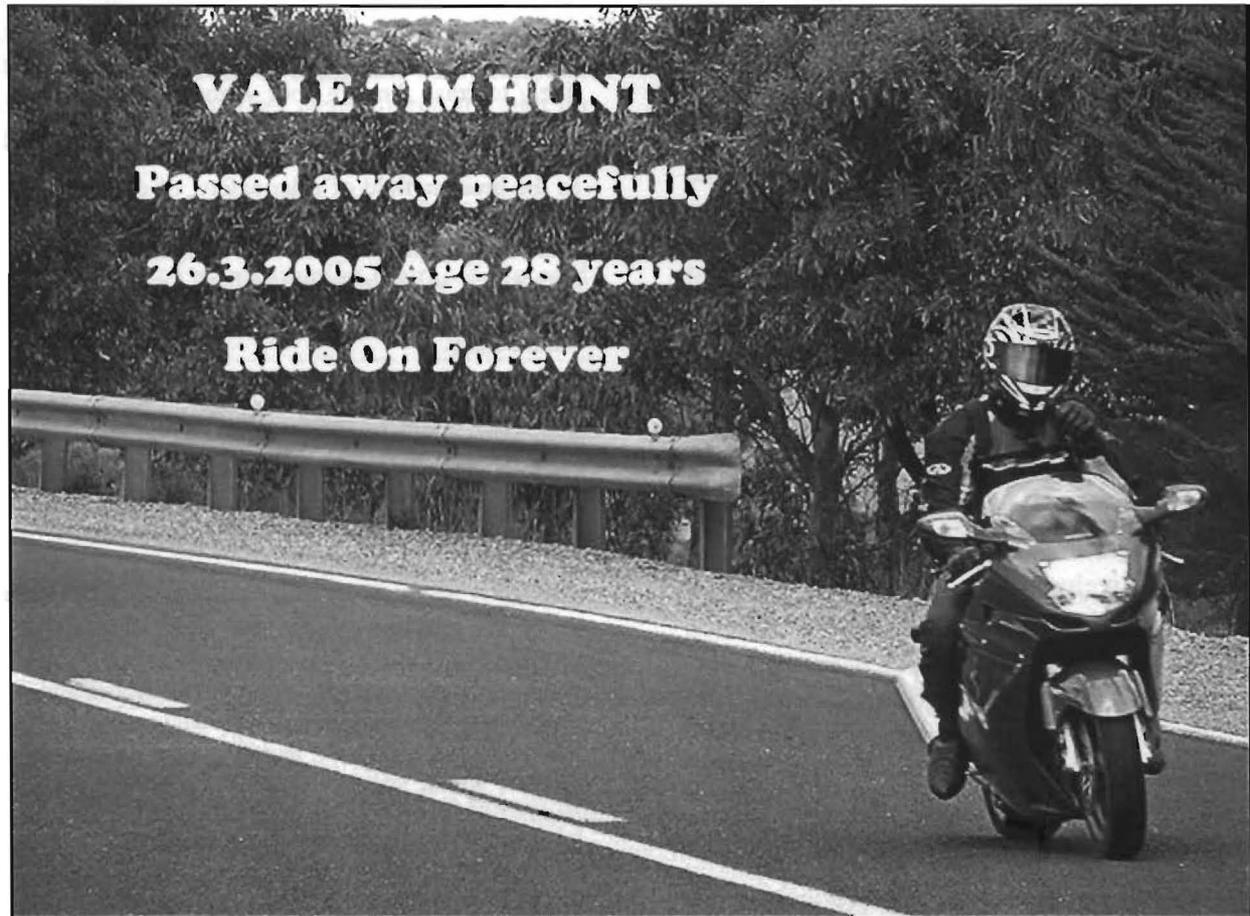


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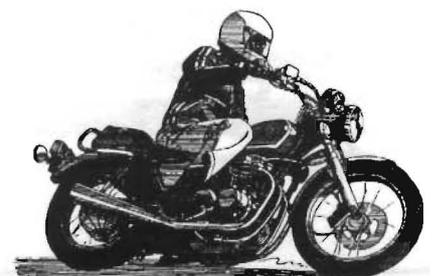
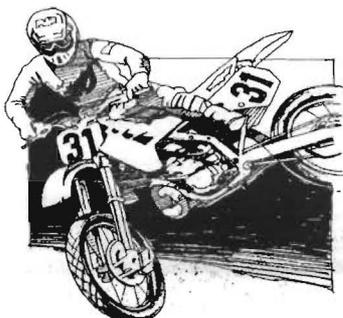
MARCH 2005



let those who ride decide

The journal of the Motorcycle Riders' Association of SA Inc. Printpost approved No. PP:530028/00014

IN THIS ISSUE : National Road Safety Action Plan. Samrats Runs.
Road Safety Issues. The H-D Phenomenon.
MRA Great Escape May 14-15



M.R.A.
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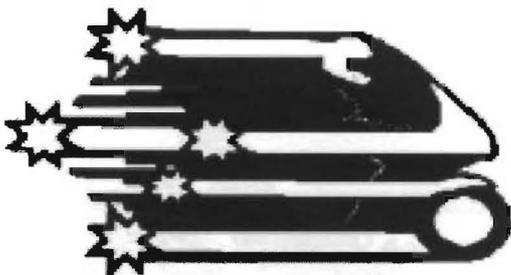
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EDITORIAL

In the news section here you'll notice an item about the windscreen pillars on new cars. Coincidentally (or perhaps not, given the MRA's main purpose in life), the previous issue of *Centrestand* contained a warning to motorcyclists regarding this.

The MRA has always advocated that drivers need to make a conscious effort to look out for riders, and to be aware of their vehicle's blind spots. Notwithstanding that most drivers don't think to look for us, however, it seems contradictory that manufacturers are building cars that improve the occupants' safety while making them more likely to crash through poor vision. Maybe styling is more important than motorcyclists' lives.

In the broader field of rider safety, of considerable concern to the MRA is that the SA Motorcycle Taskforce, set up a year ago by motorcyclists in conjunction with transport authorities to develop a unified, practical and focussed approach to safety, seems to be getting hijacked by the bureaucracy.

Initially, the rider groups were led to believe that not only would their input be integral to the success of initiatives conjointly developed by the members of the Taskforce, but that the motorcyclists themselves would have control of, and the final say over, the initiatives put forward.

The MRA has tried for many years to establish such a body under the auspices of the state government, with varying degrees of success. Two bodies have been established, and many areas of need identified. Although some work was undertaken, both bodies ultimately failed and other initiatives not adopted, largely due to a lack of funding (which, alone, speaks volumes for both the kind and the level of commitment available for motorcyclists' safety).

We now find that, in the development of the SA Motorcycle Safety Strategy, pet ideas favoured by the government, such as Lights On, which we fought against from 1990 to 1996 (and won), and lurid clothing (we reckon no amount of bright clothing will enable us to be seen if drivers don't look for us) are sneaking into drafts which have previously been OK'd by the riders,. It will also look like we support these ideas.

Of further concern is that an MRA recommendation, supported by the other rider groups, to drop the 250cc learners limit in favour of a power-to-weight ratio limit with no capacity restriction has not been adopted by the government, despite previous agreement to it.

On top of these things, the meetings have been moved from evenings to daytime. Some motorcycle delegates can't get to the meetings now due to work, so they are being excluded from the Taskforce.

Aren't we gullible. We thought consultation meant listening to us.

Ride on, read on, and write in **Peter Mount**

Everything in moderation, including moderation

NEWSPEAK

Spinal Injury a Risk for Riders

A report into transport-related spinal cord injuries, released by the Australian Institute of Health and Welfare, shows that cyclists and motorcyclists account for around one quarter of the total.

Raymond Cripps, a researcher at Flinders University's National Injury Surveillance Unit, said the high proportion of young men being injured in relation to the number of motorcycle crashes suggested risk-taking behaviour could have been to blame for many injuries. However, many motorcyclists were injured through no fault of their own.

"As motorists, we obviously need to become more aware that these cyclists and motorcyclists are on the road, and we need to avoid running them off the road or slamming into them," Dr Cripps said.

Ministers Endorse Road Safety Plan

Australia's transport ministers (the Australian Transport Council – ATC) have endorsed the National Road Safety Action Plan for 2005-2006, which sets out measures for governments to adopt to reduce death and injury.

Broadly, these measures focus on:

- Safer roads and roadsides by informing the public of the relative safety of different roads, applying cost-effective measures on high traffic volume / high crash roads, applying road-based countermeasures to reduce fatigue crashes, extending Blackspot programs, eliminating unsafe roadside plantings, shoulder sealing, and addressing the needs of all road user groups including pedestrians, cyclists and motorcyclists in road construction and maintenance.

- Safer speeds using enforcement, more hidden cameras, speed control technology, deterrence programs, speed/distance averaging (already in place for the road transport industry), lower speed limits, and frontal ID for motorcycles.

Note: The ATC believes that "a small, but vocal, section of the community (is) intent on perpetuating harmful myths:

- that moderate speeding is not a safety issue;
- that speed management measures do not reduce road trauma;
- that speed enforcement activities are principally designed to raise revenue."

- Safer vehicles using things like daytime running lights (DRLs), computer-controlled vehicle systems, speed control systems and automatic numberplate recognition technology.

- Safer road users through education, licensing and enforcement, and action on alcohol, drugs and fatigue. Discouragement of the use of hands-free car phones (AMC opposes their use on the grounds of distraction; this position is supported by research at Reading University in 1996), and encouragement of older road users to stop using the road.

- Other initiatives such as improving data acquisition and railway crossings.

All up, for motorcyclists, the Action Plan discriminates against riders in some areas, while hinting at benefits in others. Some issues of concern to us, such as mobile phone use, are mentioned, though with little conviction, while others, such as better driver training and awareness and better rest areas, are absent.

Motorcycle-friendly roadsides and street furniture will go a long way towards improving our safety but, realistically, the benefit-cost ratio of such programs is unlikely to see such desirable objectives realised. In other words, motorcyclists will probably continue to be a marginalised group at the tail-end of road safety funding.

Brake Ocean Road

Motorists have been forced to slow down to 80 kph over the 76 km stretch between Anglesea and Apollo Bay. Victorian Transport Minister Peter Bachelor said, "We want to make it a safe, leisurely cruise rather than a dangerous speedway. Seven people have been killed on the Great Ocean Road since 1999, and more than 312 injured, and we want to reduce the risk factor." (*Um, how many more? ...Ed.*)

Mr Bachelor also said about 45% of the fatalities were motorcyclists, which was not a normal ratio compared to the rest of the state. "The ratio is inexplicably high because people take risks and get over-excited by the drive, its twisting nature and scenic terrain," he said. (*If it's inexplicable, why are they changing the speed limit? And when it's a good day for riding, everyone is out there and you're lucky to get over 40 kph...Ed.*)

Phone Warning

Do not push 90# on your home phone. An individual identifying himself as an AT&T service technician has been claiming to be conducting tests on telephone lines. He has been instructing homeowners to dial 90# then hang up.

Telstra has confirmed that by dialling 90#, you give the requesting individual full access to your telephone line, which allows them to place long distance telephone calls billed to your home phone number. (*Thanks, Marlene Kimber...Ed.*)

Barriers Kill and Maim Riders

Information provided by AMC member groups indicate that, to date, there have been five known motorcycle deaths attributed to Wire Rope Safety Fence (WRSF) – two in Victoria, two in NSW and one in Tasmania.

Most recently, a rider of 30 years' experience crashed into a wire rope barrier near Montrose, Tasmania, sustaining a fractured vertebrae, broken leg, broken ankle, split liver and collapsed lung. His son has called for an urgent review of traffic barriers on Tasmanian roads, saying his father's injuries could have been significantly less if the barriers, made out of tightened metal cables, were replaced.

However, Tasmania has many old single-cable barriers, and it is not clear whether it was this type or WRSF which the rider struck. *(Probably WRSF, as the other sort aren't tensioned. Either way, they're both deadly...Ed.)*

W-Beam is also an ongoing problem for riders, with a beheading in NSW eighteen months ago, another in Queensland just eight months ago, and frequent amputations.

Some motorcycle groups believe there is a conflict between the road authorities' distinction between "safety" and "asset management", leading to a condition known as "plausible deniability", wherein the authorities can claim insufficient data to determine the degree of danger a potential hazard poses.

Car Styling a Problem for Motorcyclists

Research by SGIC Insurance indicates that the trend in modern car design for shallow-sloping windscreens has resulted in a significant increase in the width of the windscreen pillars with a commensurate decrease in driver vision.

Ray Pederick, SGIC state manager, said that some crashes could be avoided if motorists were more aware of their blind spots.

This means that motorcyclists have to be even more vigilant to survive. *(Is that possible? There's a limit to what one can do to counteract ignorance and incompetence...Ed.)*

SA Motorcycle Safety Strategy

The Motorcycle Taskforce is still deliberating over the draft Motorcycle Safety Strategy before forwarding it on to the SA Road Safety Advisory Council, headed by Sir Eric Neale, for approval.

It appears there are a number of recommendations in the document which are causing some concern among the motorcycle representatives on the Taskforce, such

as advice to ride with lights on and wear brightly-coloured clothing.

The MRA claims that the benefit of such practices is dubious at best, given that the majority of global research indicates that (in particular) daytime running lights (DRLs) on motorcycles do not improve motorcyclists' chances of being involved in a crash. More weight is given to this position through the MRA 4B's statistics which show that, although around 62% of motorcyclists ride with their lights on, 80% of those who crashed and were hospitalised were using DRLs.

A key recommendation of the MRA and other rider groups to replace the 250cc capacity limit for learners with a power-to-weight ratio limit has not been supported by the current government.

Motorcycles: When They're Gone, They're Gone

Seven percent of all stolen vehicles reported in 2004 were motorcycles, according to the National Motor Vehicle Theft Reduction Council.

Although it is thought that many bike thefts are not reported due to relatively low values, low levels of insurance and registration status, police reporting remains the most reliable basis for identifying overall trends, if not for recovering the vehicles. Police received 6,011 reports of motorcycle theft in 2004, a 1% increase over the previous year.

Compared to the 2004 recovery rate for cars of 76%, motorcycles had an extremely low recovery rate of 29%, indicating that they are primarily targeted for profit. Unregistered bikes had a recovery rate of just 17%, with Honda and Yamaha making up 60% of those stolen. Almost half of all bikes stolen were manufactured from 2000 onward.

Drunk Pedestrians

About 5% of people killed on Australian roads were pedestrians with a blood alcohol concentration (BAC) of 0.05%, with 0.20% being common. Many had been drinking with friends for six hours or more. About 80% had a BAC over 0.15%, with 30% over 0.30%.

The pedestrians had been walking along the road in 30% of cases, 20% were lying on the road, and 5% standing close to the edge of the road.

"I've been stone deaf for the last 15 years," a Melbourne customer wrote to a pharmaceutical company. "However, after using your ear ointment for only two weeks, I heard from my brother in Queensland."

ROAD SAFETY ISSUES by Les Dicker

The recent concerns expressed in the Australian mainstream media about the use on public roads of mini moto motorcycles (also known as monkey bikes) has also got authorities concerned in other countries. I have recently read an article in the magazine *Popular Mechanics* (October 2004), dedicated to such machines which the Americans call pocket bikes.

It was noted that such inappropriate use in New York brings on severe penalties as the NYPD has a range of ten violations to choose from when pulling over one of these motorcycles. The list consists of no indicators, no headlight, no horn, no rearview mirrors, no number plate, muffler too small to satisfy noise pollution laws, lack of registration and insurance, improper lane changing and reckless driving! In the worst case the fines given out for these offences could total \$US2250!

SAPOL (SA Police) has issued a leaflet to show which vehicles are permitted to be used on public roads in SA, and whether they need a licence and registration in order to use them. Of course, the problem that affects all motorcyclists about this is that anyone using one of these machines on a public road who is involved in a crash will be included in the motorcycle accident statistics! And to the general public anyone making a nuisance of themselves on one of these bikes in a shopping centre, or on a footpath, will be considered a motorcyclist, and we will get blamed for it!

The recent changes to speed limits around SA have not managed to improve the poor driving skills of the average motorist. I've had many a driver blocking the roadway by doing 40 or 50 kph in a 60 or 80 kph zone. The higher speeding road users now seem to have no regard at all for any marked or unmarked speed limits, and it's not really surprising. After all, if you have been travelling along a road in your area at 60 kph all your life why is it now suddenly unsafe to do so? Apart from the new randomly generated lower speed limit that's been imposed on that particular roadway, nothing has been done to improve the road conditions or the user's skills.

The roadside furniture needs to be more rationally examined by those involved in constructing and maintaining our roadways. We usually express our concern about wire rope barriers, but there are plenty of problems being created by the bad placement and maintenance of many other items.

One of the most common problems is the roundabout traffic island covered in so much foliage that it is impossible to see approaching vehicles, and, of course, any approaching vehicle cannot see you either.

A pedestrian refuge close to where I live has been placed in the centre of the road next to a bus stop. When a bus is at the stop it effectively blocks the road making it impossible to pass. It's only a matter of time before someone will attempt to pass a bus in this situation and crash into the steel and concrete barrier placed in the roadway, or collide with oncoming traffic.

Of course, there's the seemingly endless struggle against roadmarking paint and crack sealant that gives so many problems when wet. This has been an ongoing sore point with all motorcyclists for many years and yet still the authorities are ignoring our concerns.

Ride safely and stay alert.

HARLEY RIDES TO HEAVEN

Harley riders have their share of detractors because of the rigs that they ride, image wise, performance wise and historically. The hog has been vilified and praised for as long as we can remember. Most hog riders however, wouldn't ride anything else and the Harley has become synonymous with motorcycle riding in the eyes of the general public. When told that you ride their first question often is "Do you ride a Harley?", and for many of those older riders getting back into it the dream fulfilled is to blatt down the road on a hog. Why, the Japanese even copied the styling and some tried to copy the sound, which led them to court and I never did hear the end of that story.

Harley-Davidson did have its lean years however. Poor quality, lack of innovation and stiff competition from the Japanese market led to near bankruptcy in 1985. It turned itself around through a concentration on quality, tariffs and faith in its workers and confidence from its enthusiastic customers. It first focused on its US market and then with some clever marketing (including a stock market listing – current value over \$60US a share) sold itself once again to the world with such an upsurge that today the HD company can boast of having produced 19 consecutive years of record revenue and profits (2004 : 317,289 bikes, revenue \$5 billion US [\$6.3 billion A] and a net profit of \$889 million US)

The point of all this info? Well, compare the HD company with General Motors for example, and you will find that even though it built 8.99 million vehicles last year (28 times that of HD) and had a turnover of \$193 billion US resulting in earnings of only \$6.9 billion US. In terms of current market value that means that HD (\$17.7 billion US) is now worth more than GM (16.2 billion US) and on current trends it seems that it will only get worse for GM and better for HD. Don't you wish that you had bought some HD shares in 1985?

Harald Lindemann

Thanks to the Australian (4/2005) for some of the info.

*Youth is wasted on the young, but age
is a high price to pay for maturity*

VALE TIM HUNT

Tim Hunt (28 y.o.) passed away peacefully at home on the morning of March 26.

Although you may not know Tim I believe you may like to know about him and who he is to the SAMRATS (SA MRA Touring Squad).

Tim was instrumental in rejuvenating SAMRATS. It was Tim who, in the early days, set up most of the runs that we now enjoy; his enthusiasm and inspiration kept us all going. He wasn't going to let leukaemia or the treatment of it keep him from throwing his leg over his much beloved Blackbird - his pride and joy.

He loved to get out as often as he could and ride with anyone who wanted to tag along. This has always been and always will be the SAMRATS philosophy: that all riders are welcome to ride along.

In the last twelve months Tim was not able to get out and ride along with us but he was with us every step of the way, and watched as SAMRATS grew to what has become today a great social group of over 100 riders who meet up and enjoy each others' company riding around some of the greatest roads in Australia.

He enjoyed all the pictures we took and loved it when we went around to his house and gave him a rundown of the day's run.

Tim was blown away at the success of what we started and the progress SAMRATS had made in such a short time.

Tim's life continues through SAMRATS and his wife and soulmate, Ros.

Bryan White



Many of Tim's mates provided an escort from the funeral parlour at Ridleyton to Enfield Cemetery



Tim's two loves: Ros and his Blackbird



A police escort and green lights the whole way ensured an arrival at Enfield Cemetery en masse

The South Australian Motorcycle Riders' Association Tourers was formed in 1984 to cater for the social side of MRA membership. The acronym SAMRATS was coined by Sue Engel (her name at that time) who, with her artistic flair, created the 'rat' logo.

SAMRATS members paid a joining fee as well as their MRA dues at that time to enable functions to be put on, like barbies at the end of rides. It probably became a bit cumbersome, organised and expensive for most members, who eventually lost interest.

Then along came Tim in 2002, who looked at the previous structure and, with mates Bryan and Matt, took a new approach. He added "Squad" to the name, came up with a brilliant and modern logo which still incorporated the original 'rat', arranged runs at least once a month, and introduced the idea of 'spontaneous' runs which could be quickly organised via e-mail – even the night before.

Significantly, Tim thought that every MRA member should belong to SAMRATS at no extra cost, that other motorcyclists should be welcome to ride with the SAMRATS in the true spirit of motorcycling's camaraderie, and that the whole objective should be to have fun. The only condition from the past is that SAMRATS membership can only come through MRA membership.

RALLIES AND SAMRATS RUNS**May**

- 6-8 **Swagman Rally** Meataxe 8540 2172
 14-15 **MRA Great Escape** Marrabel.
 Les 8262 2209
 22 **SAMRATS Aceh Mannum Ride**
 BP West Tee 9 a.m. Leaves 10 a.m.
 28-29 **Wanbi Pub Run** Badge, spit roast, brekky.
 \$15/\$18. Grot 0412 602 272. Tony 8298 7762

June

- 10-12 **Wintersun Rally** Mildura. John 03 5023 7218
 19 **SAMRATS Run** TBA

July

- 2-3 **FTMA Back to Basics Rally** 8364 4377
 15-17 **MRA Radiata Rally** Mt Gambier
 South-East MRA. Frank 8765 1030
 30-31 **Rhynie Pub Run** Aiden 8346 4071

August

- 12-14 **Alz Mallee Rally** Sedan
 Meataxe 8540 2172. Sleaz 8535 4281
 19-21 **Wombat Rally** Warnertown. Mark 8364 4377

September

- 9-11 **Ghost Town Rally** Silverton
 Sylvania 8088 1192
 16-18 **MRA Bushpig Rally** Crystal Brook
 Mid-North MRA. Greg 8865 2120

October

- 14-16 **MotoGP** Phillip Island. Tag along with
 SAMRATS Matt (0431 683 130) and Bryan
 (0419 818 448). Staying trackside again
 30 **WIMA Pink Ribbon Run**

November

- 13 **SAMRATS Five Ferries Poker Run** Povey
 Motors 140a Tolley Rd St Agnes 9 a.m.
 Leaves 10 a.m. \$10 inc. badge. Hands \$5 ea.
 26-27 **CMA No Show Rally**
<http://www.geocities/noshowrally/>

December

- 11 **MRA TOY RUN** Departs Glenelg 11 a.m.
 Entry by toy or gold coin



*Riverland Run, Feb. Paul Morgan & Dave Vaselli
 (dubious characters, at best):*



Riverland Run: Follow the (police)Leader



Riverland pause that refreshes

2005 GREAT ESCAPE RALLY 14/15 MAY ADELAIDE CUP WEEKEND

STILL GOING STRONG AFTER 13 YEARS

\$15.00 **MRA Members Free** – show your membership card

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

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

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

The site is about 4k off the main road between Marrabel and Kapunda.

The turnoff is signposted 3k South of Marrabel on the right or 10k north of Kapunda on the left

Presented by the Motorcycle Rider's Association of South Australia Inc.

SAMRATS BRYAN AND MATT'S BIG ADVENTURE: 2004 Phillip Island MotoGP

Well it finally happened this year; I actually got to Phillip Island for the MotoGP.

The trip for the last 4 years had been cancelled for various reasons but this year come hell or high water I was going. The Blackbird nearly didn't let me as the regulator finally let go with a couple of days to go. Hell, what was I to do? But to Bikelec's credit they quietly went about their work and got my bike going.

Thursday came around and at 4.30 a.m. I was off to collect Matt on his 600 Ninja. First stop Tailem Bend then Bordertown and after that the slowdown to 100 kph, as we had been warned that the Victorian police were watching the bikers all the way to the Island. We only saw a few police: one at Murray Bridge and four in Vic, with only one on the hair dryer.

The rest of the trip was uneventful except for the numb bum starting to settle in at the last 30 km, or was that anticipation of getting off the bike after 13 hours!

We were greeted at the Island with the smiling faces of officials and after swapping the vouchers for armbands we went to set up the tents trackside and were immediately entertained by the colourful characters already at the site. Not much sleep unless you had the earplugs in, but without doubt this is the only way to have the total Philip Island experience. Four days of unforgettable memories.

Mid-North Register Meetings

May 19	Brinkworth
June 16	Bute
July 21	Spalding
August 18	Redhill
Sept 15	Crystal Brook
October 20	Georgetown
November 17	Burra

The only gripe Matt and I had was that only Rossi's, Bayliss' and official merchandise was available. Where were all the other teams' merchandise? We both were hoping to go home with gearsacks full (although there were a lot of exhibitors' freebies).

Monday 5.30 a.m: pack all the crap back into the bags and head home via the Great Ocean Road, Mt Gambier overnight and home on Tuesday, but did we have some fun on the twisty stuff before Apollo Bay!!

This is where the trip went pear shaped! We got about 10 kms from Apollo Bay when we were pulled over into a parking bay with other riders and a few cars to let a cycle race go by. The riders and officials went

past and we all thought the road was clear, so after some time we all moved off.

I was in the lead and into the next corner to my surprise a motorcycle officer was coming towards with more riders and officials behind him.. He was on my side of the road waving his arm at me and yelling "GET OFF THE ROAD!" It was either hit him or try to get off the road. How I missed the barrier then unceremoniously came to rest in the grass and mud and not ending up going down the side of the hill I don't know!

Some of the cycle officials came to help me get the bike up and they said they "couldn't believe he had ridden at me". The other officer who was at the back was very uninterested and said that the officer was "just doing his job clearing the road". He did that alright, at whatever cost, potentially injury or even my life! My poor bike ended up looking like it had been in the wars: broken mirror and all scratched.

18 hours later, over coffee and Tim Tams, I was explaining that, "No Dear, I wasn't speeding. Seriously, it was the copper."

We're going back again in October this year. Come and ride with us.

MANNUM RUN

Sunday 22 MAY 2005

The SAMRATS In conjunction with Network for Tsumani Aceh Inc.

Riders gather at the BP petrol station, West Terrace 8.30-9.00 for munchies. Ride departs 10.00am sharp. Lunch at the Mannum Oval, food and drinks will be available.

Limited Edition Badges \$10.00

"We Ride For The Children of Aceh"

A lot of Children escaped the wave that took away life as they new it that day. They did so on the back of motorcycles, for many their only means of escape. It therefore seems fitting that those who ride bikes can help them. Photos on the day will be taken and sent to those children we are helping, to show them they are not alone.

For more information : Matt 0431 683 130, Bryan 0419 818 448 or Clive (AIM) 8298 5952

AMC REPORT

By Peter Mount

Lights On (again)

Daytime Running Lights is on the discussion list as the next great accident prevention scheme for governments. It appears that they may be effective in a minor way in countries that have low ambient light levels, i.e. those at very high latitudes, such as Norway or Sweden. Equally, they appear to have almost no effect in countries with high natural lighting levels such as Australia.

However, in keeping with the usual "lets be like Europe" approach, the evidence from Norway or Sweden will be used to justify an ADR (Australian Design Rule) for DRLs for new cars. This is part of the "must be seen to be doing something" syndrome.

Lights-on for motorcycles has not been able to clearly demonstrate crash reduction, but there is an increasing level of concern that the introduction of DRL's for cars will seriously compromise motorcycle safety. In low light conditions, DRLs may increase the ability of a driver to detect another vehicle (if they are looking), but the risk is that riders will be lost in a sea of lights.

Motorcyclists argue that increased driver vigilance is the key, a claim that is supported by an 11% crash reduction following a recent motorcycle awareness program in NSW.

Standards Australia (SAA) Roads Signs and Traffic Signals Committee

The committee has reviewed the AustRoads Guide to Rural Road Design which includes recommendations that will benefit motorcyclists, such as:

Rest Areas: Upgrading to a far more satisfactory standard (closer to motorcyclists' needs), and spaced at 45 minute driving time separation.

Barrier Systems: The committee cited the Barrier Standard's advice that "safety barriers are used to shield hazards that cannot be reduced or made more forgiving. The barrier itself is a hazard and accordingly should only be used when it is less of a safety concern than the hazard the designer is trying to shield. Road safety barrier systems may be considered for use only after they have been satisfactorily crash tested, computer simulated or designed by other professionally accepted methods that demonstrate acceptability to meet AS/NZS 3845/1999".

The committee also reviewed the Guide to Traffic Engineering Practice: Part 4 (which deals with road crashes). Many motorcycle-specific improvements are expected to be included in the new guide.

SAA Road Marking Paint Committee

Revision of the Standard has been completed, with some significant and some modest benefits for motorcyclists.

The most significant is that the Standard now defines a minimum skid-resistance requirement of be 45 BPN (British Pendulum Number – the higher the better; e.g. black ice has a skid resistance of 19 BPN and a new spray seal pavement will have up to 70 BPN).

This means that thermoplastic will probably not meet the Standard, even with the addition of glass beads. (Glass beads give the paint surface a deeper texture which allows surface water to drain more quickly, thereby enhancing its friction properties)

Don't get too excited, though. The Standard also says that "Whilst the addition of glass beads may increase the frictional characteristics, the resultant skid-resistance levels may not satisfy the requirements of all road users". In other words, things will be better, but not best, for motorcyclists encountering road marking paint.

In short, continue to avoid it whenever possible.

Barrier Systems Manual Non-Event

During the 5-year development of the Road Safety Barrier Systems Standard, published in 1999, the SAA committee identified the need for an accompanying manual which would explain to road engineers how best to interpret and apply the Standard in relation to a variety of conditions (climate, topography, traffic management, road infrastructure etc.) and the needs of specific road user groups (with a strong focus on motorcyclists).

Five committee members worked on this document for the next 5 years, eventually producing, in 2004, a draft manual of over 300 pages. As a matter of protocol, prior to publishing it SAA ran it by AustRoads, the national roads authority, to ensure it did not conflict with any AustRoads publications or principles.

AustRoads canned it on the grounds of unacceptable terminology and specificity, despite a number of rewrites to satisfy that entity's criticism. In a word (or three), the manual called a spade a spade and pulled no punches in its advice to road engineers, and focussed exclusively on road users' safety at the expense of political niceties. Ironically, most of the people who compiled the manual were road engineers themselves, and eminent in their field.

Now, could you just explain to us again why the injury and fatality rate of motorcyclists (and other road users) isn't going down?

BIKER ALLY RIDES TO OZ

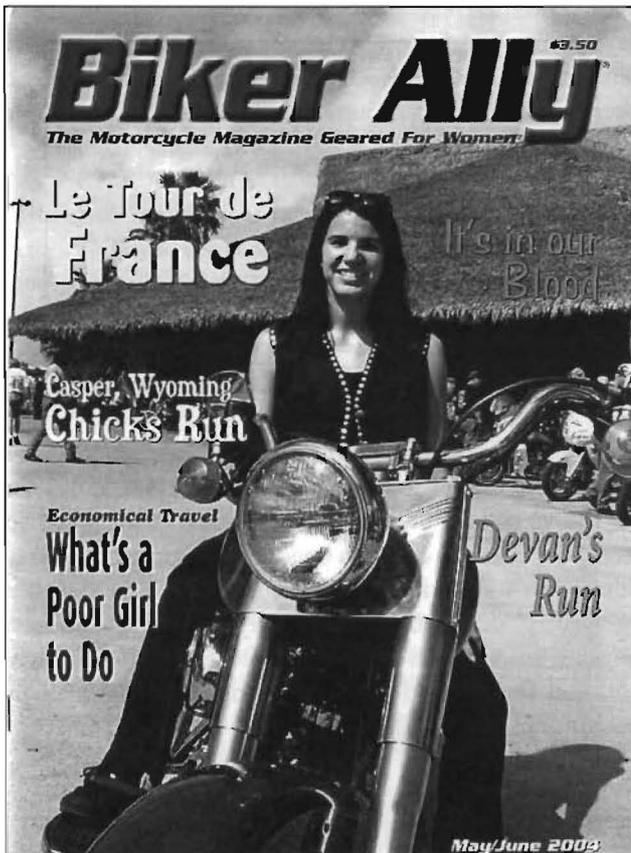
Biker Ally is a motorcycling magazine for women. It seems that most of the things that women like about motorcycling are the same things that we guys like about motorcycling, so I really enjoyed reading it.

It is a glossy 36 page mag in full colour with skads of advertising (I guess that the market is taken seriously in the USA). The magazine is US based so most of the stories and articles are also US based, but that shouldn't stop Australian women from writing about their experiences and sending them in.

It has stories about runs, repairs (The Bench Wrench Wench), issues, experiences, safety, clubs, (Women on Wings), products and what's on. It's slick, entertaining and readable. My guess is that if this magazine makes its way into the home of any of you lady bikers out there then you will have to fight your man for reading rights when the new issue comes out.

Subscription details : call Kendrea Rhodes on 0438 019 400 or email kendrearhodes@aapt.net.au or check out www.bikerallymag.com
Cover price is \$3.50 US per issue. What that means as an Aussie subscriber you will have to find out.

We have two copies to give away. For a copy, write an article (300-500 words) about your experiences as a woman biker that we can print in the June issue of Centrestand. Deadline 3rd week in May.



MRA FAX NUMBER

The MRA has a new fax number and guess what? It's the same as our phone number 8262 2150 . Now we only have to pay for one phone line. When you send us a fax you don't have to do anything different. The fax machine will pick up that there is a fax coming through and instead of a call and will pick it up.



Brake lockup, anyone?

An exciting historical fact you should know about shipping manure: From the 16th to the 18th Century, particularly during the period immediately after the commencement of the Industrial Revolution (1760), and before railway, ships were relied upon to transport trade goods throughout the known world. It was also before the invention of commercial fertiliser, so large shipments of manure were common. It was shipped dry, because in that form it weighed much less than when wet, but once sea water hit it, it not only became heavier, but the process of fermentation began again, of which a by-product was methane gas. As the stuff was stored below deck in bundles which could not readily dry out, methane would build up, and the first time someone came below with a lantern, BOOM! Several ships were destroyed in this manner before it was determined what was happening. After that, the bundles of manure were always stamped with the term "Ship High In Transit", so that any water that came into the hold would not reach the volatile cargo and start the production of methane. Thus evolved the term "S.H.I.T.", which has come down through the centuries and is still in use to this very day. You probably didn't know the true history of this word. Neither did I. I always thought it was a golf term.

Of all the things I've lost, I miss my mind the most

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

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

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(Cut out or photocopy and hand it on)

OFFICE USE ONLY

<u>Meeting</u>	<u>Run</u>	<u>Magazine</u>	<u>Function</u>	<u>Other</u>
<u>Card issued</u>		<u>Stock Issued</u>	<u>Entered</u>	

MEMBERSHIP FEES (circle one):

	<u>Standard</u>		<u>Concession</u>
	Single Family		Single Family
1 Year	\$20 \$30		\$16 \$24

2 Years -\$38 \$57

3 Years -\$56 \$85

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I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc.. (Constitutions are available from the Secretary)

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