

CENTRE STAND



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS ASSOCIATION OF S.A. INCORPORATED
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MARCH 1992

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COVER PHOTO:

MRA TOY RUN TO TARLEE
(Photo Les Dicker)

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- EDITORIAL -

Although it is now law, the issue of "Lights On" is still one worth fighting for. The injustices which the bureaucrats, the legislature, the police and the non motorcycling public will now be able to levy on motorcyclists unfortunate enough to fall foul of the system is not to be borne. With enough support from the motorcycling fraternity, the polices and government officials can be continually reminded that the battle may have been lost but a firm stand has been made and we intend to win the war. Let them know! In writing!

The Executive of the MRA SA is to be congratulated on its commitment to its members and its re-evaluation of the resources it can bring to bear to achieve the goals of the organisation (see article MRA TAKES STOCK). This expression of energy and action by a group of people who for some time have been complaining that the same people do all the work all the time is to be applauded. It is still the same people doing all the work but with the goal that their example will encourage more members to find something worthwhile to do for the organisation.

Think about it.

Ride Safe
Harald



BJ's CORNER

We all know about those speed cameras, and most of us have seen the new radar guns. We are also aware that the Constabulary have devices that can clock you on the move from a mobile police car, even in the opposite direction. But now I see that interstate these roving taxmen will book you for doing 67 in a 60 zone.

This worries me because my speedo only has about 4 needle widths between 60 and 70, the best I can do is "under 60" and "over 60". I have not yet been booked for speeding on two wheels, so out of curiosity I kept an eye on my speedo to see how often I exceeded the limit on a routine trip to my saltmine.

I work flexi time, so I have no pressure on me to be at work on time, but even though I am not in a hurry I have, over my 27 years on two wheels, developed certain patterns of behaviour which while aimed at maximising my safety and comfort can put me in jeopardy with the law. In my eyes there is no doubt that to strictly obey the law is to place yourself in more danger than necessary, and add to road chaos at the same time. The speed limit is more a political or guesstimate value than a scientific or meaningful value. A road will be marked down if once a day a hazard occurs for an hour or so, for example if school kids cross it. It may be safe for the rest of the day, and totally deserted on Sunday, but those bastards will still book you there and then.

If the speed limit is sixty for a truck or bus then it is probably perfectly safe for a car to do 70 and a bike to do 80, but try that argument on a cop and see what reaction you get.

No one rides or drives at a fixed uniform speed, we speed up now, and slow down then. If we are overtaking or going down hill then we accelerate, if we are looking for a street sign or going uphill we slow down. This fact is ignored today, in days gone by the Johns had to follow you for a set distance to get your average speed, today they put their radar on the downhill run and rake in the dollars.

So as I left my driveway I made note to watch for any transgressions.

The first instance was when I turned left onto South Road less than 2k from home. The lights had just changed and the flood was coming through, I gunned it to get clear of the herd. Whoops, a quick glance saw the needle coming back past 70. First case noted, on we go. At least I was clear of all but the speeders, and they soon disappeared in the distance. I like to ride in the vacuum between clumps of cars, its easy and safe.

The next time was as I approached the zone change where it goes from 60 to 80, I know exactly where that sign is, but looking in my mirror I see that the faster cars have worked their way through the pack, and are coming up behind me. Looking ahead I see a slow truck with a bus in front of it, I can obey the Law and keep to 60, and get trapped behind a convoy, or I can speed up to 80 about a hundred metres before the sign to safely get past and in the clear. There goes the second potential speeding fine.

Next I crested a steep hill with a head wind, at the top a wooded area and the lay of the land shielded me from the wind, this together with the downhill section caused my speed to overshoot to near 70, Third time.

Now I am back into the head wind and it is loaded with sand. I can see the sand truck up ahead and the sand is coming off in waves. I could keep to the speed limit and suffer with my vision and breathing impaired, or I could accelerate past

him to where I can see and breath again. Oh well, Number four.

Now I'm on the downhill run towards Darlington, there is some sort of party going on just ahead in my lane, brake lights flashing on and off and cars doing exotic manoeuvres so I decided it is better to be two lanes over. I lit up my afterburners and got the hell away. On this occasion I did not have a chance to look at my speedo, but I just know I exceeded 67k. Number five.

Now I want to go right at a fork ahead, I accelerated to get into a gap in the traffic, I hit 80 in about 2 seconds. At least I did not embarrass any other road user. Event six.

So Harald went Communing and is duly remorseful! What's my excuse? I want to get to work safely and without embarrassing other road users. To do so I must break the Law.

By Law you are obliged to travel in the left hand lane unless overtaking. Because of the heavy traffic there are always vehicles in the right lane as well as the left. If you want to turn right you must change lanes. The legal way to do this is to wait for a gap in the traffic and then indicate and change. Usually though the traffic is all flowing at the same speed. The bloke along side you has been there for the last 5k's.

To find a gap you either speed up to reach one in front, or slow down to reach one behind. If you slow down the drivers behind get irritable and change lanes into the gap you would like to have used. They have the advantage that the gap reaches them first. You will probably miss your turn-off before you can change lanes. If on the other hand you speed up to pull in front of the car along side you then you will probably succeed. It is always easier to find a gap in front rather than behind because most of us have our eyes in the flat part of the head which faces forward.

If you really want to live dangerously try riding at the legal speed. No one else on the road will be going as slowly as you. There will be cars, trucks and buses swerving around you like you wouldn't believe. You will be stared at and honked, fists will be shaken. I regularly pass a small 125 commuter putting Taps, he is hard pressed to maintain legal speed, boy does he cop some abuse. I have been there myself, on a 125 trail bike, trucks and busses pass in your lane only inches from you, they ride up your bum, they cut in front before their back axle passes you. You get sandwiched between trucks, there is nothing you can do except hunch your head down and get religious. Give me a big bike any day thanks, and as for the Law, if ninety percent of road users disobey its either because we're all outlaws, or its because the law is not practical. I know that if I see a car or bike pulled over at a radar my thoughts are more along the lines of "those bastards have caught another victim" rather than "good the road is safer now".

If road safety was as simple as "Speed Kills" then we would have solved it long ago. Road incidents fall into two categories, Misadventure and Accident. Misadventure usually involves extreme speed for the thrill of it, Accident usually involves congested traffic and moderate speed. There is a world of difference between exceeding the speed limit (70-75k in a 60 zone) and speeding (180 or up anywhere). To treat the two the same simply destroys the credibility of the system. If the citizens won't or can't obey the law, or if the law is not practical, then why is the law there? It couldn't be for revenue raising could it??

B J Robertson

PRESIDENT'S REPORT

After the Toy Run in December the Committee had a well deserved break of four weeks to begin a fresh for 1992.

So far it has been relatively busy deciding on things we can do to service the motorcycling public as well as you the members. At our first committee meeting for the year it was decided to open the MRA office on a regular basis on Saturday's from 9:00am to 1:00pm. So far the Committee has been rostered to be in the office.

For a trial period we will be having our meetings on the 1st Monday of the month starting in April. We know it has been tried a few years back, but we thought more people would come to one meeting a month instead of fortnightly, also the Committee could spend more time productively organising other things to help promote the MRA.

We will have more social events coming up through the year. Another Quiz Night is being arranged. Hopefully we will have more family picnic days, poker runs and maybe rock'n' rage nights. If you have any more ideas and can help out please write to me or any committee member because it is your suggestions, ideas and help that can make a difference.

If you cannot make meetings we do not know if you have something to say so we would welcome your suggestions. Even if you have no gripes, please feel free to give your opinions as we will listen to them.

At Committee Meetings we may make decisions that you may not agree with. If so remember we do not know what you want. We can only do our best. In future issues of Centrestand I hope to be able to keep you informed of what we are planning and decide.

If I don't see you at meetings, rallies or at the office on some Saturday mornings, stay upright.

Vanessa Jonathan

MRA SA NOTES

TOY RUN MEETING

The first meeting of the 1991 Toy Run Committee will be held in the North Adelaide Hotel, Tynte Street, North Adelaide, at 7:30pm on Monday 30th March 1992. Everyone interested in helping to organise the Toy Run for this year is invited to attend. We will be meeting to consider portfolio positions, the 1991 Toy Run and a planning timetable. If you are interested but can't make the meeting, ring the MRA number, 264 9810, and leave your name and contact number.

THE MRA OFFICE

Will now be staffed on Saturdays from 9:00am to 1:00pm. The address is the Department of Recreation and Sport Building, 1 Sturt Street, Adelaide. Entrance is from the car park side. We will be open for general enquiries, stock sales and memberships. The telephone number for enquiries is (08) 213 0605.

THE EXECUTIVE COMMITTEE

Wishes to thank all members who sent us Christmas greetings. Your thoughts and kind words were appreciated by all.

PHOTO COMPETITION

We want your photos for our magazine. Send them to the Editor with your name, address and caption on the rear. All photos will be returned. Black and white or colour pictures will do — no slides please. All photos printed will win a reflec-

tive MRA sticker and any we use for the cover will win an MRA T-shirt. — Don't forget to add your size as well.

STATE CONFERENCE

This will be held on Saturday, 4th April from 9am - 4pm. Representatives from the Main Branch and the Mid-North and South East Registers will be attending. This conference will be discussing many issues regarding the future of the MRA SA. If you are interested in attending ring (08) 264 9810 for more details.

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1991 TOY RUN PICS

Courtesy of the Adelaide Advertiser 17/12/91

BIKERS PLAY SANTA

Three young children orphaned after a car accident last week have been showered with Christmas presents by a group of local motorcyclists. Motorcycle Riders Association members donated the toys to the children, aged nine, 11 and 13, after hearing of the accident last Wednesday which claimed the lives of their parents and baby sister. Max Noal, 41, his wife Joy 32, and their daughter Yvette nine months, died when their car and another vehicle collided. About 20 MRA members rode to Tarlee, where the Noal family lived, and presented more than 50 gift-wrapped presents to the owners of the Tarlee Hotel to pass on to the orphans and other children.

Courtesy of the Adelaide Advertising 9/12/91.

RECORD TOY RUN

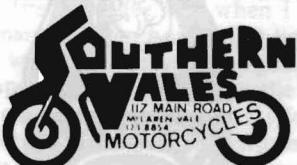
Thousands of would-be Santas, each wearing a helmet and sitting astride a motorcycle, trekked 41km through the streets of Adelaide yesterday to bring some Christmas cheer to South Australia's underprivileged. The riders, who joined in the Motorcycle Riders Association's 12th Annual Toy Run, made the trip from Glenelg Car Park to the Woodside Oval to deliver toys to local charities. Organisers said the turnout surpassed last year's record of 4000 riders.

VEHICLES SECURITIES REGISTER

Before buying a motor vehicle, motorcycle, trailer or caravan ensure that there is no financial encumbrance on the vehicle. If there is money owing on the vehicle, the person or company who has loaned money to a previous owner may reclaim it after you have paid your money. For advice on outstanding finance, phone (08) 232 0800 Monday to Saturday, quoting the registration and engine numbers of the vehicle. You must obtain a certificate to gain legal protection against repossession by any former credit provider. V.S.R. also lets you know if the vehicle has been reported stolen.



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Justin Kilgariff presents award to Mike Engel —
Picture Les Dicker



Donations at Toy Run — Picture by Les Dicker

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A 'LIGHTS ON' ALTERNATIVE

All of us who have ridden for any length of time have heard the statement (generally whilst in a horizontal position) "I didn't see him." We are supposed to feel guilty and irresponsible for not being visible enough to the general run-of-the-mill mug motorist. We could all possibly relate stories of bright coloured clothing and/or bikes, car width outfits and 300 watt dazzling headlights that the motorist "didn't see". Also the people who consistently look straight at you and still HAVE to invade your space. The motorist then screams blue bloody murder that it was OUR fault that THEY didn't see us and is generally believed by all of the other motorcycle-ignorant head-in-the-sand drivers on the road.

Well stuff 'em! I've had a gutful of all these idiots telling me that it's MY fault! With your help lets throw the brown stuff right back in their face. Get your writing sticks out and fire off a salvo to our esteemed pollies and law makers. Ask them the following question. In a motorcycle involved accident where the other driver has failed to give way, is proven responsible for the accident or states that "I didn't see him", why doesn't that driver have to undergo an eye examination to prove their fitness to be on the road?

We have breath tests, blood tests, licence and registration checks, insurance checks and roadworthiness tests BUT NO EYE SIGHT TEST!! Surely good eye sight is the singularly most important requirement to holding a licence. Hell, you wouldn't give your keys to Stevie Wonder to go for a quick fang around the block would you?

An eye sight examination at licence renewal time would seem to be the answer. Unfortunatley no such test is in place and in fact in South Australia there is no eye sight test at any stage of obtaining a licence. Seems that if you can read the questions you have good enough sight to be on the road. Who gives a stuff if you can't see beyond the bonnet or notice the motorcyclist who has every right to be on the road too.

How many of our fellow riders have been mutilated or killed by these people who most likely never had to undergo any eye sight test either before or AFTER the accident? Think about it. These types of people are probably still driving around out there and are either ignorant of their disability or too proud or stubborn to admit it. Sort of throws the 'eye-contact' concept out the window doesn't it?

The proper eye sight examination of all motorists at licence application AND renewal time may lessen the number of accidents in general and motorcycle accidents in particular. This would then reflect in less pain and suffering (invariably ours), insurance claims and resultant compensation payments. What a saving to the community that should be? More then enough to off-set the installation, operation and interpretation of proper eye sight examination through a vision testing apparatus, not some chicken shit chart that's been hanging on the wall since J.C. played half back for West Jerusalem!

New comes the hard part for all your apathetic people out there. Get off your butt and do it! Hell, we have enough trouble with noise restrictions, the lights on debacle and such. This, to me, should be one of the most important letter writing campaigns to come from us — the motorcycling public. It doesn't matter whether you ride a Nifty Fifty, a trail bike, a tourer, a road rocker of a Harley. We are all as vulnerable as each other when we take to the roads to play Russian Roulette

with the Three Blind Mice. Mixed metaphors but you get the drift. Sorry if this missive is somewhat disjointed but I've become so worked up with the overall injustice of the system (especially in South Australia) that the words and thoughts just seem to flow together until I feel that I want to spontaneously combust. All of you have been on the 'down' side of an accident and suffered emotionally, financially, physically and materially will be able to relate to that.

If enough of us can act on this issue and the movers and shakers are genuinely serious about road safety then we may shortly see the implementation of nation-wide eye sight examination at both licence application AND renewal time.

If there are some of you still having a slack attack or just not sure how to word your letter, send me a SSAE and I'll forward you a copy of mine. This is too serious a matter to neglect and assume 'the other bloke' will do it.

This problem would also affect both pedestrians and cyclists and is not effected by race, creed, colour or religion.

Gregg Morrison — P.O. Box 931 Millicent SA 5280

MRA 'NEAR MISS' CAMPAIGN

"NEAR MISS" CAMPAIGN

In its fight against compulsory "Lights On" the MRA has continually maintained that driver attitude and behaviour is the area which should be targeted by governments rather than just the victim, the motorcyclist. A contention has been put forward that near misses are accidents which did not happen for one reason or another. An analysis of near misses may give an indication of the pre-accident dynamics and hence a better idea of the necessary skills to be included in the driver/rider training.

With this in mind, we have included a questionnaire in this month's Centrestand where near misses are recorded and analysed as well as the driver's reaction and would appreciate your participation in this survey. Although it is recognised that this type of survey will be of little statistical use, it will give us a better idea of what is going on out there. Please describe any near miss(es) for the month of March 1992.

When you have completed the questionnaire, please mail it to the MRA office: the address is at the front of the magazine, or bring it to the next meeting at Tynte Street, North Adelaide. If a large enough response is made, a report will be written up for the June Centrestand.

Name (Optional) Age Sex

Suburb State

Bike Type Size Years riding

Headlight On/Off Colour of Clothing

Colour of Bike Colour of Helmet

Type and make of car Estimated age of driver

Sex of driver Number of people in car

Road conditions Speed restrictions

A brief description of the incident or incidents.

A separate sheet may be attached if necessary

Please describe the driver's response or reaction at the time of the "Near Miss" as well as after the incident.

Renfrey Ansell

LETTERS TO THE EDITOR

Dear Sir,

As a member of the organising committee for the 1991 MRA Toy Run, I would like to take this opportunity to thank the motorcyclists of SA, all our sponsors and all those who helped at the oval, for making the most successful toy run ever held in South Australia.

With over 7000 bikes, loaded with toys, making their way to Woodside Oval, it was a sight to behold and made me proud to be called a "biker".

The Salvation Army were also quite surprised by the amount of toys donated (over \$100,000 worth), and had to send for an extra truck to cope with the load.

If you saw the Toy Run reports in the motorcycle magazines, you would have seen that Adelaide once again had the largest run in Australia, with approximately one quarter of all the bikes registered in South Australia on the run.

The only downside, was not being able to ride as one group, as the police thought that with so many bikes, the traffic at intersections would be held up for too long.

This year I hope we can address this situation and all ride together, after all, the roads are closed for longer periods with other events as the Bay to Birdwood et cetera.

Once again, thank you, and let's make this years' run even bigger.

Paul Morgan.



Dear Sir/Madam,

At the last meeting of the Mid North MRA some members expressed disappointment at the disruption caused by the inclusion of motor vehicles in the flow of motorcycles from Glenelg to the freeway.

It was suggested that (like in the past) if as a combined unit we were allowed to move as one group we would cause less interference to the traffic and therefore pass through Adelaide in a more efficient manner. If you could (if not already tried) point this out to the police they may allow it.

We must also congratulate your committee on a well run event, all of our members had a great time and it was pleasing to see so many people in attendance.

If you can sort the movement problem through Adelaide then next years can only be better.

Congratulations
Greg Janzow

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ADELAIDE CUSTOM BODY GRAPHICS

Dear Editor,

I write to seek an explanation from you as to why the MRA, through our magazine, appears to be now opening supporting a blinkered and sexist advertising policy. I of course refer to the Page 9 ad in December's 'Centrestand'. Perhaps it was just one that "snuck" through and is now hopefully, embarrassing to the Executive, because it should be!

I strongly believe that the use of MRA members' magazine to promote a view which capitalised on an unenlightened and prejudiced social view of women is a poor reflection on our Executive, and to all intents, its membership.

I completely fail to see why we need to support and promote a restaurant which still, even in 1991, despite the growing education in our schools and community, exploits a sexist image to sell its food.

Might I suggest the MRA does not insult its membership, in particular its women members, by pandering to those ill-informed and opportunist elements in our community who still choose to label individuals in this way.

This stereotype reinforces a destructive and limited female self-image. There are already sufficient of these in abundance in our media. Next, we'll be running ads for 0055 listings, sex shops and trench coat wearers, just to bump up our finances!

I realise the MRA would like a fresh injection of funds, but I don't see this direction as a winner! How about a clear Executive decision on this one? Thumbs up for bike bits, antiques, pubs, comics and C.D's, but women aren't Objects. What a turn-off.

Denise Keane

This issue was brought up at an Executive Committee meeting which also noted other verbal complaints along the same lines. The committee agreed with Denise's stand and asked that this be brought to the attention of the publisher. Ed

SNOB 'N' SLOB BREAKFAST

The Sidecar Motorcycle Club Inc. extended an open invitation to all motorcyclists to attend their annual 'Snob 'N' Slob' Breakfast which was held on Sunday, 12 January 1992 on the banks of the River Torrens.

I arrived at approximately 8:20am for the 8:30am start to this BYO affair followed closely by Tom Griffin and one other gentleman whom I now know as Joe. The three of us claimed our spot on the northern side of the River near the Adelaide University Footbridge and waited patiently for the numbers to arrive. We were getting rather anxious around 9:00am when no-one else had arrived when at last another motorcyclist pulled up and later in the morning there were approximately 20 people sitting around enjoying breakfast and drinking champagne and beer.

The laugh of the morning was had when Bob Stanton felt the time was appropriate for a toilet run. He asked around and collected a few more bogs and jumped into his 4 wheel drive. He reversed out of his car park and missed cleaning up a cyclist by what appeared to be inches. He calls himself a motorcyclist.

All in all a good time was had by everyone and thanks to the people who turned out at such a ridiculous hour on a Sunday morning.

Chris Fenech

4B's REPORT

Hi my name is Rosemary and I am the new Treasurer of the 4B's. I have been involved with the club for about 4 years now, mainly helping my husband Gary with the recovery service, and selling stock setting up the tent etc at race meetings. I personally do not take part in the Hospital visits. Due to other commitments I leave this up to Gary. We are grateful for any help we can get, but also we are looking for help with the Hospital visits, even one hour once a month would be a big help to share the load. Our meetings are held at the Flagstaff Hotel in Flinders Street on Thursday night (on a fortnightly basis) starting at 8pm.

My name is Gary Bonnett and I am the Publicity Officer of the 4B's and the other half of Rosemary. On the 12th December we had our annual Christmas Dinner at the Flagstaff Hotel and many thanks must go to Chris the Publican for putting on a top notch meal for us. The highlight of the night for us was our ride home in Greg Janzow's 1939 Chrysler. Resplendent in his penguin suit Greg at the wheel Rosemary and myself in the back seat we set off.

While waiting at the traffic lights Rosemary spied a blue light around the corner, too late to change lanes we were committed to make the turn, but we were waved on - I think they thought we were being chauffeured home. We live to see another day.



4B's Christmas Dinner — Photo Gary Bonnett

STOCK PRICE LIST

MRA STOCK PRICE LIST

ITEM:

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MRA T-shirt (black only)	\$12.00
Motorcycling Is Magic Singlet (black only)	\$12.00
MRA Stubby Holders (Wet suit type)	\$ 6.00
MRA Patches (Members Only)	\$ 4.00
MRA Badges (Members Only)	\$ 6.00
1989 Toy Run Badges	\$ 5.00
National Rally T-Shirts	\$ 6.00
National Rally Singlets (Limited Sizes)	\$ 6.00
Biketober '84 Badges	.50
National Motorcycle Month '85 Badge	.50
Biketober '87 Badges	\$ 3.00
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Biketober '89 Badges	\$ 5.50
Toy Run '89 Badges	\$ 5.00
Toy Run '90 Badges	\$ 5.50
Lights On T-Shirts	\$10.00
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MEMBERSHIP DISCOUNTS

The following discounts have been arranged with the named businesses. With some we have included the name of the person authorising the discount should you have a problem with counter staff. Don't forget to present your current membership card and if you have difficulties be polite. Don't screw it for the person coming after you.

Honda World	Derek Blacker	10% all
Magic Motorcycle	Graham Williams	10% all
Peter Stevens	Darren Lewis	10% all
Bike Centre	Joalyn	12.5% on accessories and spare parts unless on special
George Boltons	George Bolton	yes
Honda Shop		10% for members over 24 years of age
Western Underwriters		10% Arndale & Elizabeth stores
Toytown Classic Toys	29 Anzac H'way	10%
Sharps Motorcycle Services	119 Waymouth Street Ph231 1299	15% off service & repairs

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MRA TAKES STOCK

The MRA Main Branch recently held a special executive committee meeting to discuss the direction of the MRA SA. It has agreed that over the past few years the MRA has concentrated on the political agenda of motorcycling to the detriment of the social side of the organisation. It recognised that fewer new people are coming forward to learn the running of the organisation and take on the jobs necessary to make it work, possibly because the membership perception is of an organisation of all work and no play.

The meeting reaffirmed the commitment of members present to improve the image of the MRA SA to its members by holding more social events. We can now look forward to a couple of quiz nights, some fun runs and poker runs, new stock lines, and anything else we can think of. We will also continue in our efforts to get an MRA radio programme going.

A key to the MRA's activities lies in the yearly budget. As the budget outlined below indicates, we will have to raise about \$4000.00 to be self funding. Members can help in this regard by supporting our social events, etc.

1992 BUDGET

EXPENDITURE

Centrestand	1900
Publicity	930
Stock	2600
Membership	700
Telephone	350
Insurance	800
Postage	400
Office	3800
Toy Run	5100
Misc — General Expenses	3000
	\$19580

INCOME

Membership	4200
Stock Sales	5000
Bank Interest	200
Toy Run	3500
Fundraising	3980
	16880
Current Balance	2700
	\$19580

Harald Lindemann
Secretary

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MONEY MATTERS

TREASURER'S REPORT 3.12.91 – 13.1.92

OPENING BALANCE:	\$543.04
INCOME:	
— Various Memberships	570.00
— Sale of Stock	4099.16
— Proceeds from BBQ	2435.00
— Soft Drink Sales	1343.47
— Bedford Hotel	700.00
Various Memberships	225.00
Sale of Stock	56.00
Postage Received	7.00
	\$9147.63
	\$9435.63

EXPENDITURE:

Cash Float 1991 Toy Run	600.00
Tom Griffin — Toy Run Trophy	65.00
1991 Toy Run Costs:	
Balhannah Meats — 2000 Sausages	318.00
— 1200 Hamburgers	420.00
Speedie Trophy Services —	
600x Toy Run Badges	1950.00
Cash Payments —	
Bands	790.00
Face Painting	150.00
Sound System	450.00
Additional Beer for marshalls	40.00
Fuel to get extra amplifier	10.00
Fuel Reimbursement for Toy Run	
Donation Pickups	50.00
The News — Toy Run Publicity	80.00
State Bank Service Charge —	
Stop Payment Cheque 688078	3.00
Govt Debits Tax — July to November	11.35
Financial Institutions Duty — July to November	4.30
Mobile Amusements — Blow UP Castle	
1991 Toy Run	75.00
Adelaide Advertising Services — December	
'Centrestand'	250.00
State Bank — Stop Payment	12.00
State Bank — Dishonoured Cheque Fee	7.00
Australia Post	
Postage December 'Centrestand'	186.00
Membership/Treasury Stamps	45.00
Freepost Collection	9.45
State Association House	
Telephone — September/October	12.24
Facsimile — October/November	9.80
Secretarial Fees — Nov/Dec/Jan	124.98
Office Rental — July to December	892.50
State Print — Office Photocopying	10.00
North Adelaide Hotel — Xmas Nibbles	100.00
Seriprint — 1000x Reflective Stickers	360.00

CLOSING BALANCE: **\$7284.82**
\$2693.85

I.F. Marlow
Treasurer, 13.1.92



'GOANNA'

Owing to many reasons, too numerous to mention here, there will be no 'Goanna' this issue.

One of the main reasons there's no 'Goanna', I think, everyone's behaving themselves which I can't believe! Even Peter Mount is behaving!

Another reason, and I think is more the correct one, is that I have been slack.

So look out, I will be back in the next issue, bigger 'n' better.

As mentioned in previous magazines over many years, you can help by supplying photos and articles. Some of the things you could write about include:

*Touring Hints *Maintenance Advice *Your First Ride
*Bush Cooking *Rally Reports *Road Safety Ideas, etc etc. Or you may just want to upset a mate by having him included in my 'Goanna' column.

Photos can be of any thing relating to motorcycling. Who knows it might be good enough for the front cover.

So till next time.

'Goanna'

1992 CROWEATER RALLY

(Presented By The Croweater M.T.C.)

BURRA CREEK GORGE, SOUTH AUSTRALIA

The Croweater Rally will be held at a new location near the existing Burra Creek Gorge site in the mid-north of South Australia on the 23 & 24 May 1992.

Water, Firewood and Toilets will be supplied. Garbage bags will be issued upon arrival.



NO CATERING NO BOOZE TENT NO GLASS

This is now a back to basics rally

Usual trophies: Register on arrival.

Verification of mileage is required for awards.

NOTE: Strictly no cars permitted.

The Organisers cannot be held responsible for any loss, damage or injury to rider, pillion, machine or equipment.

The site has been made CROWN LAND, and any accidents are subject to a blood/alcohol test, so take it easy.

Entry fee is \$9.00 pre-paid or \$10.00 on the day.

Postal entries close 20th May 1992.

Postal entries given badge preference.



The Organisers,
Croweater Rally,
P.O. Box 151,
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ADDRESS _____

PILLION _____
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MACHINE _____



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BLOOD RUN

We are meeting at K-Mart Kurralta Park to ride to Red Cross House, Pirie Street, to donate blood.

Why not come along and join us. All donations gratefully received.

DATE: Saturday 4th April 1992 TIME: Meet at 8:30am

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"YOU CAN TELL A BLOKE HE'S CROOK IN THE SACK BEFORE YOU CAN TELL HIM HE'S A BAD DRIVER"

OR

THE POLITICS OF ROAD SAFETY - AS SEAMY AND SELF-INTERESTED AS POLITICS ANYWHERE

Complied by DENISE KEANE, MRA (SA) Committee Member.

As the above quote (attributed to Peter Brock on the problem of poor road user skills) suggests, few drivers will admit they can improve their driving techniques and thus their abilities. And if this is the case, why aren't politicians courageous enough to tell our highly motorised populace they need to go back to school.

Why don't road users want to hear we could do with a kick up the bottom occasionally? The benefits of advanced driver skills would presumably be more than worth the costs of operating such training centres, because even if our community saved just one 20 year old from becoming a quadriplegic, we would benefit to the tune of \$1,000,000.

Australia has a major skills problem on its hands on its roads. We've already seen five times as many Australians killed on our roads in one year than in the entire Vietnam War. We witness road crashes being the single largest killer of males under 45 years of age and the third-largest of all Australians after heart disease and cancer. For every woman, man and child in this country, we hand over \$353 each as the cost of paying for road trauma in our community — in excess of \$6 billion in 1990.

Grim reference points indeed, even though road crashes only account for less than 3 per cent of all deaths. I'm concerned not only as a driver, but because as a motorcyclist, I'm more vulnerable and at the mercy of all the twits on the loose out there, despite probably being more aware of road dangers than many other road users.

In the past twenty years, the road toll has declined almost 26%, despite the number of cars on the roads having increased by 85% over the same time, and in fact, our country's road toll is now at its lowest level since the late '50's.

The problem which arises for all road users now though, is that while no one doubts the road toll has dropped becau-

se of legislative measures, no one can prove they are actually responsible. And with progressive increases in road user numbers, will the decline in road deaths be sustainable?

Dr Don Carseldine (NSW RTA) is on record as saying politicians need more "silver bullets", the stuff they dream of — cheap, simple legislative measures which provide an instantly verifiable result. As road users, we've seen the results from compulsory seat belts, random breath-testing and speed cameras/radar, but ironically, road users have fewer legal rights than your average common criminal.

Police results from alcohol and speed-detection equipment cannot be challenged because state governments have legislated to make them "scientific instruments" and therefore incontestably accurate; owners of cars caught by red-light and speed cameras are deemed guilty until proven innocent, not the other way around.

Dr Peter Vulcan, leading University researcher in road accidents, claims that road crashes are the result of a chain of events involving the road user, the vehicle and the road system. In fact, they are not random events; they are most always not accidents. How often do we hear that "a car has gone out of control"? Cars do not go out of control; poorly trained road users lose control! In the wash, the biggest problem on our roads, is "the nut that holds the wheel".

Apart from learning new road handling techniques, modified driver behaviour could, quite legitimately, help reduce the road toll. The focal one is still alcohol consumption — a contributing factor in about 52% of fatalities on Thursday, Friday and Saturday nights, and in about 22% of all fatalities. 38% of all drivers killed in NSW are still over the legal limit.

In just 7 months in NSW in 1990, about 933,000 breath tests were administered, with 8157 drivers being charged with exceeding .05% BAC, a mere .8% of those tested. That's about 4,400 drivers tested daily, 38 a day charged. Success? And the cost of this exercise?

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Driver fatigue is another key one. The clustering of crashes on interstate highways two to three hours from capital cities is a clear indication that many drivers have trouble concentrating for long periods. Most drivers attempt long-distance travel only once or twice per year and usually at peak holiday periods. Our geographical tyranny necessitates that we usually hurtle ourselves across vast distances in the quickest amount of time so we can enjoy dinner with Uncle Cyril or Aunty Edna once a year. Unfortunately, few have the skills to hurtle safety and enjoy the pudding.

Compulsory seat belt use. Less than 50% of patients admitted to Melbourne's Austin Hospital's Spinal Unit in 1990 were wearing seatbelts at the time of their injury. About 65% of those who weren't would not have sustained injury, had they been wearing one.

It's amazing how many mobile cars you still see containing loose kiddies all a'leaping. A head-on collision at just 50km/h can generate a deceleration force in excess of 20g. A 20k kiddie romping around restrained on the back seat effectively becomes a 400k missile careening through the cabin on impact. Nice one, drivers!

The current most widely used deterrent and a popular revenue raising activity for state governments, is the widespread use of hidden speed cameras and red light cameras. The SA Government's on a winner with this one — it raised \$5.33 million last financial year from them.

But, incorrectly, speeding is perceived to be a rural problem where fewer than 4% of cars have been found to travel at more than 20% beyond the speed limit, while on major urban roads, 15% of drivers exceed the 60km/h speed limit by more than 35%, despite higher traffic density and intersections.

Such evidence absolutely mocks Federal Transport Minister Brown's headline-grabbing assertions that cars capable of 200km/h should have speed limiters. He and his Government have missed the basic issue: improve road user skills — and do it soon.

Neither federal nor state governments seem in the slightest bit anxious to limit the occurrence of road crashes through progressive driving skills acquisition. According to American researchers MacGregor and Slovic, driving is one of the most complex tasks performed daily. Travelling up to 30 metres per second (about 110km/h) in an environment consisting of multiple hazards including other vehicles, poor visibility and varying road surfaces, a driver must devote attention to a broad range of information types and make a number of complex judgements in a relatively short time for safe vehicle operation. Speed and distance regulation, directional control and navigation place high demands on a driver's sensory, motor and cognitive abilities.

Unfortunately, at one level, driving is relatively easy. The average learner driver acquires the basic skills to operate a vehicle in traffic in a short time, however, there is a big difference in being able to drive and being able to drive safely.

On most occasions low levels of attention and skill will get you by, and each time a successful trip is completed under these conditions, drivers are reinforced with the notion that maximum concentration isn't needed, hence they are lulled into a sense of security and don't pay attention as they should. That's why many drivers do such things as eat, talk on the carphone, paint fingernails, attend to the kiddies or read the paper while they are driving, and think nothing of it!

Our policing system doesn't help; while drivers operate under the threat of punishment for major breaches of what is considered acceptable driving behaviour, the difficulty in defining

the task means there is no positive reinforcement for safe driving performance.

There is much international and national evidence supporting the need for advanced driving training. Many fleet owners have had vehicle crash repairs reduced by up to 80% and BMW International Driver Training claims that with such training skills, the crash rate in their long-distance test department has dropped by 60%.

Advanced driver training is actually a misnomer — because it tends to concentrate on very basic skills. Probably 90% of drivers don't know how to brake properly. And in the general course of road use, how many times do you have to prove that you can correct a slide on gravel or wet roads, or brake heavily from high speed and maintain a straight line, or even that you can make split-second decisions without panicking.

In fact, to earn a licence all you have to do is simply display you can park, hill-start and negotiate slow-speed traffic without bending either the rules or car! Poorly trained drivers lose control and cause trauma, they do not, to put it politely, 'have an accident.'

Legislators have the responsibility to be critical of Australia's poor driver skills but they want to remain blameless for the death they cause. Part of the blame should lie with our woeful driver licence testing, where obtaining a licence should not be merely a right, but an indication of high level skills and competence.

The average driving test is a mere 30 minutes, often less; disturbingly inadequate. Performance is based on simple manipulative skills, usually under ideal conditions. No demonstration of skills associated with night, freeway, wet or low-friction surface driving, no emergency stops at speed. These are all fundamental, but never put to the test.

We are, apparently, according to our political masters, to learn these as we go through life, while on our L's or P's and later. It's a shame though that even after 20 years of road experience, basic mistakes are being repeated, drivers never upgrading their skills or learning from their "accidents".

It's a shame too, that often, for a young, novice driver or rider, their first mistake is often their last. All they have paid for is a 'licence to kill.'

Driver attitude that cars somehow have an exclusive mandate for road use must be countered. I heard only recently a driver emphatically declare that all bicycle and motorcycle riders were temporary Australians, indicating to me anyway, that she believed they had no right to vie with cars for road space, that "they" were too dangerous. Shame she missed the whole point that the operator was the lethal weapon, not the vehicle.

The car is a powerful symbol. It is unique. It provides us with a commission to go anywhere, whenever we want. If the car were invented today, I doubt whether our governments would allow ordinary people to have such freedom.

Perhaps we should be working towards the situation where advanced driver training becomes a pre-requisite for a full and open licence, even with built-in reassessment for renewal. Surely such a measure would save more lives than Dark-Age thinking and regulations such as: "Lights-on" — (so the lazy, thoughtless, half-asleep drivers will see you, not look for you); and speed limiters, which will only serve to vastly increase fatigue, frustration and boredom.

This article was compiled from a lengthier one, authored by "The Bulletin" motoring journalist, Angus Mackenzie in 1990.

ENOUGH IS ENOUGH!

Right now, Motorcycling is facing its biggest ever threat in this country. Under Minister for Land Transport, Bob Brown, the Safetycrats have run rampant promoting such lunatic ideas as **Airbags**, **Leg Protectors**, **Pillion Restrictions** and compulsory **Conspicuous Clothing**. And that's not to mention **Lights On** and **Speed Limiters** for "persistent offenders".

If you don't want your freedom of choice to be restricted by these dangerous people, you can do something. This is a very real threat to motorcycling's future and we have to send a clear message to Castle Canberra that we will simply not tolerate this kind of incompetent, unnecessary interference in our lifestyle. Here's what we propose: put pen to paper and write a letter to Prime Minister, Paul Keating



Above: our future according to Bob Brown.

Tell him you are concerned motorcyclists who reject totally these attacks on your lifestyle. In particular, list the above draconian proposals, with emphasis on **Lights On** and the complete lack of consultation or supportive evidence for its introduction.

Demand that, as a result of Brown's handling of **Lights On**, and his department's hostile, irrational attitude to motorcycling, that **he be dismissed from his Ministry Immediately**. We have to convince them that there is a price to be paid for their continued legislative interference.

Send all letters to the address printed below, where they will be recorded before being hand-delivered

Copies will also be delivered to the Shadow Minister, David Hawker.

Send your letters to:
ENOUGH IS ENOUGH, PO Box 56, St Kilda, Vic 3182.
Act now while there's still time!

This campaign to save motorcycling has the full support of:
AMCN, Bike Australia, Heavy Duty, Live to Ride, Ozbike, Revs, Streetbike, Two Wheels.

MRA

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