedicated daytripper could do some serious badge hunting. I knew a motorcyclist

named Steve who was the most phenomenal daytripper of all time. He had a Honda Goldwing, which was a newly released model at that time, and he cut it down as much as he could with a four into one exhaust system, bikini fairing, a Hallmark rack (predecessor of the Ventura) and a pair of humungous spotlights and that was his ultimate rally bike. He did try a Honda Bol D'or when they were first released but it only lasted a for few months when he traded it in on another new Goldwing which he then modified to be the same as the previous model, the reason being as he explained that the Wing was much better for his purposes as it had a longer range, handled better and was more comfortable on a long trip. He once bragged that on one weekend

(Continued on page 19)

(Continued from page 15)

over the past 50 or so years has contributed to the isolation that a person experiencing despair feels. I've commented before on the loss of identity that the biker community seems to be experiencing, evident in the fact that hardly any bikers acknowledge each other any more. There used to be a feeling of being a collective, now it seems that apathy has taken over and most motorcyclists don't really give a shit about each other. We are identifying ourselves more and more as individuals rather than as a community, or a sub-culture. When we, as a community don't give a shit about each other, then despair is a really easy disease to catch.

Apathy is also a symptom of this individuality, this narrowed view of the rest of the world that causes one to only care about the immediate concerns of the individuals world. I'm happy to say however that my esteemed editor has informed me that we had a huge response to the apathy issue last quarter. Well done, keep it coming.

Back to despair. I'm sure there are people reading this who have experienced despair, who may even be going through this now. Please, don't do anything rash. Call someone, Lifeline, a counsellor, a priest, even me. Please try to understand that there is hope, there is something to live for, it may not be visible yet, but it will be there. How do I know? I've been there too. I've been deep in despair for years at a time. If I can claw my way out of it, so can anyone else. It's hard, but it's worth it. Just never be too proud to ask for help, and never forget that there are people who care.

You are not alone.

Ride safe,

The Rev.



(Continued from page 18)

he had 'done' I think it was as much as eight rallies, and even though he had all his camping gear on board he never got to erect his tent as all he did was to ride all weekend between rally sites! He had a Belstaff jacket with his badges on it and it was totally covered by them, front, back and even the sleeves, so that you could not get anything between them, it looked like some kind of medieval suit of armour and was as heavy as lead, he used to bring it along to meetings and show it off but was too scared to wear it while riding in case he came off and slid down the road in a great shower of sparks and destroyed a lot of the badges!

This kind of activity only became possible when the badge was included in the entry fee to the rally site, in the early

AVUNCULAR TALES

days of rallying you paid extra to have the badge and you did not get it until after the awards were given out on Sunday morning! Also in those times there were no catered rallies, no toilets provided, no generators running and definitely no bands!

All that you got for your entrance fee was access to the rallysite so that you could set up your tent and then forage for some firewood to make a fire to cook the food that you brought along, if you were lucky there was a source of fresh water on site such as a creek or dam, if not then you had to bring that in also!

I could not believe my eyes the first time I went to a catered rally, they had cooked food and cold drinks for sale, luxury, luxury! They also had a band that night and then they showed a film, which I think was an R rated classic called "The long swift sword of Siegfried"!

At one rally they showed the film "Monty Python & the Holy Grail" all night, each time it finished everyone demanded a replay, and that went on until dawn!

The gymkhana has always been a highlight of rallies and used to be heavily patronised by those attending, however the modern bike being covered in lots of expensive plastic has made the average rallyist very wary about committing a nice new R1, ZXR or Hayabusa to such a risky activity, hence the amount of non-bike events in gymkhanas these days.

One of the most important things that rally organisers have no control over is the weather, which is always a factor that can deter some people from attending a rally, especially if it's particularly wet and stormy. Quite often though the rallysite is far enough away to be in a different weather pattern, so it pays to keep an eye on the weather reports for that area in the week leading up to the rally just to get an idea as to what the situation is like there.

Keep on rallying.

Uncle Pervie

Uncle Pervie



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the potential for collective inflexibility, dogmatism and determinism, lead, in some instances, to the worst of the worst. Like the GST, once in place, these measures may well be irreversible if the outcome is found to be other than beneficial.

Women in Motorcycling. The female rider fatality rate in Australia is slightly lower than that of males, and the female hospitalisation rate is higher. The AMC has commenced research and has developed a questionnaire and database which, with the joint resources of the Australian Transport Safety Bureau, is expected to provide reasons for this phenomenon. The essence of the research involves determining the significant relevant differences between male and female riders and isolating the potentially contributory factors in the kinds of crashes that occur.

While a large number of women have expressed interest in participating in the research, we still need a substantial number of male riders. Anyone interested (mainly male, but females also) should contact the AMC Secretary, Sammi Ross, on 08 8391 2648. We ask those who have already contacted us to have patience, until the database is sufficiently large to make the results meaningful.

Motorcycle Awareness Week. This will be conducted throughout Australia from October 6 to the 14th, culminating in Motorcycle Awareness Rides. There will be federal government support for national promotion, while state motorcycle groups will be expected to try for funding from their own governments. The AMC already has some promotional material on hand.

Rider Training. Through the Motorcycle Safety Consultative Committee and in conjunction with the Federal Chamber of Automotive Industries we are involved in another push (the last one was in 1992) for a national system of rider training and instructor accreditation. We believe this is both timely and necessary, although we recognise that there are complexities involved which may inhibit the establishment of such a system, not the least of which is the standard - almost prerequisite - degree of State and Territory parochialism.

Special sidecar, trike and trailer training has also been identified as desirable. In the first instance, the AMC will coordinate an informational approach to those riders through state motor registration authorities.

Learner Approved Motorcycles and 250cc Restriction. Some states are currently reviewing their learner licensing requirements (Tas, SA), some have no plans to review them but AMC member groups are continuing to push (WA, Vic), and some have already introduced changes, (ACT, NSW). The latter also has a Mature Age Rider scheme which allows an unlicensed rider with previous experience, whose licence has lapsed, to avoid the "Learner" stage when renewing their licence.

Scooter capacity is to be limited to 125cc in NSW. Other states have not initiated moves yet, but the AMC will consider what action may be appropriate after collation of information and criteria within each jurisdiction. Members are to provide this detail to the AMC Secretariat by the end of September.

Australian Motorcycle Federation. This year's conference will be staged in Sydney on November 17. Although principal motorcycling issues will be up for consideration, we will focus on structure and operation of the organisation, progress of the *Australian Agenda for Motorcycle Safety*, prioritisation of 10 issues in that document, and mechanisms for developing strong internal and external partnerships.

Other matters discussed at the Conference included:

Local Councils Responsible for Road Maintenance. An historic ruling by the High Court of Australia on May 31 this year places the onus on road authorities, which include state and local governments, to ensure that roads are maintained in a satisfactory state of repair. In effect, this means these bodies will be liable for damages caused by knowingly or otherwise allowing the road infrastructure to degrade to such a degree that damage is caused or a road user suffers injury. In the past, under an "negligence escape clause", road authorities and agencies were not liable for any injuries or damage resulting from poor maintenance.

It was noted that the Ulysses Club has developed a Hazard Report Form which it has provided to other AMC Members to facilitate the reporting of hazardous situations to relevant authorities. This form is available on Members' Internet home pages, and should be used by individual riders to obtain action (now expected to be speedy, given the potential legal consequences of authorities' tardiness).

This ruling could also mean that motorcyclists would have recourse if road systems were built which did not adequately cater for their safety, and such omissions contributed to the crash or the extent of their injuries.

Helmet Removal. MRA SA advised that a law has been proposed to force riders to remove their helmets at service stations. MRA SA will fight this on the grounds that motorcyclists will thereby automatically be deemed criminals, that it would be discriminatory as other people would not be required to remove head or face coverings such as hats, sunglasses, scarves and the like, that an insignificant proportion of service station thieves use helmets, and that not one of those who have used a helmet has been a motorcyclist.

MRA WA reported that in that state the pumps would not be turned on if a rider did not remove the helmet.

Pavement Lighting. Alan Rose, Director of Pavelite Technology, and his colleague Clive Robey (both

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motorcyclists), demonstrated an embedded pavement lighting system which employs LED illumination and utilises either solar power or the electricity grid. This enables it to be used in isolated areas with no power and in dangerous situations where extra road delineation would enhance safety. It can also be used as an advance warning of traffic lights, can be linked to speed, and can be applied on tidal flow roads. It is similar to airport strip lighting but is less than one tenth the cost.

Although it can be placed on edgelines, its bidirectional design means it can be more efficient and cost-effective as a centreline marker. It has a very low profile (lower than cat's eyes) with a skid-resistant surface which will alleviate motorcyclists' concerns about yet more things to avoid on the road. On the contrary, motorcyclists' safety stands to be improved in areas such as the Adelaide Hills, the Victorian Alps, the Great Dividing Range (ACT, NSW, Qld), the hills of Perth, and just about anywhere in Tassie. It is currently being tested on Tiers Road, Woodside SA, if riders would like to check it out.

All that needs to be done is to change the mindset of the road authorities regarding expenditure on what we motorcyclists (and others) consider genuinely beneficial to our safety.

Motorcycle Theft. The presentation by Geoff Hughes of the NMVTRC revealed that, while the recovery rate of cars is around 85%, that of motorcycles is only 26%. Of the 145,000 vehicles stolen in Australia each year, 4500 are motorcycles (although it is believed that many thefts go unreported); this is 8 times the rate in Germany and twice that of the USA.

The low recovery rate is because bikes are easy to steal, easy to strip, easy to change identity, insurance practices re disposal of wrecks are inadequate, thieves have sophisticated networks (vehicles can be turned around in 5 days), and there are gaps in information exchange between states.

Strategies to address the situation include reducing the financial return to thieves, increasing the likelihood of detection, improving vehicle security systems, consumers demanding better security from suppliers and manufacturers, improving data intelligence and investigative skills, disposal of written-off vehicles to legitimate repairers, and proof of ID (bike and owner) at point of sale or disposal. Some strategies will not be effective for motorcycles, such as engine and vehicle immobilisation. Motorcycle theft is also increasing as cars become harder to steal.

One solution to date is microdot technology. This consists of microdots which are imprinted with the vehicle's identification number (VIN) being sprayed onto the vehicle after the final coat of paint; they are invisible to the naked eye, but easily read with the aid of a common magnifying glass. As there are thousands of them, and can easily be sprayed onto any vehicle component, removal would not only be almost impossible, but replicating the microdots with a different VIN would be equally difficult.

This would provide a considerable disincentive to thieves.

BMW has just commenced microdot treatment of cars (as of July 26), with Holden and Porsche to follow in the near future. Microdot application is expected to become widely available in the aftermarket industry, and will cost in the region of \$100 per vehicle, although the price could vary for motorcycles.

The NMVTRC is looking for input from AMC members on the following key issues:

- The true extent of motorcycle theft
- If the low recovery rate is a true indicator of motorcycle theft
- Why there is a large variation between the states (thefts per 1000 registrations: NSW 19, Tas 15, SA & Qld 14, WA 11, Vic 7)
- How effective the above strategies are likely to be
- What additional strategies are required
- The amount riders would pay for a security system

Both AMC Members and individuals should feel free to contact the NMVTRC directly with comments, or provide them to the AMC Secretariat PO Box 250 Littlehampton SA 5250, by the end of September. NMVTRC: Level 2, 464 St Kilda Rd Melbourne 3004 Tel 03 9954 5300 Fax 03 9866 1782 email info@carsafe.com.au

The AMC Executive Committee for the forthcoming year consists of: Chairman - yours truly; Secretary - Sammi Ross; Treasurer - Ros Charles; Committee Members - Neville Gray, Public Liaison Coordinator Ulysses Club; Paul Webster, President Mag Vic.

This is but a small sample of the 60-or-so issues that were covered over the intensive and productive 2-day period. Although delegates, representatives and observers travelled from many parts of Australia, I would particularly like to thank the 6 representatives from MRA SA and the 4Bs - Harald, Sean, Greg, Uncle Pervie, Andrew and Jo King - whose contribution and support were, I have been given to understand, well rewarded by a direct insight into the operation and activities of the AMC.

Thanks to the level of support we received from all quarters, the attendance and participation, and the appreciation of the venue, the 2002 AMC Conference will again be conducted at the Whalers Inn next July.





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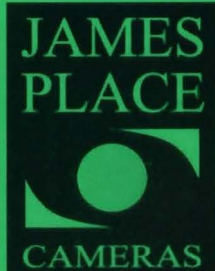
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