

CENTRESTAND

DECEMBER 1994



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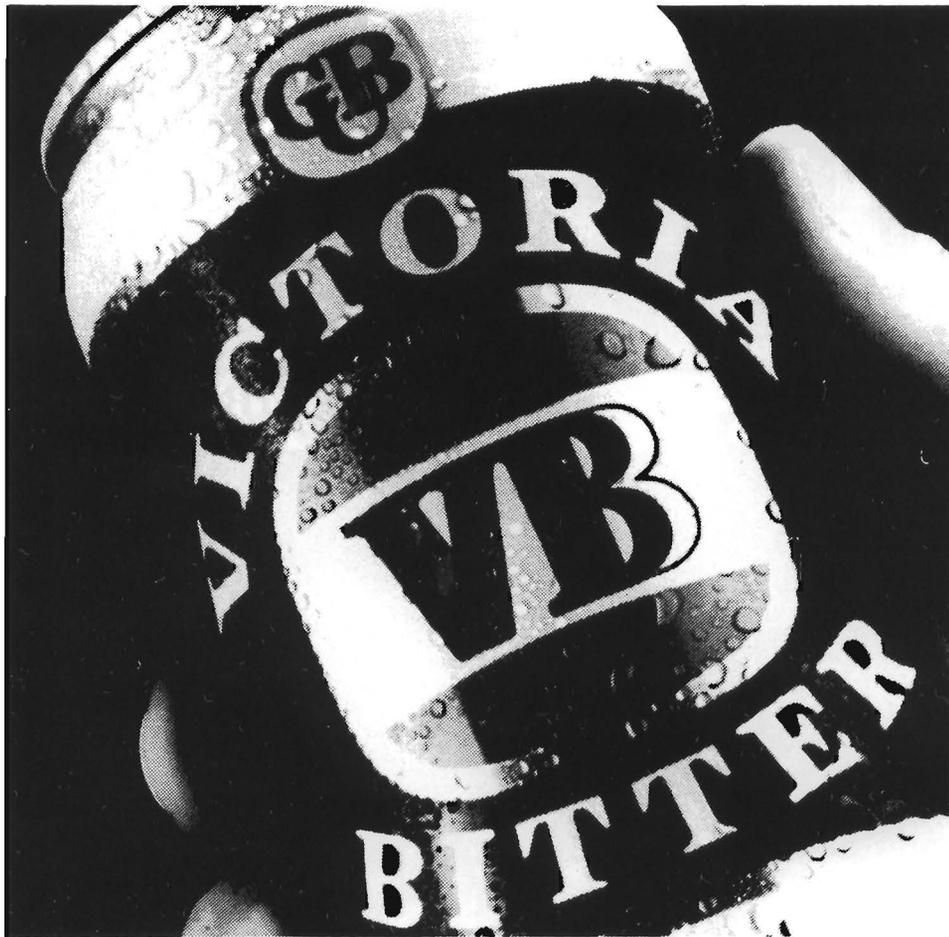
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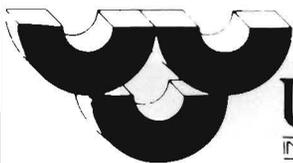
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NATIONAL ROAD SAFETY STRATEGY UPDATE

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EDITORIAL

The MRA depends on a significant part of its income from sponsor-ship. The Centrestand and the Toy Run are largely possible because of our sponsors. These are businesses which purchase advertising and donate funds and goods for us to use. We will always gratefully acknowledge the help we receive from them as we would find it very hard to operate as successfully without their support. Take note of who they are and if you get a chance to use their facilities or to purchase from them let them know that you saw their ad here or that you are using them because they sponsor the MRA. Businesses value feedback on how their advertising is working and it also means that their money and efforts are not wasted on us. Sponsor-ship is a two way street and you as our members can do a lot in this way to support your Association.

Ride Safe Harald

MRA SA NOTES

CHRISTMAS DRINKS

- This auspicious occasion will be held at the North Adelaide Hotel (Peppertree Restuarant), Tynte Street, North Adelaide at 8.00 pm on Monday 19 December. On this night we remember our colleagues both famous and infamous by the playing of jests and japes, the giving of prizes and wooden spoons and credit where it is due. All members and friends are most welcome to attend. Warning! The mandatory President's speech will be held.

LOST MEMBER FILE

- Come out, come out, wherever you are.

3554 Len Tanti
 627 Yatala Vale Road
 Farview Park 5126

1995 Frank Sparkes
 27 Stewart Avenue
 Hackham 5163

3566 Peter Towill
 3 Hann Street
 Glynde 5070

If you know the whereabouts of any of these members, please tell them to notify us of their change of address so that we can keep our files up to date and they can continue to benefit from their membership.

4BS CHRISTMAS DINNER

- This will be held at 7.00 pm on the evening of Friday 16th of December at the Flagstaff Hotel, 233 Franklin Street, Adelaide. Ring Greg Janzow on 346 8068 to confirm the booking so that he has an idea of the numbers.

BLOOD RUN

We are meeting at K-Mart
Kurralta Park to ride to Red
Cross House, Pirie Street,
City to donate BLOOD!

Why not come along - first
time bleeders welcome.

DATE: Saturday December 17

TIME: Meet at 8.30 am

TOY RUN 1995

- The Toy Run Committee starts to meet at about March in the new year. At this time the general thrust of the event is outlined and people indicate the kind of jobs they will be interested in taking on. The 1994 Committee have already indicated that there are a number of things that will need to be done early next year, in particular the seeking of sponsorship for the Toy Run. If you have skills in that particular area or have enjoyed the Run on previous occasions, think about joining the team. Most of the people on the Committee also do a lot of other MRA Committee work so a few new faces would be very useful. The committment is to come to one meeting per month and to take on some tasks. Not much for a great day. Talk to any Committee member or leave a message on the MRA answering machine.

1995 BIKE EXPO

- Once again we will be endeavouring to hold this event. The Port Adelaide Football Club is keen on being a prt of it again and we will welcome a continuation of our association. Go the Maggies! The secret will be to start organising early enough and get the bods to help with the work. Want to help? Call us!

PRESIDENT'S REPORT

Looking back on 1994 I can see a string of successes for the MRA SA. We have not always been able to achieve as much as we have wanted to but on the whole we can be pleased with the efforts of the Committee which has at times struggled to find a lot of the time to get things done. Many of the Committee have been going through developmental stages in their lives and finding their spare time limited but have still managed to find the time to commit to the Association. Many thanks to them all.

In 1994 we have continued to improve our social activities with various runs as well as runs to meet with the Registers. The Great Escape Rally was a success and will be repeated so keep the Anzac Day weekend free in 1995. Remember the donuts?

The MRA phone with fax was set up and connected to an answering machine and a lot of MRA and non-MRA queries are now being answered. The phone and answering machine are being instrumental in providing a lot of potential members out there of the work of the MRA. Most of our recent new members have had their first contact with the MRA through our phone.

Our financial situation has improved markedly over the past year to the point where we have been able to purchase a number of items like the second tent, trestles and the generator. We have been able to strike a number of commemorative badges (10 Year Member badge, MRA Bleeders badge, the new MRA SA Member badge) for our members which have been on the drawing board for some time but couldn't make production due to the lack of funds.

The Centrestand has improved its looks and more people have become interested in contributing columns and articles. Our publicity has improved and so more people outside the MRA are aware of the work which we do. The association has been invited to speak to a number of clubs and schools

about the Association and its work. Recognition of our community work has been forthcoming from the Red Cross by the presentation of a plaque commemorating our contribution to blood donor work in South Australia.

The MRA has been consistent in its contribution to the deliberations of the Australian Motorcycle Council on road safety and standards by continuing to have an active presence on the Council.

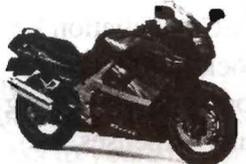
The State Conference held earlier this year occasioned a very productive dialogue on the relationship between the Main Branch and the Registers and come up with some very practical suggestions on how we can support each other better.

All in all you may justifiably be pleased with the progress of the Association in 1994 and can look forward to more activities in 1995. See you for Christmas drinks on the 19th.

HARALD

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MONEY MATTERS**TREASURER'S REPORT 11/9/94**

Ian 'Milo' Marlow
GENERAL ACCOUNT

OPENING BALANCE \$ 2 524.31

RECEIVED:

Membership Fees	\$ 2 616.00
Sale Of Stock	1 578.10
Postage Received	22.50
Run Proceeds	160.00
Raffle Proceeds	25.00
Bingo Sales	200.00
Transfer From Toy Run Account	3 000.00
Centrestand Advertising	4 395.00
Great Escapr Rally Proceeds	2 310.00
Bank Interest	39.74

Total \$ 14 346.34

EXPENDITURE:

Centrestand	\$ 2 677.56
Postage	1 264.41
Insurance Premiums	501.82
Telephone Expenses	780.00
Commission - Centrestand Advertising	1 812.00
4Bs Recovery Trailer - Insurance/Rego	290.60
AMC Affiliation Fees '92-'94	600.00
Stock Purchases	4 546.45
Constitution Printing	460.00
Rally Expenses	1 363.00
Miscellaneous	483.50
Bank Charges : FID	10.66
GDT	43.80
Debit Interest	0.06

Total \$ 14 833.86

CLOSING BALANCE: \$ 2 036.79

TOY RUN ACCOUNT

CURRENT BALANCE: \$ 816.36

BREAKDOWN OF EXPENDITURE 1993/94**CENTRESTAND**

Printing	\$ 1 841.63
Postage	758.49
Poly Bags	77.44
Commission	1 812.00
	\$ 4 489.56

POSTAGE

Membership	\$ 223.75
Freepost	114.62
Centrestand	758.49
Secretariat	22.70
Treasury	29.85
PO Box Rental	115.00
	\$ 1 264.41

GREAT ESCAPE RALLY

Badges	\$ 500.00
Cool Room Hire	150.00
Catering	287.00
Fuel	20.00
Returned Stock	406.00
	\$ 1 363.00

MISCELLANEOUS

Engraving	\$ 39.00
Computer Labels	149.50
'93 AGM Nibbles	80.00
Minor Lottery Lic.	5.00
Broadcast Fees	15.00
Official Shirts	75.00
'93 Xmas Nibbles	100.00
Stationery	20.00
	\$ 483.50

TELEPHONE EXPENSES

Answering Service	225.00
Answering Machine	79.95
New Phone Lines	395.15
Account Payment	79.90
	\$ 780.00

Continued Page 18

TOY RUN REPORT

Next Sunday is the Toy Run and we expect that all of you will be there to fly the flag for the MRA and for all the unfortunate kiddies of South Australia who will be having a happier Christmas because bikers care.

Bikers from all over the state will be riding from Glenelg to Woodside to join in the camaraderie of giving and riding together with fellow bikers and the experience of riding that once in the year with thousands of other riders. The bonus of course is that we all have a great day doing it.

This year we have a great line up for the day. We have discussed the traffic problems which we encountered last year with the police and we expect that things will run a lot more smoothly this year. As well we will be using twice as many marshals this year so everyone will know where to go and what to do. The marshals will be very distinctive in their day glow council worker vests, so watch out for them and follow their instructions for your safety's sake. Santa of course will lead the Run in his motorcyclised and musicalised sleigh.

At the oval we will have bands Taccatta and Bad Attitude playing, food stalls galore, the traditional MRA BBQ, hot dogs and baked potatoes, ice cream will be available as will be the more lugubrious amber liquids (remember .05), spring waters and soft drinks. The trade will also be there showing off their latest offerings and you can buy MC paraphernalia, t-shirts etc and other stuff. The MRA tent will be there as usual if you want to join up, renew your membership or buy a badge or some other MRA gear.

The folks from the Society of St Vincent de Paul will also be there to accept your offerings of toys and non perishable foodstuffs. Keep in mind that we always get lots of fluffy toys and that often the older kids get missed out, so consider a game or a

footy or something more suitable for the eight to twelve year olds.

Adelaide is not the only Toy Run happening around this time. The South East Register also has its Toy Run. This year it was on 3rd December travelling from Penola to Mount Gambier. There is generally also a Toy Run held by bikers in Port Pirie around now but details of this years run were not available as we went to press.

Mention should also be made here regarding the efforts being made by Brenton and Janet Fountain of Harbor Harley Tours from Victor Harbor. They have set up collection points along the South Coast for toys: at Goolwa, Port Elliot, Victor Harbor, Yanklilla and Normanville, they have also organised media coverage of the Toy Run in local newspapers and have been interviewed on local radio. They have certainly done a lot to raise the profile of the Toy Run and the MRA in the South Coast area.

This has all been done off their own bat and emphasises to me that if members want to join in and get things done they don't have to wait for the Committee to do it. We really depend on the membership to get behind what we are doing and make our events happen. Initiatives such as this from members is what makes our organisations function so special.

When you see them at the Run tell them what a great job they've done. Thanks to you Brenton and Janet and all your helpers on the South Coast from the MRA.

HARALD LINDEMANN

MRA BLEEDERS
BADGE
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THE ROAD IS NOT A RACETRACK

Two weeks ago a rider died when he and his bike tumbled off a cliff paralleling our favourite road. No gravel in the road, no oncoming car to push him wide, no ice. Too much enthusiasm with too little skill and this fatality wasn't the first on this road this year. As with most single-bike accidents, the rider entered the corner at a speed his brain told him was too fast, stood the bike up and nailed the rear break. **Goodbye.**

On the racetrack this rider would have tumbled into the hay bales, visited the ambulance for a strip of gauze and headed straight back to the pits to straighten his handlebars and think about his mistake. But let's get one thing perfectly clear: the street is not the race track. Using it as such will shorten your riding career and keep you from discovering the **Pace**. The Pace is far from the street racing and a lot more fun.

The **Pace** places the motorcycle in its proper role as the controlled vehicle, not the controlling vehicle. Too many riders of sports bikes become baggage when the throttle gets twisted - the ensuing speed is so overwhelming they are carried along in the rush. The **Pace** ignores outright speed and can be as much fun on a Ninja 250 as on a ZX-11, emphasising rider skill over right wrist bravado. Any fool can twist a grip, but a fool has no idea how to stop or turn. Learning to stop will save your life; learning to turn will enrich it. What feels better than banking a motorcycle into a corner?

The mechanics of turning a motorcycle involve pushing and/or pulling on the handlebars. While this isn't new information for most sport riders, realise that the force at the handlebars affects the motorcycles' rate of turn-in. Shove hard on the bars and the bike snaps over; gently push on the bars and the bike lazily banks in. Different corners require different techniques, but as you begin to think about lines, late entrances and late apexes, turning your bike at the exact moment and reaching the precise lean angle will require firm, forceful inputs at the

handlebars. If you take less time to turn your motorcycle, you can use that time to break more effectively or run deeper into the corner, affording yourself more time to judge the corner and a better look at any hidden surprises. It's important to look as far into the corner as possible and remember the adage, "You go where you look."

DON'T RUSH

The number one survival skill after mastering emergency braking, is setting your corner-entrance speed early, or as Kenny Roberts says, "Slow in, fast out."

Street riders may get away with rushing into 99 out of 100 corners, but the last one will have gravel, mud or a trespassing car. Setting entrance speed early will allow you to adjust your speed and cornering line, giving you every opportunity to handle surprises.

We've all rushed into a corner too fast and experienced not just the terror but the lack of control when trying to herd the bike into the bend. If you're fighting the brakes and trying to turn the bike, any surprise will be impossible to deal with. Setting your entrance speed early and looking into the corner allows you to determine the type of corner you are facing. Does the radius decrease? Is the turn off-camber? Is there an embankment that may have contributed some dirt to the corner?

Racers talk constantly about late braking, yet that technique is used only to pass for position during a race, not to turn a quicker lap time. Hard braking blurs the ability to judge cornering speed accurately and most racers who rely to heavily on the brakes find themselves passed at the corner exits because they scrubbed off too much cornering speed. Additionally, braking late often forces you to trail the brakes or turn the motorcycle while still braking. While light trail braking is an excellent and useful technique to master, understand that your front tire has only a certain amount of traction to give.

If you use a majority of the front tire's traction for braking and then ask it to provide maximum cornering traction as well, a typical low-side crash will result. Also consider that your motorcycle won't steer as well with the fork fully compressed under braking. If you're constantly fighting the motorcycle because you're braking while turning, it may be because you're braking too far into the corner. All these problems can be eliminated by setting your entrance speed early, an important component of running at the **Pace**.

Since you aren't hammering the brakes at every corner entrance, your enjoyment of pure cornering will increase tremendously. You'll relish the feeling of snapping your bike into the corner and opening the throttle as early as possible. Racers talk about getting the drive started and that's just as important on the street. Notice how the motorcycle settles down and simply works better when the throttle is open? Use a smooth, light touch on the throttle and try to get the bike driving as soon as possible in the corner, even before the apex, the tightest point of the corner. If you find yourself on the throttle ridiculously early, it's an indication that you can increase your entrance speed slightly by releasing the brakes earlier.

A fool can twist the grip, but a fool has no idea how to stop or turn.

As you sweep past the apex, you can begin to stand the bike up out of the corner. This is best done by smoothly accelerating, which will help stand the bike up. As the rear tire comes off full lean it puts more rubber on the road and the forces previously used for cornering traction can be converted to accelerating traction. The throttle can be rolled open as the bike stands up.

How fast you go is your decision, but it is one that requires reflection and commitment. get together with your friends and talk about speed. Set a reasonable maximum and stick to it. Done right, the **Pace** is addicting without high straitaway speeds.

Keep in mind that outright speed will earn a ticket that is tough to fight and painful to pay; cruising the easy straight stuff doesn't attract as much attention from the authorities and sets your speed perfectly for the next sweeper.

GROUP MENTALITY

Straights are the time to reset the ranks. The leader needs to set a pace that won't bunch up the followers, especially while leaving a stop sign or passing a car on a two lane road. The leader must use the throttle hard to get around the car and give the rest of the group room to make the pass, yet he or she can't speed blindly along and earn a ticket for the whole group. With sane speeds on the straights, the gaps can be adjusted easily; the bikes should be spaced about two seconds apart for maximum visibility of surface hazards.

It's the group aspect of the **Pace** I enjoy most, watching the bikes in front of me click into a corner like a row of dominos, or looking into my mirror as my friends slip through the same set of corners from which I have just emerged.

Because there's a leader and a set of rules to follow, the competitive aspect of sport riding is eliminated and that removes a tremendous amount of pressure from a rider's ego. We've all felt the tug of racing while riding with friends but the **Pace** takes that away and saves it for where it belongs; the racetrack. The racetrack is where you prove your speed and take chances to best your friends and rivals.

The **Pace** emphasises intelligent, rational riding techniques that ignore racetrack heroics without sacrificing fun. The skills needed to excel on the racetrack make up the basic precepts of the **Pace**, excluding the mind numbing speeds and leaving the substantially larger margin for error needed to allow for unknowns and immovable objects.

Nick Lenatsch Sport Rider Magazine
Courtesy of Vic Roads

NATIONAL ROAD SAFETY STRATEGY UPDATE

A joint meeting between the National Road Safety Strategy (NRSS) Taskforce and the National Road Trauma Advisory Council (NRTAC) was held in Adelaide on October 27. In essence, the meeting was designed to more clearly define the parameters of the monitoring and evaluation processes of the National Action Plan, the role the two groups would play in the processes, their responsibilities to each other and the responsibilities of the stakeholders in effecting and reporting outcomes. (Stakeholders are the groups and agencies belonging to the Taskforce)

The monitoring and evaluation processes are integral to the Action Plan's construction and viability and because they will determine the effectiveness of outcomes, must be sufficiently robust to cater both for the wide range of input from a diversity of stakeholders and the various economic, ecological, demographic and resource factors of the states and territories. It is also important to establish and maintain a balance between the aim of national consistency and the proactive aspects of the stakeholders' roles.

The evaluation system can be on two levels :
(a) simple, to enable stakeholders, states and territories to participate and contribute equably, regardless of resource levels and to facilitate short term monitoring; and (b) complex and exhaustive, to enable a national overview and long term assessment. There must also be the flexibility to allow small states and territories with limited resources to focus on a limited range of actions.

Ideally, there should be no duplication of effort, nor state or territory parochialism and the current hiatus between individual groups' progress and the dissemination of relevant information reduced. These issues, particularly the latter, can be redressed through conference process and an adequate system of collation.

Common measures of effectiveness are being prepared which will focus on key elements of the Plan. These include alcohol, speed, crash type and severity, education, vehicle safety, road user age, cost and ambulance time among others.

It is important to note that these performance measures will not necessarily be applied from a single perspective. For example, the benefit/cost ratio (BC) may not be an appropriate yardstick in some circumstances, such as the monitor system at school crossings, whose costs far outweigh the financial benefits. However, the system is demanded by the Community and were it to be discontinued the government responsible would be viewed unfavourably.

The cost of altering people's perceptions of safety on the road, of introducing road safety into school curricula and of stimulating public interest in road safety would be difficult, if not impossible, to quantify in relation to outcomes, certainly in the short term, but is money which must be spent to give both viability and validity to the scope of the Plan.

A number of evaluation mechanisms can be used, such as measuring the size of the road crash problem by crash data and matching that data to the amount of effort put in to reduce the problem, thus enabling government agencies to concentrate on key result areas. The aim would be to treat the more urgent problems and the lesser could be dealt with as appropriate.

State and territory consultative groups can be set up to get feedback on short and long term initiatives and on measures recommended by local groups.

Rural areas with alcohol related problems can be targeted with RBT strike rates used as a measure of performance. The effectiveness of speed cameras in rural areas can also be monitored in conjunction with local community attitudes to speed.

Local groups involved in the implementation and outcomes of various strategies can meet every two months or so to enable a close watch to be kept on performance.

Some of these mechanisms have already been introduced by government agencies and are in the process of evaluation. Outcomes will assist in determining their applicability within a national context.

The roles of groups such as the AMC, the Australian Automobile Association and the Australian Local government Association are largely process oriented, their being reliant on government agencies to collect and disseminate data and information. However, in the short term, feedback from these groups can prove invaluable in relation to anecdotal evidence, particularly insofar as the Plan's effect on specific road user groups goes and on community attitude, together with levels of community acceptance.

These groups also play a strategic role in their collective ability to network with a large proportion of the motoring public at a more direct level than that of government agencies.

Stakeholders will assess the status of their efforts at regular intervals (possibly every six months) and provide progress reports to the Taskforce. They will also be free to suggest refinements to targets and directions and comment on any implications in a national context.

To assist with reporting it is necessary to determine whether the Taskforce and stakeholders should be interested in aggregate results or in results that can be clearly identified with a specific action. The latter would be more difficult because of linking causes and effects, particularly when a number of measures have been introduced within a common time frame, but because identifiable groups, such as motorcyclists are in a better position to assess the impact of specific actions on them as a group, this difficulty may be minimised.

The Taskforce in turn will report to NRTAC, which will independently consider the total national outcome and inform the Taskforce of its recommendations.

All stakeholders will be asked to present a paper from a directed objective at a major NRSS conference in June next year. This conference will focus on the status of the Action Plan, the commitments given by the stakeholders and the progress in relation to those commitments.

Peter Mount

SAFER ROAD PAINT FOR MOTORCYCLISTS

A new road marking paint standard is about to be released for comment by Standards Australia. The new Standard for Water borne Road paints will have a recently developed skid resistant additive included in the laying method recommended by Standards Australia.

The new type of road paint was developed by the SA Department of Transport scientists Roger Januske and Dennis Richards in conjunction with the South Australian MRA. It is reported to have a vastly superior level of skid resistance to wear than conventional road paints.

The Australian Motorcycle Council (AMC) had the task of refuting the argument that because the skid resistance of a painted surface is beyond the control of the paint manufacturer, it would be inappropriate to include a skid resistance test in the standard.

However, following representations from AMC delegate David Closs and SA DOT representative Roger Januske, the committee developing the new standard has agreed that the skid resistant paint will be included in the new Draft Standards recommendations.

Peter Mount

CALLING ALL UNDER 250 RIDERS

Perception is a funny thing, especially when it comes to motorcycles. Just last weekend I heard yet another case that I find laughable, but that also unfortunately divides us as a social group into a non-existent but PERCEIVED sort of pecking order.

I was talking to a father and son. Dad is looking forward to the Toy Run as usual, but tells me that his son is chickening out because he feels that his ZZR 250 will be outclassed by all the big bikes that will be there. No amount of telling him of the old classic 125s, 100s and even smaller bikes of years gone by, along with Chookies of all sizes and in fact that any damn type, size, style or age of bike is the go at the Toy Run, will convince him that he won't be some sort of embarrassing addition to the fleet who will be laughed at.

Familiar story? All too familiar from my experiences of the last couple of years. The MRA, as we all know is here for us, the motorcycle riders, not just us, the over 750 riders, or us, the Big 4 riders, or us, the BMW riders etc etc. The MRA is here for US, all of us who ride Motorcycles! Unfortunately, the above perception is much more the case than it should be. How many of you know someone with a smaller bike who doesn't join in our activities for the above reason, or for that matter, how many people out there won't even join the MRA due to the above perception?

This isn't a totally blanket thing. We have some small bikes to the Great Escape Rally and a couple of 250s did our last Poker Run too, but they're a definite minority and they don't need to be.

The crux of all this is a three way thing. We do have members who for whatever reason choose or are forced by law, to ride an under 250cc bike. There are also those who might join but feel that they would be out of place on a small bike. Finally, there are the new riders who are not only forced to ride

something under 250cc but are also limited to 80 kph!

According to the above perception, we, the main Riders organisation in the state, have nothing or very little to offer these people. What a load of crap! But that's what we are stuck with.

Just for your information, at least one person on last year's Committee rode an under 250 and the same applies to this year's Committee and at least three other Committee members also own bikes of under 250cc, even if they do ride their bigger ones more often. All MRA runs have a marshal riding at the end of the bunch in case of accidents or break downs or someone getting lost. If we get learners along, the tail marshal stays with them so that they are not left behind.

Over the border, the MRAA have a separate sub-organisation for quarter litre bikes (250s) which helps new riders along and also allows riders of smaller bikes to feel more "a part of it all". After much discussion with many people I've come to the conclusion that we should do something similar here. At a recent Committee meeting I brought up the idea and was given the go ahead to look into it further on the understanding that Committee resources are stretched to the limit and that it would be up to us as members to get it off the ground.

So, if you are a 250 rider, a learner, or know someone who is and would be interested in being part of an organisation which would be catering specifically for the interests of the smaller bike rider then give Steve a call on 261 7971 or phone the MRA number 262 2150 and leave your name and number on the machine so that we can get back to you. This could be the start of a whole new thing, but only if we give it a go!

STEVE TYLER

MEMBERSHIP NEWS

TEN YEAR MEMBER UPDATE

Well, we finally made it!! We have:

- (a) enough members who qualify through 10 years continuous membership in MRA SA and
- (b) sufficient resources to purchase the newly designed badges.

So now we can officially have a Badge Presentation evening to be held in conjunction with the Christmas Drinks on the 19th December at the North Adelaide Hotel, Tynte Street. Those fortunate enough to qualify (anywhere up to 26 members) will have a personal invitation sent to them to ensure their attendance. Unfortunately, we are not able to supply these badges free of charge, so the Committee has reached a compromise whereby members will pay only \$5.00 for this badge. If you haven't got your letter yet and think that you may qualify, give Milo a call (268 3654) ASAP.

NEW MEMBERSHIP CARDS

At long last we have been able to produce the first of the new look membership stationery. The new card will be business card size and will be laminated for greater durability. members who have joined in the last month or who have recently renewed have already been issued with these new items. many apologies for members who have waited patiently for their membership cards over the last few months while we were in the design and production phases - the backlog has finally been reduced to zero, so it should be plain sailing from now onwards.

Due to the lamination process, members from the South-East and Mid-north Registers will now have to wait a little longer for their cards as the Register Secretaries will need to post the details to Main Branch prior to the cards being issued.

IAN "MILO" MARLOW

LETTER

Dear Harald

I'd like to use these pages to thank a couple of our MRA brothers out Tailem Bend way.

*One Sunday, back in September whilst assisting Crazi of the South-East register in delivering a shiny XV750 home to his wife Heather, the damned back tyre lost it's sense of humour along with most of its air in the Bend. None of the servos there were able to help us, but last one we went to put us on to **Dave Fisher at DBK Mechanical**. We went round there and caught him showering, in preparation for taking his son to a picnic. Nice lad that he is Dave opened his workshop for us (on a Sunday afternoon mind you!) and went about fixing our puncture.*

*The existing tyre was a bit on the thin side and we still had over 300 km to get home, so it was decided that a new tyre was in order. Dave went through his stock, found a tube but no tyre in our size! a quick phone call and a few minutes later his mate **Shane Ballard** turned up with a very decent second hand hoop of the right size. Some short time and a very reasonable charge later, we were safely mobile again.*

Although there is no Register in the area Dave tells me there are a few MRA members out there who see each other every now and then and of course, they always come down for the Toy Run.

*It just goes to show that there are MRA people hidden away all over the place. So if you are passing through Tailem Bend, or run into any bike trouble in the area, don't hesitate to head for **DBK Mechanical** and see Dave, even just for a chat. Tell him that Crazi and Steve sent you!*

Steve Tyler

AMC REPORT

SAFETY BARRIER SYSTEMS REVIEWED

Standards Australia is in the process of developing safer standards for roadside barriers. Four main types are currently under review.

STEEL BARRIERS

These include W-beam (Armco) fences, utilising imported Douglas fir or steel posts due to problems with white ants. Design details have yet to be discussed and motorcyclists' concerns with these barriers will be raised by the Australian Motorcycle Council (AMC) at that time.

PLASTIC BARRIERS

As with steel barriers, details of construction, placement and design will be covered at a future meeting.

CONCRETE BARRIERS

AMC made the point that whatever standard is established, the barriers must be of sufficient height that a motorcyclist could not be thrown over the top into oncoming traffic. Trucks vaulting across these barriers have similar problems.

WIRE ROPE BARRIERS

These are currently in use in the U.K. and N.Z. and utilise steel supporting posts. The AMC is concerned at the rigidity of the system and at the potential for the wire ropes to cause severe bodily harm to riders. The AMC will continue to oppose the inclusion of these barriers in an Australian Standard until a safer system is devised.

The proposed standard is to cover all road furniture that has some degree of redirection capacity. It will cover both permanent and temporary (unattended) installations over a range of impact speeds from 10kph to 110 kph. It will not cover barriers for pedestrian control (unless these double as roadside barriers), for special events (such as motor racing), for special purposes (such as car parks), nor where special permit vehicles are to be the design vehicle.

The standard will not compare barrier types, provide details about how to locate a barrier, nor cover design issues such as sight distance, drainage, noise attenuation aesthetics, cost etc.

KIWIS JOIN AMC

Bikers Rights Organisation of New Zealand (BRONZ) recently voted to become a member of the Australian Motorcycle Council (AMC) in recognition of common issues and concerns and the growing trend towards globalisation of the transport infrastructure.

"Impetus for the move came primarily through a recent agreement that the Australian and New Zealand standards organisations would share common standards: said David Closs, the AMMC representative at a joint Australian/New Zealand Standards Association meeting held in Wellington on September 24.

Standards which will have immediate interest for motorcyclists of both countries include road marking paint, roadside barriers and helmets. The AMC welcomed the BRONZ decision as it will increase still further the lobbying power of both organisations and will enable a greater degree of interaction and exchange of information between the New Zealand group and the AMC member groups.

EVALUATION OF "LIGHTS ON" ADR LEGISLATION

The Federal Office of Road Safety is monitoring the effects of the ADR on motorcycle daytime running lights. The legislation was intended to reduce daytime multiple vehicle collisions involving motorcycles by improving motorcycle conspicuity.

Data covering fatal and serious injury crashes which occurred in the calendar years 1992 and 1993 in New South Wales and Victoria are currently available. In order to more precisely examine conspicuity related events, only multiple vehicle crashes where the motorcyclist was known not to be legally drunk were examined.

It was estimated prior to the introduction of this legislation that it would take some five years of data to detect the predicted reduction in day time motorcycle crashes (3 to 5%), and the figures given in table 1 below seem to confirm this prediction. given the current sample size, a reduction of only two crashes would be predicted and such a result would not be considered to be statistically significant.

Table 1.
Multiple Vehicle Motorcycle crashes occurring in New South Wales and Victoria during 1992 and 1993 Resulting in Death or serious Injury: Motorcyclist BAC <.05

	Night	Day
Manufactured 1980-91	84 (24.3%)	262 (75.7%)
Manufactured 1992-93	11 (25.0%)	33 (75.0%)

FORS Press' Release

Clearly, a demonstration of the beneficial or detrimental effects of the legislation will have to await further data. however, FORS suggests that available results seem to rule out the possibility that there has been any major adverse effect on road safety (and by implication, that there won't be in the future). It is difficult to see how this conclusion can be drawn from results which are, in FORS' words, "not statistically significant".

What is significant is FORS' quantum leap from insufficient data to the conclusion that the legislation is not harmful. such selective data analysis is symptomatic not only of an unsound and manipulative approach to solving a problem, but of an ideology which allows ideas to be promoted and enforced regardless of the amount of contradictory evidence. It is this attitude which burdened motorcyclists with "Lights On" in the first place.

Motorcyclists should view these preliminary results with extreme caution.

PETER MOUNT

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2 years	\$38	\$57
3 years	\$56	\$84

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	Individual	Family
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Please tick appropriate box:
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Renewal Female _____

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FIRST NAME: _____

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P/CODE _____

TELEPHONE: () _____

OCCUPATION: _____

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I agree to abide by the Articles, Rules and the Constitution of the MRA Inc of South Australia.

Signature: _____

Comments: _____

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Lights On T-shirts (black only) limited sizes	\$10.00
MRA Caps (see through mesh, closed in)	\$ 8.00
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1993 Toy Run Stubby Holders (wet suit)	\$ 6.00
MRA Patches (members only)	\$ 4.00
MRA SA Patches (members only)	\$ 6.00
MRA Badges (members only)	\$ 6.00
MRA Blood Donor Badge (donors only)	\$ 5.00
Toy Run 1993 Badge Members	\$ 7.00
Non-Members	\$ 8.00
Toy Run 1992 Badge	\$ 5.00
Toy Run Badge 1989, 1990	\$ 3.00
Biketober Badge 1989, 1988, 1987	\$ 3.00
National Motorcycle Month 1985 Badge	50c
MRA Reflective Sticker	\$ 1.00
Let Those who Ride Decide Sticker	50c
Motorcycle Aware Driver Sticker	50c
Look Left, Look Right, Look Bike Sticker	50c
Take Care Be Aware Campaign Stickers	FREE
Toy Run Sticker	50c

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

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Bike Centre Parafield	10%	Parts & Accessories
Boltons	10%	
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THEODORE BRUCE TO ORGANISE MOTORCYCLE AUCTION

THEODORE BRUCE AUCTIONS PTY LTD has announced the date of Saturday, December 17 for their inaugural motorcycle auction.

Mr Ian Stodart, Manager of THEODORE BRUCE AUCTIONS Motor Vehicle Division, in consultation with motorcycle enthusiasts, believes this may well develop into a major event on the motorcycle calendar and will be putting time and effort into grooming next year's event.

Very few motorcycle only auctions are held in Australia and virtually none in South Australia.

"A local auction will not only give enthusiasts the opportunity to buy and sell machines quickly and easily in a way they could not do previously, but has the potential to attract a great deal of interstate interest. This will vastly improve motorcyclists' access to a wide range of vehicles," said Mr Stodart.

The auction on December 17 will cater for all categories of motorcycles—modern, off road, classic, vintage and damaged, including selected parts. The timing will be centered around the MRA Toy Run and during the Christmas holiday period thus greatly enhancing the sale.

Entries will be accepted up until Wednesday, December 14. Anyone wishing to present any motorcycles to this sale should contact Ian on 362 7101. A \$10 entry fee is applicable for each bike, covering the advertising and preparatory expenses and a commission of 7.5% is deducted upon the sale of each motorcycle.

It is anticipated that notice of the 1995 auction will be given in the September issue of Centrestand giving owners more opportunity to consider selling their bikes (or buying another).

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 Bas Hodgson (08) 278 7646
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 PO Box 561 Beulah park 5067
 FLINDERS TOURING MCC
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 GREEN GINGER GUZZLERS MCC
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 AH (08) 212 1494
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 LEVIS MCC
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M/CYCLE TOURING CLUB OF SA
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 MOUNT GAMBIER MCC
 PO Box 879 Mount Gambier 5290
 PHOENIX MCC OF SA
 PO Box 18 Willaston 51188
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 PO Box 91 Port Pirie 5540
 REDBACK TOURERS
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 SA FLAG MARSHALLS ASSOC.
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 SA SIDECAR CLUB
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 (08) 389 6443

This is an abbreviated version of club listings. Clubs should advise of preferred information. As space permits, more will be added.

MONEY MATTERS *Continued from page 6*

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	\$	4 546.45

LETTER 2

Dear Harald

As you have no doubt observed on the nightly news services, the police are having a serious knee-jerk reaction to the conflict between the Finks M.C. and the Gypsy Jokers M.C.

Part of this reaction is the outlawing of "Gang membership", "The wearing of logos on their backs" along with various other attempts to make life hard for your average motorcyclist.

My worry is if they succeed in making these things illegal, how long will it be before the wearing of club or association patches is made illegal?

What I believe the police are in effect trying to do and look like succeeding in doing, unless we as an association for justice act decisively on, is removing a motorcyclists

FREEDOM OF CHOICE!

It is my opinion that the freedom to wear what clothes you choose and to decorate that clothing as you see fit, providing it is not offensive or abusive, rests in the inalienable right to freedom of choice. It is not a right to be removed or to have limitations to its use dictated by a group in this fashion.

Russ Johnson



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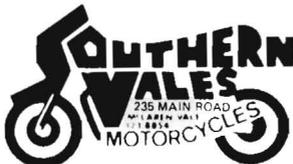
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