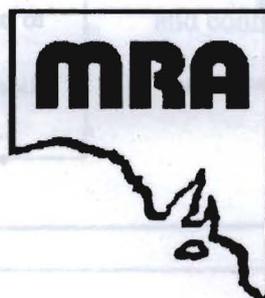
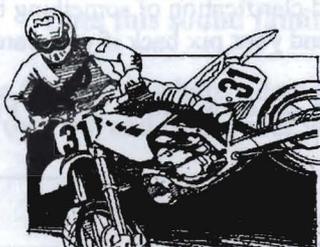


CENTRESTAND

DECEMBER 2003



let those who ride decide



M.R.A.
MOTORCYCLE RIDERS'
ASSOCIATION (SA) INC.

VOL. 20 NO.1
DECEMBER 2003

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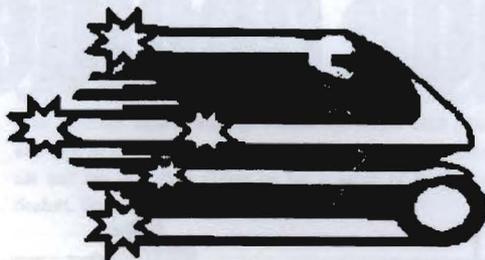
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 presenting \$800 cheque as proceeds of the Radiata
 Rally to Bob Koop of the RFDS. (L to R – Bob,
 Crazi, Pastie, Turbo, Frank and Ellen Koennecke)

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EDITORIAL

A brief introduction as the new Editor of *Centrestand*, and a volley of thanks to Harald for keeping the coals simmering with two issues of our interim publication, *Sidestand*. Harald was co-Editor in 1989 and Editor from 1990 to 1999, succeeded by Ashley Knoote-Parke until December 2002.

The MRA magazine began life as an unnamed newsletter in 1979, the year MRA SA began (and the year of the first Toy Run), and was named *Ride Free* in 1981, with Jack Burckhardt as Editor (who later took on a real editor's job in Sydney). It was published as *The MRA Rider* from July '82 to June '83 under Martha Gurr's editorship, but all publication ceased until it was revived in December '84 as *Centrestand*, with Sammi Ross as Editor, followed by Ross "Dredge" Vickers in 1985, Ian "Milo" Marlow, Sharon Gullickson and Tom Griffin jointly in 1986, and Milo, Tom and Wendy Polljonker jointly from 1987 to 1989, when Harald joined the editorial team.

Following a naming competition amongst the MRA membership, "Centrestand" was chosen as it was seen to represent the primary supporting mechanism of a motorcycle and, hence, the organisation, for without a means of communication amongst our members the MRA could not exist.

But I digress. Back to the introduction. I've been there, done that since 1981 with the MRA and the AMC (Australian Motorcycle Council), but never as an editor, so with your forbearance and Harald's assistance I will have a crack at it and, hopefully (or at least eventually), produce a magazine akin to that of Harald's reign.

Please write letters, provide info for articles, send photos – treat *Centrestand* as your own personal magazine for getting your views and news to other riders and the organisations with which we deal, and keeping up to speed on what's happening in the motorcycling world. You can also advertise any goodies you have for sale, at no charge (however, if it's a motorbike, as Editor I will have to take it for a *looong* test ride).

Contributions can be sent to the MRA via e-mail or snail mail, but if you send them electronically – either e-mail or disc, both of which I would prefer to hard copy - do them on Word 97 or earlier, or I won't be able to read them. Include your name, address, phone number and MRA membership number with pix and correspondence, as I might need clarification of something before going to press. I'll send your pix back if you want me to.

Ride on, read on, and enjoy both

Peter Mount

VICE SQUAD

By Sean McPherson

Hello Folks! Well, I'm slowly working my way through the magazine. Pretty soon it'll all be mine! (As Mel Brooks said, "Ah, it's good to be the king!")

Firstly, I wish to extend my thanks to all the outgoing committee; regardless of what's happened in the past, the effort was put in by all. I would especially like to thank Chris Hume-Phillips and Rick Stadler for picking up some issues and sorting them out. *I would like to stress that these actions were of their own accord; we (the committee) did not ask them to take on this extra work!* I do hope that some like-minded members take up a challenge this year, for without the Chrises and Ricks the MRA's job would be so much more difficult.

Welcome to the new committee. Some old faces have returned, some have moved on, some just took a step sideways (myself included). I feel there is a good mix of experience and new blood to move things along. No, I am not expecting to "change the world in one day", but instead get some things going that may take a while to eventuate and maybe another committee will finish them off.

The MRA is still at work along with an active presence on the S.A. Motorcycle Taskforce, positive liaison with Adelaide City Council regarding alternatives to painting speed limits on the road and, with the up-coming annual Toy Run, 25 years of commitment to helping S.A.'s needy are good examples of our devotion to the motorcycling public.

Please remember - and I cannot stress it enough - **it's a run, not a race!** The speed is controlled to 50kph through the suburbs and 80-90kph on the Freeway. We have to show off our decorations to the kids and not just be a blur. Ride on and ride **safe**.

Does this sound familiar?

The freeway is where riders under 25 do over 90, and riders over 90 do 25

SECRETARY'S/MEMBERSHIP REPORT

By Kathleen Stevens

Where do I start? Who am I? What do I do? How did I become involved in the MRA?

Kathleen Stevens, I have a husband, 2 daughters, lots of pets and no motorcycle. I work for the Education Department in the area of Special Ed. Most of my time is taken up with work or family, and somehow I fit in the odd volunteer position such as this one and being on the Toy Run committee.

My involvement with MRA began nearly four years ago when I first went along to a Toy Run meeting. I went to offer the assistance of the Christian Motorcyclists Association, for which I was the Promotions Officer. The first two years I spent in the background offering support. Last year my husband and I got more involved. Over the past year I have attended not only Toy Run meetings, but also general and committee meetings. Thanks to Paul Morgan I now find myself in this current position. (*Nice work, Paul - Ed.*)

Since the AGM the new committee has found itself in top gear working on a variety of things, some of which I know little about; others such as the membership I'm learning quite quickly.

We're in for a big year. With a little passion and a lot of hard work we will get through. Finally, I would like to thank all the past committee members for your efforts. A BIG thank you to Paul Morgan and team for working so hard on yet another Toy Run.

See you at the Toy Run!

MEMBERSHIPS

WELCOME to Brett Lehmann and Danny Bradley, two of our newest members. To our other members, thank you for your renewals and continued support.

Thank you for supporting MRA SA.

NEWS BITS (HOT GOSS)

CRASH REPORTING CRITERIA

After consideration by Transport SA (TSA), a proposal to change the criteria for reporting road crashes, discussed in last September's *Sidestand*, has been axed.

The proposal aimed to bring SA into line with the 1999 revision of the Australian Road Rules, which require motorists to report a crash to police only if there is an injury or if a vehicle is towed or carried away, and to free up resources that are currently absorbed in processing large volumes of crash data and applying them to major problem areas such as seatbelts, drink driving, speed, and addressing the requirements of the federal government's Black Spot program and the National Road Safety Strategy.

The MRA argued that the proposal would be unlikely to achieve the anticipated result (for reasons outlined in *Sidestand*), that reducing the amount of information obtained would not necessarily improve its overall quality, and could well reduce it, especially if there were no change to the data management system, and that, if any additional resources became available, they may be expended on the major crash groups – cars, trucks and buses – and motorcycle safety would again miss out.

Although the proposal reflected an effort to improve the current system, the upside did not outweigh the downside enough to justify legislative change, and the status quo will be maintained, i.e. motorists must report a crash to the police if the total damage is estimated to be over \$1000 (along with other criteria).

On a related note, through our national body, the Australian Motorcycle Council, MRA SA is (and has been since 1996) pushing for nationally uniform police traffic incident report forms, and to have included on those forms useful motorcycle crash information such as the kind of barrier system struck by a rider. We need this kind of data to identify the relative danger of the many different types of street furniture so that motorcycle safety can be more effectively directed.

LIGHTS ON

Australian governments are renewing attempts to introduce daytime running lights (DRLs) for all vehicles, notwithstanding an abundance of global evidence refuting any effectiveness of DRLs, most notably in Sweden, where it all started.

Of interest to SA riders is the state Road Safety Advisory Council's suggestion in its paper *Reducing Road Trauma in South Australia: Possible Initiatives 2004 – 2010* that "riding with headlights on and wearing highly visible clothing would help make riders more visible to other road users" (see note below).

Besides some 130 papers on DRLs published since 1975, only 29 of which found any support for the proposal, MRA SA research over the past 21 years suggests that the risk of a motorcyclist with lights on being struck by a car may actually

increase by almost 25% over riders without lights on. Further, while bright clothing may seem to enhance visibility, there is no evidence that this reduces crash risk.

The majority of motorcyclists believe that, if drivers do not consciously look for them, no amount of psychedelic clothing or Christmas lights will enable their existence to impinge upon the drivers' minds.

Those in favour of DRLs could resort to using European Standards harmonization, homologation requirements or type approval (where only parts, tyres and attachments approved by manufacturers for individual motorcycle models can be used) as backdoor methods of forcing DRLs into Australia, even though the Australian Motorcycle Council was assured by the federal government in 1993 that type approval would never be introduced into Australia.

Note: MRA has been invited to comment on this paper. Further information may be obtained from Sean.

SA TRANSPORT PLAN

South Australia's Draft Transport Plan was published in April this year for comment from interested parties. Although many progressive and ambitious initiatives have been proposed, the MRA's recommendations on motorcycle safety and an integrated transport system seem to have gone astray as, in over 80 glossy, colourful and impressively presented pages of visionary speculation, no mention of motorcyclists could be found.

No matter. Road safety issues will not be resolved in one paper, or one discussion. The MRA will continue to serve a vital function as long as motorcyclists' safety goes unaddressed.

40+ RETRAINING PROPOSAL

If you thought you were just getting into that ideal gear of balancing your youthful exuberance and your aging experience with the knowledge that motorcycling is in your blood for life, thereby enabling you to ride both passionately and safely, think again.

Transport SA (TSA) has thought again, and is suggesting that riders over 40 undertake further training. This suggestion is not without merit, for many motorcyclists sold their bikes for family reasons and, with the kids having grown up and left home, now want to get back on a bike, but have not ridden for 20 years. Others always wanted a bike, but have not been able to get one until the kids left, and do all their falling off at 40 that the rest of us did at 16 or 20.

TSA's main concern is that the number of riders over 40 having crashes is increasing, and that something should be done about it. Discussion with the MRA would prove productive, for research made available by the Ulysses Club indicates that, although the number of 40+ riders has almost doubled over the past decade or so, the number of crashes has only increased by 15%. This shows that the risk of older riders crashing is reducing rather than increasing, suggesting that

general experience on the road carries far more weight than is given credit.

The MRA would support retraining programs, but only if they are optional, not compulsory. The Ulysses Club runs such programs, which have achieved a high degree of popularity due to mature riders recognising their need for refresher courses and the club subsidising their cost.

ACC ROAD PAINT PROPOSAL

In October the Adelaide City Council contacted the MRA seeking comment on a proposal to paint 50kph speed limit signs on the approach roads to the CBD. The ACC was responding to a large number of complaints from drivers who had been pinged for "speeding" at over 50kph but under 60kph.

We expressed our concern regarding the presently low skid-resistance of road marking paint, particularly in wet weather, and indicated that both riders and drivers would have difficulty reading the signs at night (and more so if it's raining), that nobody would see them during traffic congestion, and that they may not be easily read by short drivers.

We came up with two recommendations: one was to colour-code the lane markings using a colour that is not in common use, such as blue, orange or green, notwithstanding that this might not get the OK owing to its non-compliance with Australian Standards; the other (which came from no less a luminary than Greg Stevens of the Mid-North Register who is also on the main committee) was to attach 50kph signs to any or all traffic light poles, immediately below the lights, on the premise that everyone sees traffic lights (if not anything else on the road).

The outcome is that, for a trial period, mobile electronic signs will be circulated amongst the major arterial roads entering the CBD.

REGO LABEL REVIEW

Transport SA has invited the MRA to participate in a steering group which will review registration labels for light vehicles. Limited places to securely attach rego labels to motorcycles and the difficulty of sealing them from weather are problems to which modern technology may offer solutions.

SAFETY STRATEGY FOR ADELAIDE HILLS

The MRA was invited to participate in a discussion coordinated by the Adelaide Hills Community Road Safety Group in October with the objective of improving the safety of motorcyclists in the Adelaide Hills. The Adelaide Hills Council, SAPOL, the Australian Motorcycle Council (AMC) and the Ulysses Club were also represented.

The meeting was to consolidate information derived from two workshops conducted at Mount Barker and Gumeracha in September, which were attended by about 60 motorcyclists who live or ride in the Hills.

It was noted that between 1998 and 2002 motorcyclists comprised 25% of all Hills fatalities, compared with a national

proportion of 10%. However, the MRA thinks this figure should be treated cautiously as it is like comparing apples with pears. M/c casualties would inevitably be higher in popular riding regions and, rather than comparing the Hills rate with the whole of Australia, similar regions such as the Victorian Alps and the Blue Mountains should be compared. Nevertheless, any motorcycle deaths in the Hills are bad news and we must do whatever we can to reduce them.

Discussion centred on social, enforcement, infrastructural and educational/training issues, with the following outcomes.

Social

Two-thirds of m/c crashes involve riders who do not live in the Hills. Solutions could include:

- M/c-specific signs at main entry points to the area.
- Mobile electronic variable message signs advising riders of road/weather/traffic conditions on a given day.
- Promotion of track days with Café Racers MCC as an alternative to Hills riding.
- Have organised ride days in the Hills.

Enforcement

- Police believe the greatest gains can be derived through changing attitude, that people become inured to signs and being told what to do, that competency training should be introduced if a rider has not been on a bike in a number of years, and that the police should focus special attention on motorcyclists.
- Punitive measures are likely to push motorcyclist elsewhere without addressing the problem.
- Enforcement may not necessarily be the best tool for logistical and social reasons.
- There needs to be a balanced approach, not just the targeting of m/c, as many factors affect their safety.

Infrastructural

- M/c-specific road signs advising of hazardous locations.
- Signs advising that motorcyclists frequent certain areas and drivers should look for them.
- A single phone number for reporting incidents like diesel and gravel spills.
- Shoulder sealing of corners.
- Improved road maintenance practices.
- Sealing of private driveways to 5 metres.
- Review crack sealing practices.
- M/c-specific road safety audits.
- Application of recommended standards for m/c safety.

Educational/Training

- On-road training in roadcraft for novice motorcyclists (could include temporary closure of some roads).
- Publicise crash causes so others learn from mistakes.
- Formal advanced rider training.
- Motorcyclist awareness in driver training.
- Formal road safety education in school curriculum.
- Education of young/inexperienced by older/wiser m/c.
- Apply lessons learned interstate.
- Media promotion of m/c safety.
- Include m/c safety in general strategic plans.

If one advances in the direction of one's dreams, and endeavours to live the life which he has imagined, he will meet with a success unexpected in common hours.

Henry Thoreau



VALE – MIKE GIESECKE

Our good friend, loyal supporter and former committee member, Mike "Gearsack" Giesecke, died on June 30 of a long-standing illness. His funeral was attended by about 50 friends and relatives, many of whom were MRA mates of "the old days". Mike's family arranged for his beloved XJ 750 to be displayed in the grounds of Darroch House, where the service was held.

Mike was held in high regard by the MRA members, not only because of his exemplary performance during his term as Secretary from 1987 to 1990, but because of his commitment to motorcyclists' safety as a RiderSafe instructor, his willingness to bog in and help with anything and everything, his knowledge and wisdom, and his dry wit.

Mike is survived by his wife Helen and son Jonathon.

Mike, may you ride forever in the hearts of those who were privileged to share your precious gift of friendship.

DO YOU REMEMBER?

Did you ride in the first MRA Toy Run in 1979? If so, we want to hear from you. To mark the occasion of the 25th SA Toy Run we will give you a special bottle of 25th Anniversary Port. What's the catch? You have to produce your 1979 Toy Run badge, ride in this year's run and register before the day. Call Harald on 0421 289 714

LETTERS

Dear Motorcyclists

Having just passed my 10,000th day riding a motorcycle on the road, I thought I should reminisce, especially for those who are younger.

I passed my written test, got my licence, registered my bike and went for my first ride all on my 16th birthday, after being at school all day. I paid for it all, including my bike, by gardening for a lady down the road.

There were some differences then. Every bike had a kick starter, fairings were only on touring BMWs, tyres did not "stick", and they had tubes because there were only wire spoked wheels.

Only a bit earlier a "lighting set" was optional, a twin was a multi-cylinder, a pillion seat was an option bolted onto the rear mudguard, and all sorts of what would now be exotic bikes sat in rows at second-hand dealers. Two-strokes smoked and were the common small bike, one would always learn on a BSA Bantam, there was only about four metres of wire in the entire loom and one fuse if you were lucky.

Like T Model Fords, helmets came in any colour as long as it was white (not black), chains had to be boiled in graphite grease (no "O" rings then), we had front number plates and it was quite easy to lose a piece off one's thigh just walking past.

Four-speed gearboxes were something special. One had to regularly spend time tightening bolts, and one really good thing was that there were no four-wheel-drives that went faster than us.

I intend to enjoy another 10,000 days riding, so I will write again then. Thank you.
Peter Kemp

Thanks for these interesting tidbits, Peter. They will bring warm memories to our older members, and give pause for thought by our younger ones on how motorcycles have developed, particularly over the last 50 years. You forgot to mention the oil stains on your boots from the perennially-leaking English bikes and the grease slick up the back of your leather jacket (or more usually your girlfriend's) from the rear chain – Ed.

ARE YOU AN OLDER RIDER?

In the next edition of Centrestand we will be focussing on issues of concern to the older rider. This has become topical with road safety authorities, and we want to know what you think. Write to us and tell us what issues concern you as an older rider.

TOY RUN

Now is the time to get the bike cleaned and decorated as the Toy Run is only a few days away.

The run will leave Anzac Hyw, Glenelg at 11.00 a.m., Sunday December 14. The run will go along Anzac Highway, Cross Road, onto the Freeway turning off at the Mt Barker exit, then onto Adelaide Road, left onto Mt. Barker Road into Hahndorf, turning onto Pine Avenue, to the Hahndorf oval.

Once again the Mt. Barker Council will be presenting a trophy for the best decorated bike, so get that tinsel out. The trophy will be presented at approximately 1.00 p.m. on the main stage, so keep an ear out, it could be your bike.

There will be plenty of food and drink stalls at the oval, including a merry-go round, bouncing castle, a clown, face painter and balloons for the kids. A band and DJ will also be there, along with various bike shops.

Please follow the directions of the marshals and the SES, both down at the Bay and at the oval; they are there for your safety and the safety of others. Please park you bike where they direct you so we can have bikes flowing smoothly into the oval. Remember, Pine Avenue, is one-way traffic only until 1.00 p.m., so you will not be able to leave the oval until after that time.

Don't forget this is a TOY run, so please bring a toy for older children (12-15 years). If you don't have a toy you can make a gold coin donation at the gate onto the oval.

Please ride safe and let's make this an accident-free run. Thank you.

Paul Morgan

SOUTH EAST 2003 TOY RUN 6th DECEMBER

Hosted by the South East MRA
Supporting St. Vincent de Paul

The ride will leave from the following:
NARACOORTE Shell Roadhouse 9 a.m.
PENOLA Shell Roadhouse 10 a.m.
MOUNT GAMBIER Penola Road 11 a.m.
Parading along Commercial Road, pass Boandik Lodge and
onto the Valley Lakes

BBQ lunch provided
Presentation of Toys

Badges, T-shirts, stubbyholders etc. for sale

All donations greatly appreciated
Gifts for Teenagers especially needed

Further Information:

Mount Gambier - Andrew 0427 249 779
Millicent - Allan & Erica 8733 2792
Naracoorte - Ellen & Frank 8765 1030



TOY RUN 2003 25th Anniversary Sunday, December 14, 2003

Leaving Anzac Hyw, Glenelg at 11.00 a.m.

Arriving Hahndorf Oval approx. 12 noon



Admission: Toy, Food, Gold Coin

Food and drinks available

Motorcycle Trade Displays

Band, Children's Merry-go-round, blow-up castle,
Clown, Balloons, Santa

Special 25th. Toy Run Badge



RALLIES 2004

Thanks to Meataxe who supplied the following information.
Let him know of any more on 8540 2172

March 6/7 RIVERGUM, Renmark Grot 041 2602272
March 21/22 APPILA, Booleroo Centre Aidan 8346 4071
April 3/4 PROSTATE CANCER RALLY LEFTY 8633 1516
May 1/2 SWAGMAN, Bower Meataxe 8540 2172
May 15/16 GREAT ESCAPE, Marrabel Les 8262 2209
May 29/30 WANBI PUB RUN, Grot 041 260 2272
June 12-14 WINTERSUN, Mildura John 0350 237 218
July 3/4 SPALDING PUB RUN Lefty 8633 1516
July 16/18 RADIATA, Mt Gambier Frank 8765 1030
July 31/August 1 RHYNIE PUB RUN Aidan 8346 4071
August 14/15 ALZHEIMER'S MALLEE RALLEE,
Sedan Meataxe 8540 2172 or Sleaze 8535 4281
August 21/22 WOMBAT, Warnertown Lefty 8633 1516
Sept. 11/12 GHOST TOWN, Silverton Sylvana 8088 1197
September 18/19 BUSH PIG, Crystal Brook Greg 8865 2120
October 9/10 SA RANGES, Farina Beetle 8269 7921
Oct 23/24 REDBACK, Overland Corner Ivan 0403 210 925
October 31 WIMA PINK RIBBON RUN
November 5/6 P.M.T., Pinnaroo Chris 8577 8568
November 26-28 CAVENDISH Stumpy 0354 653 859

Responsibility for any date, contact changes etc belongs to individual organisers. Let us know and we will put the latest information in the next Centrestand.

How about writing an article for us about your rally.

MOTORCYCLE TASK FORCE REPORT

By Harald Lindemann

The first meeting of the Motorcycle Task Force (MTF) was held on the 28th of October. The Task Force reports to the Public Education/Road User Sub-Committee which reports to the Road Safety Advisory Council (RSAC) which in its turn reports to the Minister for Transport, Michael Wright. The MRA is a member of the MTF which includes the Australian Motorcycle Council, SAPOL, TSA Registration and Licensing, TSA Safety Strategy, the Motorcycle Industry Association of SA, Ulysses Club, BMW Club, Roadskills Motorcycle Training, Motorcycling SA and WIMA.

The MTF was formed, along with a number of other specialist sub-committees, to advise RSAC on road safety issues. For this meeting the MTF was asked to comment on a number of road safety issues that were raised in a paper "*Reducing Road Trauma in South Australia - Possible Initiatives 2004-2010*". Specifically, the group was to comment on the section concerning motorcyclists. Most of the issues were those raised as key priorities at the Motorcycle Safety Forum held on 11th June 2003 (see September 2003 *Sidestand*). There was one exception: somehow a recommendation was included to introduce legislation for compulsory lights on. This was noted by members of the Task Force as inconsistent with the deliberations of the Motorcycle Safety Forum.

The following is a brief outline of the Task Force's recommendations.

Legislation and Enforcement

The committee supported replacing the 250cc capacity limit with a power-to-weight ratio for novice motorcyclists as a sensible move and one which would bring SA into line with other states that are using it. A limit of 160kilowatts/tonne with a 660cc cap was suggested as a baseline. *

Members supported increased levels of enforcement and penalties for riding without a licence, recognising the effect this has on road trauma statistics and insurance. *

The lights on recommendation was not supported by the committee although some members indicated that they would not oppose 'Lights On' if

it were to be legislated. The Committee asked to be informed whether research supported the principle of 'Lights On'.

Members supported the maintenance and enforcement of the current standard for side window tinting of motor vehicles.

Education and Information

Members supported the initiatives for media campaigns to highlight the risks of motorcycling and to discourage irresponsible riding behaviour. This needed to be balanced by motor vehicle driver awareness. *

Members supported the extension of Ridersafe learner training to include training at urban road speeds.

Members supported the introduction of a training scheme for riders returning to motorcycling after an absence of some years. It was noted that this would be most successful if it was non-compulsory and if the model used was attractive to returning riders in terms of convenience and cost.

The recommendation for advanced motorcycle accreditation in order to upgrade motorcycle capacity was not supported by the committee. It was clear that more information on how this might work was required before the committee could properly evaluate the initiative.

Motorcycling Infrastructure

The recognition of motorcycle safety issues in road safety audits was supported by the committee, but was extended to support motorcycle safety issues being taken into account in road design. This was also noted with regard to Black Spot correction programs.

The issue of motorcyclist specific signage was also supported. *

The committee supported the concept of a hotline to Transport SA to report motorcycle related traffic hazards.

Members supported the notion that the Austroads motorcycle road design guidelines be used as the standard for planning or modifying roads - these guidelines should be the standard to which everyone works.

Members supported the notion that the Austroads motorcycle road design guidelines be used as the standard for planning or modifying roads - these guidelines should be the standard to which everyone works.

The committee considered that current crack-sealing methods were of great concern to motorcyclists, and members supported a review of contractors' repair and maintenance techniques.

The comments above that are starred indicate that these were the initiatives that the committee considered priorities and if adopted would significantly improve road safety for motorcyclists and other road users.

The committee also considered recommendations of the report regarding unlicensed driving and driver licensing and training, and generally supported them where they might positively affect motorcycle safety, although some reservations were expressed regarding certain issues.

At this point it is uncertain just how the Task Force will operate. It was fortunate that we had the Motorcycle Safety Forum as a springboard to consider current road safety issues. The Task Force, however, needs to be more than just a reactive forum for the RSAC. Given the backgrounds and expertise of the members of the Task Force and the wide scope of motorcycling experience of their organisations as well as recognising the grass roots basis of their members, it would be most useful for the Task Force to be a focus for initiating research and action on issues that matter most to riders. This would cover short-term and long-term issues.

I believe that the next job of the Task Force is to establish terms of reference for its operations that will allow it to be proactive, creative and focussed, and show that it can represent riders and contribute to legislative development at the same time.

NEWS FLASH :

The **SALTBUSH MC** are holding their 20th annual Toy Run on December 6th leaving at 10a.m. from the Pastoral Lawns opposite the Pastoral Hotel, Port Augusta, ending up at Homestead Park. Xmas party at Woolshed Flat, about 15km outside Pt Augusta. Food, drinks and music. Bring your swag.

CORRECTIONS

Apologies and corrections to the September *Sidestand* as follows:

General Committee members include Ian "Milo" Marlow, Greg Stevens and Les "Uncle Pervie" Dicker.

The SA Minister of Transport is Michael Wright, not Knight (p.2).

Graham Lough is the Police Superintendent, not the Commissioner, replacing Roger Zeuner (p.3).

Sammi Ross is the AMC Chairman, not the President (p.3).

FOR SALE

Yamaha XJ 750, 1983. Saddlebags, tank bag, gearsack, new battery, serviced regularly with TLC. 135,000km. Very good condition. \$1990 o.n.o. Contact Helen Giesecke 0412 801 649

(As per my rule in the editorial, I have ridden this bike (Mike's) and can vouch for its condition and performance - Ed.)



GREAT ESCAPE RALLY 2004 15/16MAY ADELAIDE CUP WEEKEND

STILL GOING STRONG AFTER 12 YEARS

\$10 pre-paid, \$12 late, MRA Members Free (Advance registration for badge preference)

Limited Badges (preference given to pre-paid and registrations)

Wood - Water - Rally Prizes - Raffle - Fully Catered - Toilets - Movies - Gymkhana

GREAT ESCAPE RALLY, GPO BOX 1895 ADELAIDE 5001 Les 8262 2209

LANGUAGE STUDIES FOR BIKERS VISITING NEW ZEALAND

(Courtesy of MRA WA's *The Edge* and with apologies to our NZ cousins)

- Peck – to fill a suitcase
- Pissed aside – chemical which kills insects
- Pigs – for hanging out washing
- Pug – large animal with a curly tail
- Nin tin dough – computer game
- McKenock – person who fixes cars
- Leather – foam produced from soap
- Jungle Bills – Christmas carol
- Inner me – enemy
- Ever cardeau – avocado
- Fear hear – blonde
- Ear – mixture of nitrogen and oxygen
- Ear roebucks – exercise program
- Amejen – imagine
- Bun button – been bitten by an insect
- Sucks peck – half-a-dozen beers
- Veerjun – mythical New Zealand maiden (or sheep)
- One doze – computer program
- Iggs Ecktly – precisely
- Beggage chucken – place to leave your suitcase at the earport

WHAT TO DO IN THE EVENT OF A CRASH

Step 1 First thing is to check that your headlight is on, then you won't be blamed for the crash.

Step 2 Stop what you are doing. If you are sliding down the road then wait until you come to a stop, unless of course you are heading for a brick wall – in that case try to stop quicker. If you have already hit the wall then go to step 3. Remember to throw yourself under the bike before it hits the road. That will protect your machine, which can't repair itself like you can.

Step 3 : Take stock. Are you bleeding? If so feel free to faint, but remember if you do some helpful person will cut off your leather jacket. Are you broken? Then wait for help. Under no circumstances try to perform emergency roadside surgery on yourself that might save your life. Practicing surgery without a licence is illegal and you are in no condition to play doctors and nurses.

Step 4 When help comes make sure that you tell them your name so that they know what to put on the headstone, unless of course the accident was your fault then tell them the name of your best enemy. That way your Mum won't worry.

It's a lot to remember but consider the old saying:
" Practice Makes Perfect".



THE MANAGEMENT OF MRA SOUTH AUSTRALIA ASK YOU TO COMPLETE THE FOLLOWING QUESTIONNAIRE and mail it to PO Box 3047, Wheelers Hill, Victoria 3150. Or fax it to (03) 9561 9668.

All respondents will enter a draw to win one of two Lazer "Vertigo" helmets featuring Unique styling and Stunning graphics.
 Low Coefficient Integrated Air Foli, Chin and Brow Vents, Hyper Allergenic Lining
 Quick Release Buckle and High Comfort Fit
 I.M.A.C. Shell (Impact Modified Alloy Composite)

QUESTIONS

- Do you have more than one bike?.....
- Do you insure your bike?
- If yes, which company?.....
- For how many years?
- Do you compare insurers?
- If you don't insure, what is the main reason?.....
-
- Make and model of bike?

DETAILS TO IDENTIFY WINNERS.

Name:

Day time phone number:

MRA INFO

MRA Committee

- President - Position Vacant
Vice President - Sean McPherson (08) 8266 5535
Secretary - Kathleen Stevens (08) 8359 1036
Treasurer - Harald Lindemann (08) 8260 4461
Membership - Kathleen Stevens (08) 8359 1036
Road Safety - Sean McPherson (08) 8266 5535
Publicity and Stock Controller - Paul Morgan (08) 8395 7137
Minutes Secretary - Harald Lindemann (08) 8260 4461
Run Coordinator - Tim Hunt (08) 8280 5145
4B's Coordinator - Greg Janzow (08) 8346 8068
4B's Whyalla - Tracey Murray (08) 8645 5073
Public Officer - Peter Mount (08) 8558 8333
Webmaster - Callan Davies & Alex Mason webmaster@mrasa.asn.au

Mid - North Register Committee

- President - Stuart 'Toot' Bunnett (08) 8636 3689
Vice President - Jackie O'Reilly (08) 8668 4245
Secretary - Greg Stevens (08) 8865 2120
Treasurer - Barry Stoneman (08) 8825 3065

MRA PO Box 37 Snowtown SA 5520

South - East Register Committee

- President - Andrew 'Crazi' Butler (08) 8724 8304
Vice President - Erica Masters (08) 8733 2792
Secretary - Ellen Koennecke (08) 8765 1030
Treasurer/Stock Control - Alan 'Pastie' Masters (08) 8733 2792
Public Relations - Laurene Jenkins (03) 5527 2042
Rally Coordinators - all members
Committee Members: Frank Koennecke, James Masters, Bill Eales, Vicki Eales

MRA PO Box 909 Millicent SA 5280

DISCOUNTS

- Bike City 10% parts/acc
Boltons 10%
City Cycle Electric 10%
C&D Motorcycles 10%
GC Motorcycles \$5 on tires
GP Motorcycles 10% parts/acc
Honda World 10% parts/acc
Kessner Suzuki 10% except specials
Pitmans discount on request
Redline Exhausts discount on request
Red Lion Motorcycles discount negotiable
Shannons Insurance Club Discount available
Victor Motorcycles 10% gen part/acc
Walden Miller Leather discount negotiable
Yamaha World discount on request
Haircut 100 10%
Sunnies Plus 10%

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

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

MEMBERSHIP FORM

(Cut out or photocopy and hand it on)

OFFICE USE ONLY

Table with 5 columns: Meeting, Run, Magazine, Function, Other. Sub-headers: Card issued, Stock Issued, Entered.

MEMBERSHIP FEES : CIRCLE ONE

Table with 4 columns: Standard (Single, Family), Concession (Single, Family). Rows for 1 Year, 2 Years, 3 Years.

DATE: / / Register: _____

PLEASE TICK APPROPRIATE BOXES:

New Member [] Renewal [] M'Ship No.
Male [] Female []

Name:

Address:

Postcode

Telephone: ()

Occupation: D.O.B. / /
I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc.. (Constitutions are available from the Secretary)

Signature:

Comments:

I AM [], AM NOT [] A BLOOD DONOR.
I would like further advice regarding blood donating. []
Cheques/Money Orders to be made payable to MRA SA Inc.

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

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- GC Motorcycles \$5 on tires
- GP Motorcycles 10% parts/acc
- Honda World 10% parts/acc
- Kessner Suzuki 10% except specials
- Pitmans discount on request
- Redline Exhausts discount on request
- Red Lion Motorcycles discount negotiable
- Shannons Insurance Club Discount available
- Victor Motorcycles 10% gen part/acc
- Walden Miller Leather discount negotiable
- Yamaha World discount on request
- Haircut 100 10%
- Sunnies Plus 10%

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

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

MEMBERSHIP FORM

(Cut out or photocopy and hand it on)

OFFICE USE ONLY

Meeting	Run	Magazine	Function	Other
Card issued	Stock Issued	Entered		

MEMBERSHIP FEES : CIRCLE ONE

	Standard		Concession	
	Single	Family	Single	Family
1 Year	\$20	\$30	\$16	\$24
2 Years	-\$38	\$57		
3 Years	-\$56	\$85		

DATE: / / Register: _____

PLEASE TICK APPROPRIATE BOXES:

New Member Renewal _____ M' Ship No.
Male Female

Name:

Address:

..... Postcode

Telephone: ()

Occupation: D.O.B. / /
I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc. (Constitutions are available from the Secretary)

Signature:

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Your Motorcycle Insurance Specialists



Western QBE will protect you with a power of advantages, including price!

Our Power of Protection

Western QBE appreciates that you have a highly individual and valuable lifestyle to protect because we're not only an international general insurance group, we're also one of Australia's largest and longest serving *motorcycle insurance specialists*.

We've always believed good riders deserve better insurance at preferential prices. And that's exactly what we give them - powerful protection, flexible options, range of discounts, prompt service and quality claims settlement.

Choice

We're available to you direct, or through your authorised dealer. List all your specifics such as average kilometres ridden each year, the number and type of hikes you own, secure parking, no claims history, company car and the like, then phone us for a quote or our list of authorised dealers. Free call 1800 24 34 64.

Our Power Of Experience

For over 30-years, Western QBE have been providing *specialist motorcycle insurance*. We're way out in front because we listen and heed what you say through our ongoing customer surveys, detailed questionnaires and holding discussion groups with riders of all ages and lifestyles. This enables us to tailor-make policies to suit you.

Our power of experience has you safely covered from every angle.

Free Call: 1800 24 34 64

Or see one of our Authorised Representatives; ask for your local motorcycle dealer or logon to www.motorcycle-insurance.com.au



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