

CENTRESTAND

DECEMBER 1997



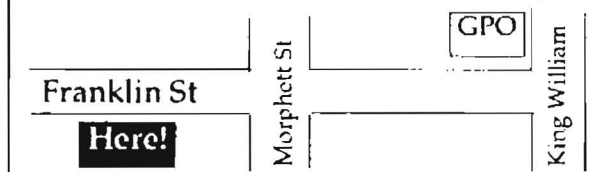
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DECEMBER 1997****Produced and published by the
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COVER PHOTO :**Natasha At The 1997 Toy Run****PUBLICATION :****Quarterly - March, June,
September, December****The MRA SA is a member of the
Australian Motorcycle Council
(AMC)****COMMITTEE MEMBERS 1997 - 1998**

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EDITORIAL

You will have noticed recently a flurry of media activity regarding the high number of motorcyclists who have been killed on South Australian roads. Four out of nine road deaths over the Christmas break were motorcyclists. The questions being asked were "Why is it so?", "What can we do about it?" The fact is that motorcyclist deaths over the past year have fallen by 20% indicating that the road safety measures and campaigns put in place by the federal and state departments of transport have had an effect in raising the awareness of car drivers and motorcyclists regarding road safety. This is good news. Unfortunately statistical anomalies and blips on the radar screen will always make for more spectacular speculative copy than the facts, so it's good that we have the information to set straight the investigative journalists of the popular media.

Ride Safe Harald

MRA SA NOTES

WELCOME NEW COMMITTEE MEMBERS

- As you can see (page 9), there has not been too much change on the Committee, but we welcome Jeff Gaden as our new President and the new General Reps on the Committee, Fiona Scott, Paul Levai and David Filler. Remember, there is still room on the Committee for five more General Reps and any member can request to be appointed to one of those positions. Contact Paul Morgan the Secretary on 0414 254 487 if you are or if you get interested.

NEW LOOK CENTRESTAND

- Between now and the next issue of Centrestand we will be looking at how we might improve the look, style and content of the magazine. Now some of you out there may have skills in this area or just suggestions on how we might achieve some improvements. With so many members there must be some ideas out there, so how about putting them down on paper and letting us have them. Your reward will be a better magazine and an acknowledgement.



MRA

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WHAT HAPPENS TO THE TOYS?

- An oft asked question. Here's the answer from the Vinnies.

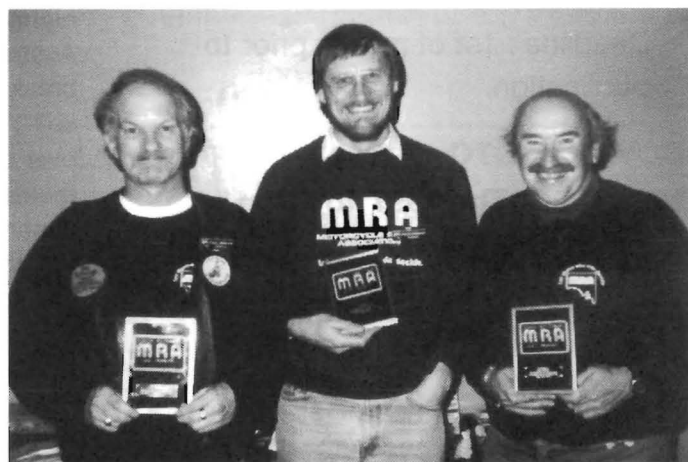
As the toys arrive at Hahndorf Oval they are accepted by St Vincent de Paul volunteers and carefully stacked into waiting trucks.

Back at the warehouse a team of sorters checks through the toys, removing any damaged or soiled ones and setting out the huge volume of toys on to trestle tables in groups suitable for the ages and gender of the children.

The St Vincent de Paul Branch members fill in a list of the toys required to help the children in their area, listing the gender and age of each child in each family. When members arrive at the warehouse they are assisted by the sorting volunteers to find toys most suitable to their listed families and the toys are taken back to their Branch for wrapping, tagging and distribution to those in need, usually with a food hamper.

All these toys will be distributed to needy children before Christmas Day.

The St Vincent de Paul Society is very grateful to the MRA Toy Run, without which the Society would not be able to help the large number of families it serves, particularly at Christmas time.



NEW LIFE MEMBERS: L-R
Paul Morgan, Harald Lindemann, Les Dicker

PRESIDENT'S REPORT

Well the mere fact that you are reading this means that I owe our Secretary two bucks because I bet him that no one reads this section anyway. So here we go, my name is Jeff Gaden, Trixie, to those who know me, (no slanderous comments please). I have been an MRA member for about four years and have previously been Publicity Officer as well as being on the main and Toy Run committees. I originally nominated for the position on the misguided premise that the President, although involved in most club activities, does not actually have to do anything in particular. How wrong could I be?

Personal lament aside, my goals for the MRA this coming year involve increasing our membership and drawing the members we have closer together. To do this it is hoped that there will be more organised and impromptu social gatherings between the Main Branch, the registers, as well as pockets of members in areas with which we seem to have little contact.

As planned, about 15 of our members (both Adelaide and Port Pirie based) took a trip to Whyalla to visit with our Iron Triangle brethren. As it turned out this resulted in rather a small get together. Not to be discouraged we hope to return in the future.

One positive to come out of this trip was a visit to the local Ulysses clubrooms 'The Shed'. This had many MRA members asking why we don't have the same facilities here. Good question. It would be fantastic to have our own clubrooms and should any members have any suggestions as to how we might go about getting the same then please come forward. Ideally it would need to be close to the city, secure and ultra cheap (preferably free). We have talked about old railway buildings and old inner city warehouses but are open to suggestions. Even better still, if anyone has some contacts that could avail us of a premises meeting our needs, we would like to hear from you as well.

Still on the road, a number of our Adelaide based members also visited the South East Register for a night of wine, women (or men) and song at Vicki and Bill Eales' place. While there we presented life membership awards were presented to Vicki Eales and Andrew (Crazi) Butler for services to the MRA. A good time was had by all and it is envisaged that a joint run to the South East will also happen during this year.

Well, it came and it went; the 1997 MRA Toy Run is over and a sigh of relief from the organising committee could be heard throughout the land. It was nice to see that the slight change in the departure point did not upset the bowel habits of too many participants and except for two incidents near the Devils Elbow, the Run went off without a hitch. For those of you who were there and that must have been most of the South Australian motorcycling community, thank you for your cooperation and participation in what is, as always, the biggest Toy Run in Australia.

I would like to mention that we are soon to commence a revisit to the old problem of inner city parking for motorbikes. We are currently gathering data on areas within the CBD that are not currently used for any purpose that could be utilised for designated Motorcycle Only Parking. If you would like to be involved or have any relevant ideas or suggestions please contact us by phone, fax or hey come to a meeting and see us. We likes to see your faces we does!! I hope to be seeing you all at the Toy Run but let's not make it a once a year sighting, come to a meeting or social sip session, bring a friend, bring your bike, regale us with stories of your recent exploits.

Lastly, I would like to remind everybody that our organisation is it's members and the representation of our members and all other motorcyclists interests is and should always be our prime purpose. Remember the MRA is your voice it's your choice, have a say.

Jeff (Trixie)

TREASURER'S REPORT

GENERAL ACCOUNT	30/9/97 - 24-11-97	
OPENING BALANCE		\$ 6 086.70
INCOME:		
Membership	290.00	
Sale Of Stock	72.00	
Centrestand Advertising	465.00	
Toy Run Site Payments	<u>500.00</u>	\$ 1 327.00
EXPENDITURE		
Australia Post	201.64	
Life Member Plaques	75.00	
Centrestand Commission	216.00	
Centrestand Printing	550.00	
Pick Your Date Printing	38.00	
MRA Fridge Magnets	296.50	
AMP Insurance	356.40	
Toy Run Committee	500.00	
Toy Run Video	45.00	
Committee Name Badges	88.50	
Bank Charges	<u>6.96</u>	\$ 2 374.00
CLOSING BALANCE :		\$ 5 039.70

IAN MARLOW TREASURER 24/11/97

TASSIE TOY RUN NEWS

MRA Tasmania has been hitting the headlines in local papers following a fight between Salamanca Market stall holders and the Hobart City Council over the destination point for the MRA's Toy Run.

Salamanca Place is traditionally the final stop for the Toy Run and where the thousands of donations are handed to the salvation Army, but in the last few years the stall holders have dragged their feet to clear the area in time for the arrival of the two to three thousand bikes which participate in the Run, causing congestion problems which were getting worse every year.

With riders coming from four hours away to join the Run, the MRA was reluctant to hold the Run any later because northern riders wished to be able to return home on the same day.

In discussions with the Council, MRA requested that they ensure that the area was cleared in time to allow the Run to move in to the area, or provide a suitable alternative venue large enough to accommodate the Run. The Stall holders association embarked on a campaign against the MRA in the local press, claiming that the MRA was demanding that the Market close two hours early in the most profitable period of their trading year. MRA had never made that demand.

The Council has finally given in to the stall holders and offered the MRA the use of the wharf area adjacent to the market.

AMC Bulletin July 1997

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TOY RUN REPORT by Paul Morgan

After spending most of Saturday getting set up at the oval, the usual crew of helpers finally relaxed in the officials' tent and downed a few well earned drinks. Most of us headed off to the clubrooms at around midnight to get some sleep. Jeff and Harald decided to have a few more drinks before retiring for the night. They finally went to bed at 1.00 am. I know the exact time, because he woke everyone up. Thanks Jeff!

We were up by 6.30 am on Sunday only to find dark clouds over the oval and the occasional shower of rain. By the time we had had breakfast at Hahndorf Gourmet Foods, the weather had started to clear, but it looked like clouds were heading for Adelaide. I made a phone call to David Povey, who by that time was at Glenelg, to be told that it had rained but was now clearing. David rang me at 9.45 am to say that he was a bit worried that the number of bikes would be down from last year. I told him not to worry as there was still plenty of time till the run started. By the time the run was ready to go, most of the area was full of bikes, over 12,000 in all.

The run into the oval was 100 per cent better than last year, with no hold ups on Pine Avenue. This was due to the ban on cars on the Oval and the great work done by the SES and the Lions Club. We all owe a big thank you to them for the professional way they did their work.

I would like to thank all the people who helped make the day a success especially Rob Wells, who has helped me at the oval for a number of years and has never managed to get on the Run. He is going overseas next year and his help is going to be greatly missed.

We must also thank our sponsors : Toll/SPD Trucks, Wakefield Emergency Centre, Vilis's Cakes, Hahndorf Gourmet Meats, Australian Cartridge Co., Rainbow Press, R & M Tautliner, The Old Mill, The District Council of Mount Barker, Holdfast Bay Council and the Society of St. Vincent de Paul.

We also thank all the bike shops that were there and a special thanks to all you riders, without whom there would be no Toy Run. Thank you and see you again next year.

Paul Morgan, Toy Run Coordinator




R & M TAUTLINER



4Bs REPORTby **Greg Janzow**

When I joined the 4Bs ten years ago it was a thriving, busy subgroup of the MRA with quite a few members. There were large attendances at our meetings, some public profile and fundraising through raffles and bed-pushes for St. Johns and the hospitals. And of course we had the bike recovery service of which many bikers took advantage. At the peak of this activity we had two trailers operating on opposite sides of the city; one custom built for the job and they were both used a few times a week. Halcyon days indeed.

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"Times change", so says the cliché, and in 1997 we are a much smaller group. No fund raising occurs, except for the occasional bike pickup by Gary with his own trailer. Gary also does pickups at Mallala and this helps keep us as financially independent of the MRA as possible. Now however, due to the high cost of insurance we are no longer able to provide the pickup service which made us famous among bikers around town.

But good news!! We have struck a deal with David O'Malley of the Bike Ambulance which will enable MRA members to get a discount when using his service in the metropolitan area. All you have to do is to show your MRA membership card and you'll pay no more than the 4Bs would have charged. David has also agreed to give discounts to any 4Bs "clients" we find in hospital. This is a generous deal, since he runs the Bike Ambulance as a business and we appreciate it.

You may be interested to know that the RAA uses David to help them with bikes which belong to any member having bike trouble! Anyhow consult the ad in this section of Centrestand. By the way, Gary will still be seen at Mallala events for the 4Bs when he can.

"Never Give Up!" "Better Late Than Never!" "Everything Comes To Those Who Wait!" Three more appropriate clichés for this column. A few weeks back the coffers of the 4Bs were swollen to the tune of \$20, in payment for a bike pickup in 1992! Yep, five years down the track and having given up on the debt, we have finally been rewarded for our efforts. Thanks to the bloke who has paid his dues at last - nice to know that honesty prevails.

Our ranks grow bigger with Mike Basley offering to help Craig and Lefty represent the 4Bs in Port Pirie. They've already started to establish a routine of visiting the hospital. Welcome! And thanks fellas!

The annual MRA/4Bs Christmas Dinner was held at the Flagstaff Hotel, Franklin Street on the 20th of Dec 1997 with around 35 people attending.

If you are a blood donor, you will have received a notice from the Blood Bank regarding new operating hours of the donation service. The new times of 8.30 am to 6.00 pm Monday to Friday make it difficult for us to organise an MRA gathering as in the past. We will try to organise something so that the MRA contribution is recognised. For those of you not yet donating the address is Red Cross House, Pirie Street. Today is a good time to start.

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1997 AGM REPORT Harald Lindemann

This was held on Monday 29th September and it was gratifying to see around 35 members present. A 'not as quick as we would have liked' General Meeting which everyone got into, particularly the road safety discussions was followed by a number of presentations.

H. Butler received his 10 Year Member badge and Paul Morgan, Les Dicker and Harald Lindemann received Life Membership Awards for services to the MRA. Congratulations and well done to all of you.

After the presentations Peter Mount chaired the elections for the 1997/1998 Committee positions. Peter gave a brief talk about the accomplishments of the MRA, particularly as a member of the Australian Motorcycle Council, the need for ongoing representation for motorcyclists and the value of MRA members volunteering for roles within the Association to keep it relevant and strong. Peter thanked the outgoing committee for its hard work over the past year

Elected were:

President	Jeff 'Trixie' Gaden
Vice President	David 'Whale' Povey
Treasurer	Ian 'Milo' Marlow
Secretary	Paul 'Devil' Morgan
Membership Secretary	Adrian Gibbs
Editor 'Centrestand'	Harald Lindemann
Stock Control Officer	David 'Spider' Vaselli
Minutes Secretary	Robyn Gaden
Publicity Officer	Aiden Hanafin
Road Safety Officer	Rob Wells
Register Liaison Officer	Les Dicker
General Committee Reps.	Fiona Scott
	David Filler
	Paul Levai

After the election everyone helped themselves to refreshments and listened to Peter Gerard, the MRA representative on the State Compulsory Third Party Premiums Committee,

give a talk on the work and functions of the Committee.

Guest Speaker

Peter apologised straight off for being unable to be very clear on how the Committee functions and how much of the decision making progresses as he was seriously constrained by the confidentiality aspects of his position on the Committee. He felt that he could best illustrate the workings of the Committee by explaining how it worked in other states and indicating that this was not how it worked in South Australia and then proceeded to give some examples.

In other states ie ACT, the workings of similar Committees are more open and therefore there is a greater call for justification of and a need by the Committee for justifying its recommendations to the Minister on the levels of Third Party insurance. In other states the individual Third Party rates are more likely to be linked to accident statistics allowing for increases to be targeted to at risk groups in preference to spreading the risk cost over all categories.

Listening to the talk and taking into account that Peter was of necessity choosing his words with care in order not to compromise his responsibilities to the Committee, it was clear that the current Compulsory Third Party Premiums Committee in South Australia is out of step with contemporary thinking on the management of Third Party Premiums as is evidenced on the way which other states in this country are applying themselves.

It is evident also that the closed doors with which the Committee surrounds itself is not conducive to encouraging a full accounting of the Committees' actions. I see nothing sinister in this, but evidence of a modus operandi which it is time to change. As motorcyclists we are used to getting the short end of the stick and a more open method of accountability and consultation could avoid it in this area. More on this in the next issue.

THE CRAP FILESby **Trixie****Consumer Review of Alleged Products****Hot Accessories:**

Have you ever wanted to do the tripod thrash through the hills, you know, knee down, off the seat action, but the thought of all that friction caused by the knee slider slowing down your machine has put you off? Well now we have the solution. Purrrelli are proud to announce the release of The Knee Wheel. The knee wheel replaces your current sliders by attaching directly to the velcro plates on your leathers, a titanium alloy hub holds the wheel in a series of ultra speed bearings with the wheel sporting a 40/10 x 5 tyre. We at the Crapper had the opportunity to sample this latest offering and nearly burnt the soles off our black fluffy slippers getting it to our resident thrasher, Jonny "The General" 595. Jonny, the current president of the Maniacs Aboard Deadly Two Wheelers Aimlessly Trashing Society (M.A.D. T.W.A.T.S.), was impressed to say the least. "There has been a need for this kind of equipment for some time now. I see that the next phase of this products' development should utilise the stability aspect of the system. I suggest that the knee wheel could incorporate some System Involving Devices Engineered for Carrying Around Rally-gear." Tyre companies have been quick to respond with a variety of compounds that would suit sports bike riders and tourers alike.

The Adelaide summer is only just beginning and already we are starting to see the latest offerings from Brain Dead Motorcycle Apparels summer range. This includes such gems as the ever popular Kevlar T-shirts and singlets, the essentials in carbon fibre shorts, slim fit oxygen gloves and of course the ultimate in protection the Alpyne Starr Racing Thongs. Ladies have not been forgotten this season either with the continuation of such a big seller the sports mini skirt and no collection would be complete without that high tensile halter top. The first fifty orders will receive absolutely free a nation wide organ donor card. Don't delay, order today and we'll send you your very own Crap Inc. Frequent Sliders Card which entitles you to your first square foot of skin graft free at Dr Agony's House of Horrors.

New Models:

Regular readers will remember our recent review of Big Money Wasters AR1100 OF (Old Fart).

Well the market research team at Wanker, Wanker and Moron were at it again when they were recently commissioned by Cowasaky to look at the next market niche, that of the aging pervert. Simply called The Plastic Raincoat it features a single cylinder 1500 cc engine with an idle speed of 175 rpm "this greatly increases the jollies while sitting at the lights watching pedestrians" claimed, spokesman for the design team, Mr Rueben Hill. "This coupled with features like storage space for pornographic magazines, on-board computer system with satellite access to the smuttiest Internet sites and a free copy of "Debbie does Dallas", just to mention a few of its unique features."

Crap Inc. had the unfortunate responsibility of testing this machine, so none other than the man called U.N.C.L.E. was called back to the ranks from retirement for this special assignment. However, alas, we have been unable to give you Uncles comments because as soon as he discovered the foot level mirrors for under skirt watching and the horn that actually yelled "show us your hooters" when it was activated, he was off. A CRAP Inc. staffer reported hearing UNCLE say something about a private girls' school before he disappeared in a cloud of rocks and dust. The last reported sighting of the old feminist baiter was in the Walkerville district. Be warned the ??? is out there.

Wanted one aging, balding, sex starved pervert to replace the one we lost. Lack of understanding of laws relating to sexual harassment, age of consent and women's rights could be considered desirable. Applications in own handwriting (please wash your hands first) to be addressed to: I'm an old Groper, c/o CRAP Inc, Centre Stand House, Adelaide.

Thought for the Day: Iggy Pop once said "Riding my Kawasaki GPZ 900 R is better than sex." Personally I think Iggy should have spent more time on this planet. I have yet to ride any bike so good that I would not park it on the hard shoulder so I could have a shag.

**1997 TOY RUN CROWD**

ON MY BIKE

David Filler

After reading the appeal for contributions, I thought I should sit down at the old Macintosh and type out a few words about my mount Broom Hilda the B.M.W. (What else could she be with a name like that.)

Broom Hilda is an 1981 R80 GS with a fuel tank from a later Paris Dakar model giving her a very useful 32 litre fuel capacity. This, as well as my like of large capacity, twin cylinder shaft drive all road motor cycles was all it took for me to buy her bike unseen from Canberra. This might sound like a silly thing to do but it was not as bad as it sounds as my father lives in Canberra . He is also a bike rider and was the one doing the looking on my behalf.

The first time I set eyes on Broom Hilda was about three weeks after she became mine. I chose to wait for an approaching long weekend to fly over to Canberra to collect her. (During those three weeks I must have driven the wife up the wall with all my talking about my new love in my life. Fortunately for me, my wife is a very tolerant person.) Arriving in Canberra I was not disappointed. She was a little tatty but all there and at three and a half grand a real bargain.

After 24 hours to get used to the bike and check things like oil and brakes I set out for my first ride over a few km in about three years. What's more in the pouring rain! The rain did not stop till I was nearly back in Adelaide. This weather and my long break from riding forced me to stop half way, to rest over night and dry out. My first ride on Broom Hilda was long, wet and tiring but I loved it. The start to a long love affair.

As a note of warning for anyone planning to cross the Hay Plain on a old, cheap bike, after a long break from regular riding and in the pouring rain, look out for flocks of sheep on the road near dusk.

DAVID & BROOM HILDA



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THE CREW AT WHYALLA



REGISTER LIAISON REPORT

The MRA AGM in September resulted in yours truly being entrusted with the position of Register Liaison Officer, which means that I will be able to conduct MRA business whilst going to rallies during the year!

The first activity that was held was the ride to Whyalla on the weekend of 15/16 November, and it was well attended with about 18 bikes along for the ride. The group from Port Pirie, ably led by Lefty met up with us at the 'Tin Man' service station on Highway One and after tea and nibbles we moved on to Whyalla.

As soon as we had checked into the hotel and freshened up, the local Ulysses Group known as 086 extended their hospitality to us with an entertaining visit to their club house called 'The Shed'.

That evening, following an excellent meal at the hotel, there was an informal meeting in the breakfast room, where those of us from Adelaide met with MRA members that we seldom socialise with except when we see them at a rally or similar event.

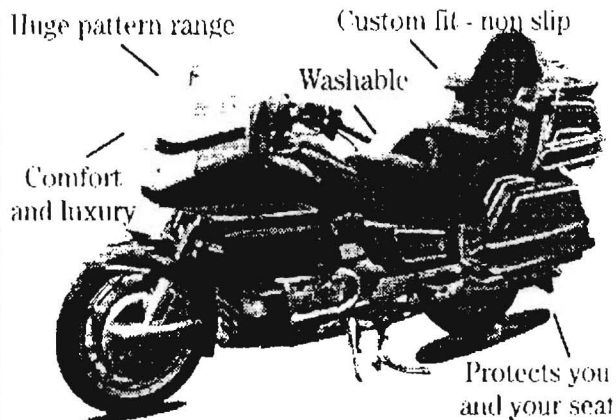
Stock Controller, Dave had his wares on sale there and Adrian was available for any membership queries etc. In fact the majority of the members of the Committee were present with Milo the Treasurer, Devil the Secretary, Vice-President Whale, President Jeff, Robyn the Minutes Secretary, Road Safety Officer Rob and Greg from the 4Bs all being present!

The next ride to visit a Register will be to the South-East Register on 29/30 November and I'm hoping for a similar attendance. Perhaps in future we may have these register Runs as a regular event and try to get them to coincide with the rallies organised by the registers. Any member of the MRA is welcome to attend these rides and if we do match them up with the rallies it would make a big vote of support for the efforts of the members in the Registers.

Finally, I wish to thank the Committee and all members of the MRA for the honour presented to me of Life Membership of the MRA at the last AGM.

Leslie Dicker (Uncle Pervie to you!)

FIVE FACTS YOU SHOULD KNOW ABOUT OUR SHEEPSKIN SEAT COVERS.



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MA(SA) NOTICE

Anyone wanting information regarding dates of 1998 competition fixtures in SA for 1998 should contact Motorcycling Australia (SA) at 251 The Parade, Beulah Park or on (08) 8332 9000 ph. (08) 8332 9100 fax for a copy of the 1998 Fixtures SA Brochure

RALLY ROUNDUP **by Les Dicker**

GHOST TOWN/BUSH PIG RALLIES

Once again, these two rallies clashed, but some of the more dedicated tourers/rallyists decided that it would be a good weekend ride to do them both!

So it was that we met up at the Whale's workshop at about 8.30 on the Friday morning to head off to Broken Hill. Apart from me on the ZZR, there was Jeff on the Trixie, the Whale and Barry on their BMW K100s and Kiwi on the Albatross!

The weather could not have been better for a nice long ride and we set off going out through the back way to Gawler and on to Burra. As I was riding along I noticed something lying on the road. It was a pair of trousers - the Albatross had lost its knickers! After a short stop and a quick reload we were on our way again.

Just outside of Terowie I went onto reserve, at 223 kms! The ZZR is a bigger threat to the world's fossil fuel reserves than Saddam Hussein! At this point Jeff and the Trixie had an extended wayside pitstop! Sorry, but I would never have made it to Oodla Wirra! On the road again and this time the Albatross loses a footpeg!

On arrival at Silverton we set up tents and had a good look around. This rally is organised by the Ulysses members of Broken Hill and they've done an excellent job with everything that you need laid on at an impressive campsite.

We spent a pleasant time on the verandah of the Silverton Hotel, discussing the usual things involving duration and velocity. Upon returning to the rally site we got talking to a man who bought an ex-police ST 100. Apparently they're going really cheap up in Brisbane, if only he had been there last year. Kiwi was so impressed that he got one when he returned home, so there's a new Albatross now. It's even white!

The next morning, immediately after breakfast the Trixie and I packed up all our goods and chattels and giving our farewells to the Whale, the Albatross et al, we set off for the Bushpig Rally at Crystal Brook.

Upon arrival at the site (which is the local motocross track) we picked out a camping spot and set up the tents and then mingled with the assembled rallyists.

This rally is the annual event organised by the Mid-North register of the MRA SA and as usual they put on a good quality event with excellent catering at reasonable prices, the best value meal for \$5 at any rally during the year! naturally enough, one of the main ingredients of the evening meal is roast pork.

Whilst the numbers were not large, probably due in part to the clashing of the two rallies, the poor weather and a semi-finals match for the Crows, the organisers seemed to be happy with the attendance and will be holding it again next year, hopefully without clashing with the other rally.

The ride back home on Sunday was uneventful, being straight down Highway One, with a pitstop at Port Wakefield.

Well, that's all for now, see you at a rally soon.

MRA GREAT ESCAPE RALLY

April 25-26 1998

To be held at the usual site, 5k south of Marrabel, 18k north of Kapunda SA. Fully catered, reasonable food and booze prices, gymkhana, water, wood, raffle, trophies, clean chemical toilets (no long drops), movie Saturday night.

Cost \$10 prepaid, \$12 on the day. Cars by arrangement and to be parked in car park off site.

Send entries to: The Great Escape Rally
GPO Box 1895
Adelaide, SA 5001

STUDY ON 100BHP LIMIT

A study aimed at evaluating a possible relationship between the motorcycle accident rate and the engine size/power of the motorcycles involved has concluded that 'there is no link between motorcycle performance characteristics like engine size and motorcycle accidents'.

The study, carried out by the Dutch company TNO, found that the accident rate/ risk per unit of distance travelled is not dependent on engine size.

The major factors which play a role in motorcycle accidents are :

1. Age of the rider;
2. Experience of the rider;
3. Annual mileage.

Other factors with respect to the rider's attributes and characteristics are:

1. Type of road;
2. Pattern of use;
3. Conditions at the accident site;
4. Single/multiple vehicle accidents;
5. Alcohol usage.

Many of these factors are strongly correlated (e.g. age and experience). Some studies suggested that the type of motorcycle (eg touring, standard, race) might have an effect on the accident rate.

However, these conclusions are statistically uncertain and might also result from the riders' behaviour. The conclusion of this survey is that there is no scientific evidence that engine size is a major factor in motorcycle accidents: engine size does not emerge as a risk factor.

The statistical database studies which find significant relations do not take into account the annual mileage, a measure of the risk exposure for accidents and an influential factor - accident risk declines with both age and experience. Age and experience may be highly correlated, as most motorcyclists start to ride when young.

AMC Bulletin July 1997

HISTORY OF THE LEVIS MOTORCYCLE CLUB 1922 - 1997

Taking its name from the Levis 2 stroke motorcycle, the Levis MCC was formed in September 1922 which makes it the oldest affiliated club in South Australia.

The main events held at that time were speed meetings at Sellicks beach and various Trials (now known as Reliability Trials). The original clubrooms were at 65 Grote Street in the city and when war broke out in 1939 the club went into a recess due to its many members serving in the armed forces. Soon after the war ended the club reformed and moved to the Druids Hall in Stanley Street where it stayed for 40 years before moving to the current clubrooms at Brompton.

In 1950, Levis was the first club to allow women as full voting members and as a result a social committee was formed which successfully ran cabarets, treasure hunts, rallies, picnics, gymkhanas and various other functions to help raise funds for the club.

While the men were competing in the Reliability Trials, their families were manning controls and became known for having the best control at the now famous 24 Hour Trial. That tradition still continues with family members still playing a major role in club activities, which is the major reason the Levis Club is so successful and stronger than ever in 1997.

Many members, both past and present, have won various State and National Championships and as it has been for many years, they are happy to pass on their experience to the new members of the club.

Members motorcycles are wide and varied, ranging from current model machines to sidecars and all types of classic bikes.

The club also supports regular campouts and rallies and is actively involved in various displays and floats at various functions.

The Levis Club meets every second and fourth Tuesday evening of the month at the Clubrooms, 74 Drayton Street, Brompton and full bar facilities are available from 7.30 pm. new members are always welcome with families catered for at most events.

The MRA joined with the Levis Club in celebrating its 75th anniversary by having the Club as the featured guest at the head of the 1997 Toy Run on December 14.

"... there is no scientific evidence that engine size is a major factor in motorcycle accidents;"

LIBERAL TRANSPORT POLICY

The following are excerpts from the Liberal Party Transport Policy 'Focus On Transport' distributed by Transport Minister Diana Laidlaw MLC in September 1997. Copies of the Policy may be obtained by telephoning (08) 8303 0949

TRANSPORT FRAMEWORK

Planning of transport networks and the funding of infrastructure is an important investment in our future. But it is a complex, expensive undertaking that must balance the needs of industry with local community concerns and take into account past investment decisions, environmental considerations, safety issues and funding options.

A Liberal Government will give priority to:

- Finalising a Metropolitan transport framework which links land use and transport planning in order to provide a coordinated, efficient transport system which caters for Adelaide's long term road use and public transport.
- The preparation of a more detailed local/regional area transport plans to meet the objectives outlined in the "Transport Framework".
- In conjunction with the Adelaide City Council, develop a traffic/public transport management plan which also addresses the ring route around the Adelaide City area.

Highways Act - We will repeal both the Highways Act and the Road Traffic Act and introduce legislation which provides a modern framework for the planning and provision of transport infrastructure and incorporates national uniform road rules.

Highways Fund - A new transport Fund will be established. This move recognises that the recent High Court decision overturning the State's capacity to raise fuel franchise fees has undermined the foundation of the Highways Fund. In 1997/98 the State Government has committed \$181.8m for road funding. This is in addition to the Federal Government's allocation of \$92.5 m. Overall this represents an increase in spending of \$87.7m per year, or 47% since 1993/94. This huge increase includes general revenue over and above fuel franchise fees dedicated to the Highways Fund. The Federal Government's Financial Assistance grants for roads will continue to be dedicated to road projects in South Australia.

ROAD SAFETY

As outlined in the SA Road safety strategy (1995-2000), the Government's goal is to reduce the State's road deaths by 20%. We are well on the way to achieving this goal.

Over the next four years, a Liberal Government will

implement the National Road Safety Package in conjunction with the SA Road Safety Strategy.

- Advertising campaigns will focus on drink driving, speed, "courtesy when sharing the road", the use of seat belts and child restraints.
- Community ownership of road safety will be encouraged because communities, particularly in country areas, have a positive role to play in contributing to their own safety with initiatives like driver reviver campaigns and the installation of black and red "incident" marker posts.
- Education reforms will include a new road safety resource book for primary school teachers and a further one for secondary schools (consistent with national curriculum policies) and an expansion of the BikeEd program to schools generally.
- Legislative reforms will address penalties related to speeding and drink driving issues, including new penalties for second and subsequent offences between 0.05 and 0.079.
- Research projects will include completion of the national study assessing "Drugs in Crash Involved Drivers," and assessments of pilot projects of national interest currently being undertaken in South Australia - the value of coin-operated alcohol breath testing machines installed in hotels and licensed clubs and ignition lock devices for repeat offenders.
- A Rural Road Safety Strategy will take account of outcomes of the pilot road safety programs which operated in the past year in the Riverland, Port Augusta and Mount Gambier.
- Safer Road Initiatives will complement the Federal Government's Black Spot funding and include more overtaking and passing lanes, rest areas and better signage at roadworks. Also, we will extend the Department of Transport's Road safety Audit initiative to include Local Government.
- **Driver Training** In 1993, South Australia introduced a new driver testing and licensing scheme providing applicants the option of an on-road test or log book/continuous assessment. Now the scheme will be reviewed by the Transport Safe Committee to ensure the full range of competency skills are being addressed.
- **Inspection of Vehicles** From January 1998, the Liberal Government will progressively introduce across the State private sector licensed inspection stations for roadworthiness checks on both light and heavy vehicles. The issue of compulsory inspection of motor vehicles at the change of ownership will be referred to the "Transport safe" Committee.
- **Parliamentary "Transport safe" Standing Committee** A Liberal Government will establish a parliamentary "Transport Safe" Standing Committee to inquire into and report upon all aspects of transport safety in South Australia.

SA CLUBS LISTING**AJS MCC**

PO Box 58 Clarence Gardens
5039 Steve (08) 8276 6445

AMTRA MCC

PO Box 51 Walkerville 5081 (08)
8265 3271

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PO Box 3070 Norwood 5067 (08)
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PO Box 668 Port Adelaide 5015

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Seaton 5023

Rebecca (08) 8365 4062

AVA ROAD RACING ASSOC.

(08) 8276 8082

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Graeme/Meredith Eberhard

Ph/Fax (086) 8636 2067

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Barry (08) 8280 7498

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PO Box 418 Port Lincoln 5606

(08) 8682 5590

PORT PIRIE MCC

PO Box 91 Port Pirie 5540

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PO Box 380 Port Augusta 5700

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PO Box 129 Torrensview 5031

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Aiden (08) 8346 4071

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(08) 8852 1725

SO YOU GOT YOURSELF A TRIxie

I admit that I am extremely biased, however once you have ridden one you have to agree that for what they are and how much they cost the TRX 850 is a great bike. I should know I have had three myself and was so impressed that I bought one for my wife (domesticus horribilus). However, when you take delivery of your TRiXie the fun is just about to begin. I have found that there are certain elements to the TRX that really do need to be addressed before you attempt to thrash it through your favourite section of the hills and to help you on your way here is Trixies' thoughts on TRiXie.

To begin you will need to get the following items:

- TRX 850 - preferably thrashed only by yourself.
- Mufflers - one pair after-market, stainless or carbon.
- Tyres - one each front and rear (emphasis on sporty).
- Suspension Bits - Set of after market Gold Valves and new spring for rear shocker.
- Time - about 4 -5 hours should be sufficient.
- Tools - reasonable spattering should do. No shifters please. Definitely NO COLD CHISELS!
- Help - an extra set of hand is good but do not add beer till completion. TIP: Avoid old people, your spouse or relatives at this time (and any other time for that matter).
- Wheelie Bin - large, deep and serviceable.

MUFFLERS: If there is one thing that can ruin a sales persons grip on a potential TRX buyer it is the exhaust note with those standard mufflers. No matter how good the banter when you hear that note you need only close your eyes and you find yourself having a flashback to that Suzuki GN 250 you or someone you know used to own. Let's be honest it sounds bloody awful!! Solution get them off (preferably before you hear it running with them on it, you will only loose respect for the bike) and replace them with a decent set of cans. There are many different kinds on the market (Omrae, Staintune, Yoshi, Sharks, etc.) basically they are all around the \$1200 - \$1500 mark. My favourites are the Sharks they look good sound good and are well tuned to the bike. I have tried Omrae cans but wouldn't use them again, they're now way over priced not tuned well (tendency to bark) and the mounting arrangement is basically crap. Staintune make a good set of stainless steel cans but I much prefer the carbon fibre Sharks, still we are all individual. Whichever ones you choose there will also be a significant weight reduction, probably about 15 kg.

TYRES: The TRX comes standard with a set of Macadams (120 / 60 x 17 Front and 170 / 60 x 17 Rear) this is a big mistake. Through experimentation you will require one Bridgestone BT56F (120 / 70 x 17) and one Bridgestone BT57R (170 / 60 x 17). The change in widths and profiles is that the 120 / 70 on the front gives you a bit more tyre edge to play with without running off and the 170 / 60 on the back give a better profile on the 5" rim. If you are buying your TRX new then request that

these tyres be fitted from new (at the dealers expense) if you are buying one second hand or ex-demo then remove any trace of the Michelin Macadams from the bike. Take these tyres, combine them vigorously with the standard mufflers and place deep inside aforementioned Wheelie Bin. The TRX is just too light in the front end to have these tyres I have done over 12 000 kms on my current BT56F and it doesn't look even half worn out. Maybe it is for this reason that Yamaha in there wisdom decided to fit tyres that are so hard that they invariably never get hot or get traction. If they had then a large proportion of TRX owners wouldn't be loosing the front end and having to buy new fairings and tanks. Yamaha obviously had large stock piles of these items that they needed to shift.

SUSPENSION: If you have one of the all red or all black model TRX and weigh more than about 50 kg then you have probably noticed that the suspension, both front and rear, is like most Japanese bikes way too soft. There are a number of different things that you can do:

- Buy one of the 1998 models - Yamaha to their credit recognised the problem and have fitted better springs and I think different valves to the forks and rear shocker.
- Find a YZF 750R and steal the upsidedownies and rear shocker while the owner is not looking.
- Buy a set of Gold valves for the front forks. This improves the front end markedly and allows for significant levels of adjustment. Then you remove the rear shock and depending on your need you can get a new spring wound to suit.

I myself went with option 1, however if you already have a 1997 TRX and don't want to trade it just yet then I suggest you bite the bullet and go with option 3.

LASTLY: It is always important to remember to individualise your bike and despite what your friends might say the addition of items such as tanks bags, carry racks, tank protectors, race numbers or even stickers that describe the readers mother are essential to the completion of any successful makeover.

Trixie



The Not The Cover Shot of TRiXie!

STANDARDS AUSTRALIA

Standards Australia is the national organisation for the promotion of standardisation in Australia. It is an independent- body incorporated by Royal Charter with a commitment to serve the Australian community. It receives the co-operation of Federal and State Governments and Australian industry and commerce. Through a memorandum of Understanding with the Federal Government, Standards Australia is recognised as the peak national Standards body in Australia.

Standards Australia's basic objective is to excel in the preparation, publication and dissemination of relevant contemporary and technically competent Standards; to assist local enterprises towards greater efficiency and international competitiveness through quality and technology and to provide the community with a safer and more pleasant environment.

Standards Australia provides the facilities for Australian standards and joint Australian/new Zealand Standards to be prepared and published. Standards may be specifications for materials or products; they may be design Standards written in mandatory form; guides giving recommendations for practices in various fields of industry; test methods or glossaries of terms; or may be Standards support products; handbooks, microcomputer software and training seminars.

Australian Standards and joint Australian/New Zealand Standards are developed by cooperative effort and round-table negotiations on the part of those most concerned. This is done through expert representative committees comprising producers, consumers, users, independent technical organisations, regulatory authorities and government departments. Standards Australia and Standards New Zealand provide these committees with the services of its own professionally qualified officers to act as secretaries and afford executive assistance in drafting work. Standards Australia is a coordinating agency using the knowledge and experience of the Australian Governments, manufacturing industries and research bodies to direct members in the preparation of Standards needed by the community industry, Star commerce and governments.

Under its by-laws, control of Standards Australia is vested in a Council composed of representatives from the Australian and New Zealand governments, associations of manufacturing and commercial interests and from professional institutions.

Standards Australia operates entirely on a not-for-profit basis, funded from the proceeds of from the sale of publications, membership subscriptions and government grants. Companies, firms, organisations and individuals are eligible to subscribe as members of Standards Australia.

Requests for the preparation of Standards generally come from responsible quarters - from manufacturers of products or users, from government departments whether concerned as users or as statutory authorities, from consumer groups, from professional or trade associations, or from Standardised Australia technical committees.

Once Standards Australia is satisfied that a standard is needed, the project commences with the assurance of cooperation from the interests concerned.

Following the approval of a project, the usual procedure is the formation of a representative technical committee. From then on, the committee members are responsible for establishing the content of the Standard. The aim of technical committee work is to obtain and express a genuine consensus of expert opinion in the form of a Standard which is practical and realistic and acceptable to all the broad interests concerned. the procedure for this is through meetings of the committee arranged by the relevant Standard's group.

The normal stages in the preparation of a Standard are;

- a) Preliminary Draft
- b) Committee draft or drafts
- c) Public Comment draft
- d) Draft for postal ballot

The preliminary draft may be an overseas Standard (eg an international Standard), a draft submitted by an interested organisation or individual, or a draft prepared by a staff officer on the basis of consultation with the interests concerned.

The committee draft incorporates the decisions of the committee arising from its examinations of the preliminary draft. If there are many contentious points, or points requiring investigation or testing, there may be two or more successive committee drafts.

The draft for comment expresses the committee's considered views as to the recommended content of the Standard. the draft is available to the public normally for a period of two months for comment and criticism. All comments received on a draft are considered in detail by the technical committee. Public drafts are issued for comment as expeditiously as possible even though some provisions may require further attention.

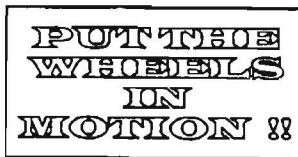
Formal voting on the final draft is conducted in a postal ballot submitted to committee members for approval. It is this postal ballot which is approved for publication Australian/New Zealand Standard. It may include modification of the public review draft after the committee's study of the previous comments received.

MRA DISCOUNTS

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

Adelaide Arcade Engravers

Bike City	10%	Parts/Accessories
Bike Centre Parafield	10%	Parts/Accessories
Boltons	10%	
City Cycle Electric	10%	
C & D Motorcycles	10%	
GP Motorcycles	10%	Parts/Accessories
Honda World	10%	
Peter Stevens	15%	Not on specials
Pitmans - North & South	Available on request	
Red Lion Motorcycles, Whyalla ...	negotiable	
Walden Miller Leather	10%	(bring the ad)
Whyalla Yamaha, Whyalla ...	negotiable	
Southern Vales Motorcycle	10%	
Southern Yamaha	Up to 10%	



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(THE 1997 EVENT WAS GREAT, AND 1998 WILL BE EVEN BETTER!)

Who can enter: Anyone with a VETERAN, VINTAGE, POST VINTAGE or
CLASSIC MOTOR VEHICLE dated up to and including
1980 (to manufacturer's specifications)

When: **SUNDAY, MARCH 22nd, 1998**

Course: The start will be at a central Adelaide location and the
finish will be at Peter Lehmann Winery, Tanunda.

Entry fee: **\$20 DONATION PER VEHICLE**

(Tax deductible)

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PHOENIX SOCIETY IN ...
Developing the Skills of People

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SA

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Sykes Bidstrup	8223 4172	p. 2
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VELOCETTE MOTORCYCLE CLUB 60TH ANNIVERSARY BIKE DISLAY

Sunday March 1 1998

74 Drayton St Bowden

11 am to 5 pm

Modern, Classic, Solo & Sidecars
Category prizes includes Best Bike Display
Cost: \$5.00 per entry or display

For information and entry forms call :
Mick or Kathy on (08) 8347 4641

“PICK YOUR DATE”
Motorcycle Riders Association of S. A.
Calendar of Forthcoming Events: Jan - March '98

JANUARY

Wednesday 22 nd
 Mid North Register General Meeting
 Hoyleton Hotel.

Sunday 25 th
 South East Register General Meeting
 Georges Southend.

Monday 26 th
 General Meeting 8:00 “The GOV”
 Port Rd Hindmarsh.

FEBRUARY

Thursday 5 th
 4B’s Meeting 7:30 pm Flagstaff Hotel
 Franklin St City.

Monday 9 th
 General Meeting 8:00 pm “The GOV”

Port Rd Hindmarsh.
 Monday 16 th
 Toy Run Meeting 7:30 pm “The GOV”
 Port Rd Hindmarsh.

Monday 23 rd
 Social Sips 8:00 “The GOV”
 Port Rd Hindmarsh.

Wednesday 26 th
 Mid North Register General Meeting
 Gulnare.

Saturday 28 th - Sunday 29 th
 Riverland Run for Childhood Cancer.
 Adelaide - Renmark.
 Ph:8265 5538.

MARCH

Thursday 5 th
 4B’s Meeting 7:30
 Flagstaff Hotel Franklin St City.

Saturday 7 th - Sunday 8 th
 Rivergum Rally (Via Renmark)
 \$8 Prepaid \$10 Late.
 Z owners Ph 08 8298 7762.

Monday 9 th
 Committee Meeting 7:30 “The GOV”
 Port Rd Hindmarsh.

Monday 16 th
 Toy Run Meeting 7:30 “The GOV”
 Port Rd Hindmarsh.

Wednesday 25 th
 Mid North Register General Meeting
 Brinkworth.

Monday 30 th
 General Meeting 8:00 “The GOV”
 Port Rd Hindmarsh.

APRIL

Thursday 2 nd
 4B’s Meeting 7:30 Flagstaff Hotel
 Frankiln St City.

Monday 13 th
 Committee Meeting 7:30 “The GOV”
 Port Rd Hindmarsh.

Monday 20 th
 Toy Run Meeting 7:30 “The GOV”
 Port Rd Hindmarsh.

Saturday 25 th - Sunday 26 th
 Great Escape Rally Marabel SA
 Ph 8396 3742.

Monday 27 th
 Social Sips 8:00 pm “The GOV”
 Port Rd Hindmarsh.

1998 WORLD ROAD RACING ROUND UP.

WORLD 500CC CHAMPIONSHIP.

March 29 th
 Shah Alam Malaysia.

April 5 th
 Suzuka Japan.

April 19 th
 Sentul Indonesia.

May 3 rd
 Jerez de la Frontera
 Spain.

May 17 th
 Mugello Italy.

May 31 st
 Paul Ricard France.

June 14 th
 Estoril Portugal.

June 27 th
 Assen Netherlands.

July 5 th
 Donington Park

Great Britain.

July 19 th
 TBA Germany.

August 23 rd
 Brno Czech Republic.

September 6 th
 Imola Italy.

September 20 th
 Catalunya Spain.

October 4 th
 Phillip Island

Australia.
See You There!!

October 18 th
 Jacarepagua
 Brazil.

October 25 th
 Buenos Aires
 Argentina

SUPERBIKE WORLD CHAMPIONSHIP

March 15 th
 Sentul Indonesia.

March 22 nd
Phillip Island
Australia.

April 13 th
 Donington Park
 Great Britain.

May 10 th
 Monza Italy.

May 24 th
 Albacete Spain.

June 7 th
 Nurburgring Germany.

June 21 st
 Misano Italy.

July 5 th
 Interlagos Brazil.

July 12 th
 Laguna Seca
 U.S of A.

August 2 nd
 Brands Hatch
 Great Brittain.

August 30 th
 A-1 Ring Austria.

September 6 th
 Assen Netherlands.

October 4 th
 Sugo Japan.

October 11 th
 Shah Alam
 Malaysia.