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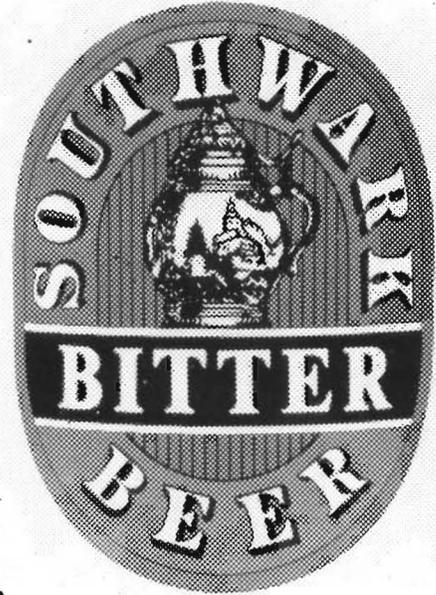
OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INC. Registered by Australia Post. Publication No. SBH 0799

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SEPTEMBER 1986

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COVER PHOTO:
Winning Entry in our
Photo Competition -
A.L. Bridges (Kimba)

M.R.A.

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EDITORIAL . . .

Good day!

Who said that this magazine wouldn't last this long? This being number eight in two years.

Thanks must go to those who sent in photos for the photo competition held over the last six months. The winning photo is on the front cover sent in by A.L. Bridges from faraway in the State's west coast of Kimba. Some of the other photos can be viewed elsewhere in this magazine.

Thanks again for the articles from the members without which this magazine would not function so keep all those articles coming in.

So till next time (if voted in at the A.G.M.).

Tom, Milo & Sharon.

PRESIDENT'S REPORT

(Act I, Scene 1)

YOU: Psst. Wanna join the MRA?

Easygoing Motorcyclist, but Unaware: I'm already in the Motorcycle Republican Army.

YOU: Not that one, the other one.

EMU: I'm in the Motorcyclists Renowned for Apathy group, too.

YOU: Nah, nah, not that one either. This one.

EMU: Why should I?

YOU: We look out for ya.

EMU: How?

YOU: We rap on with the Government and other people so yer get a fair go, and we get things for bikers yer would not get by yerself.

EMU: Like what?

YOU: You name it.

EMU: O.K. mate, I'll fix your little red wagon. Waddaya doing about more city parking for bikes?

YOU: We've already done it. Listen, mate, a few years ago there wasn't any special parking for us. Now there's a whole stack of half hour bike parks and quite a few all day parks which don't cost you a brass razzo. Car drivers have to pay for theirs. We're better off than any other city in Oz. In Perth you can't even park yer bike in a car park.

EMU: Yeah, well. Waddabout this noise thing? I don't want me Harley wiffing around like a detuned Volvo with diarrhoea.

YOU: The noise thing's been fixed. It won't come in 'til March '88, and then it'll be the same as what's in Europe, which is not nearly as bad as the one that environmentalist group was trying to lay on us. If it weren't for us you'd be pushing yer Hog around sayin' "Ker-thump, ker-thump," and then you'd most likely get booked for sayin' it too loudly.

EMU: Hum. Well, back in 1980 I had to go for second test to get me full licence, as though just stayin' alive long enough to get it didn't prove that I could ride. Is that still the same?

YOU: Nah. We felt the same way too, and got that law changed back in '82. All ya haveta do now is apply for a change in yer licence class, from 4A to 4.

EMU: O.K., O.K. But why should I have to ride around with me headlight on in the daytime if I don't wanna?

YOU: Ya don't. We stopped that move in '84. Just as much evidence against as for, probably more.

EMU: Well, front number plates are bloody dangerous. Oughta be banned. Slice you open quick as a flash in a prang. What about them, eh?

YOU: Where ya been, man? We got that law changed in '81. Ya don't haveta put 'em on any more.

EMU: Mirrors, then. Convex mirrors. Some people like 'em, some don't. Why should Government people tell us what's best for us when they don't even ride themselves?

YOU: Not any more, me ol' mate. That was changed too, back in '81.

EMU: How 'bout this "Keep Left" law, then. Bikers shouldn't get booked for ridin' where it's safe. I sure as hell

aren't gunna ride next to the kerb and get knocked off twice as often.

YOU: We weren't able to change that law, mate, on account of it affects a whole lot of different areas, but we got a precedent set in court in '84, and a memo was sent to all the copshops explainin' the problems we 'ave on the road and askin' 'em to give us a fair go, which seems to 'ave worked.

EMU: Yer getting anywhere with steel plates on th' road? Damned dangerous things.

YOU: They're bitumenising 'em now.

EMU: What if I get knocked off me bike, or need to go to court for some reason? I can't afford these fancy lawyers' prices. I don't earn a real big quid, ya know.

YOU: We've got our own lawyers now, mate. Bloody good people. They're bikers too. Do the right thing by yer, alright.

EMU: Well, it's a bit rough on bikers when fuel rationing is on. Bikes sometimes can't go two days without filling like this crazy odds and evens system makes us do.

YOU: No worries, old cock. We got bikes exempted from fuel rationing almost as soon as it came in. You can fill up whenever ya want.

EMU: I've got yer here, sport. I read some time back, 1980 I think, where the Government repealed that stupid 80 K limit law on riding in th' country with a pillion. Now don't tell me your crowd did that too!

YOU: Yep.

EMU: Strike a light! Big on road safety, aren't yer? What about rider training? Some poor turkey buys his first bike, says, "How do I ride it?", is told "This makes yer go, this makes yer stop, this changes yer gears, good luck, see ya in a year if yer still alive." What about that, eh?

YOU: Been workin' on that for three years. Pre-licence rider training's comin' in January '87. None too soon, either.

EMU: What else ya workin' on?

YOU: Differential speed limits, motorcycle hazard warning signs. . .

EMU: Workin' on Third Party too, I s'pose?

YOU: Yeah, we're into that in a big way.

EMU: An' gettin' nowhere in a big way, as usual. How many protest runs you had now, five? I remember you started here in '79. You had a protest run in November 1980, another one in April '81, Mayday in '82, another in Feb '85, the Election Run in November '85, and what-aveya got for it all? Zilch, zero, sweet Fanny Adams, nothin'! Nothin' except rises, that is. Seven years you been workin' on it, and still nowhere! Why should I join your mob when you can't come up with the goods? Tell me that!

YOU: O.K. mate, fair crack o' the whip. I'm getting pretty cheesed off with yer attitude. So you expect us to win at everything we do. Well, just for the record, we have won at everything we've done, no thanks to you! Sometimes they're big wins, sometimes they're not so big, but every time we're a bit better off than before. 'Ere we are fighting yer battles for yer, an' all you can

do is ride away complainin'!

We've only got so many people to do the work for all you lot, so if you don't reckon we're doing enough, even after all these things I just told ya, than pull yer own finger out and give us a hand, and we'll get more things done, and quicker.

You say we're gettin' nowhere on Third Party! Well, lemme tell ya, mate, if ya think that yer a brick short of a load! One rise of 25% we got knocked down to 15%, another of 20% we got down to 12½%, and when yer lookin' at over \$200 for premiums back in '81, that's a lot of bike payments we've saved yer!

The Mayday Rally got us a seat on the Third Party Premiums Committee and that's what got us those smaller increases. And that's not the half of it! Thanks to Bruce Denson and Paul Edstein, who are our Third Party reps, we've had our biggest win yet, and I mean real win. As of July Third Party's gone up another 20% for everyone, right? Wrong! big bikes didn't go up a cracker, and why? Because our guys found that SGIC's figures were all screwed up, and now there's a big hullabaloo in the Government about it, and until that's sorted out, big bike premiums stay where they are, which is part of what Keneally promised at the Election Rally.

If it weren't for us, mate, you'd be paying over \$380 for Third Party insurance on yer jolly Harley. So when we say we're workin' on something, it means we're workin' on it, not just sittin' on our butts twiddlin' our thumbs inbetween protest runs!

EMU: Streuth! Sorry mate, I didn't know all that. Still, it's yer own bloody fault for not tellin' everybody loud enough.

YOU: We aim to fix that, but it's yours too for believin' the knockers. Some people don't like th' way MRA's run, and some people don't like some people, but yer still gotta have faith, mate. All we're about is gettin' a fair go for bikers, Now are yer in or out, and if yer out yer on yer own.

EMU: Reckon you're right. O.K., I'm in. Where can I join?

YOU: Just happen to have a membership form here, matey . .

EMU: By th' way, whatcha doin' about manhole covers, and that road marking paint is hellishly slippery . . ?

YOU: We're workin' on it.

Peter Mount

CALENDAR - SEPT-DEC

1986 SEPTEMBER:

- 10th Main Branch A.G.M.
- 12th Tourers General Meeting
- 13/14 Ian Pettit Memorial Rally
- 13/14 Black Nite Rally
- 24th General Meeting
- 27/28 Buttlers Beach Rally
- 28th Juventus Road Races - Mallala

OCTOBER:

- 4th Blood Run
- 8th General Meeting
- 10th Tourers General Meeting
- 11th Economy Ride
- 11/12/
- 13th Lawerce of Parilla Rally
- 11/12 Road Races - Mt. Gambier
- 12th 4 B's B.B.Q. 6 hour viewing
- 18th Advanced Riders Day at A.I.R.
- 18/19 Percy Rally - Mt. Gambier
- 22th General Meeting
- 25th Learner's Day - Road Safety Centre

NOVEMBER:

- 2nd Tourers Poker Run
- 5th General Meeting
- 9th Pheonex Road Races - Mallala
- 14th Tourers General Meeting
- 19th General Meeting

DECEMBER:

- 3rd General Meeting
- 14th Toy Run
- 17th Xmas Drinks

*All meetings are held at the Black Lion Hotel, Richard Street, Hindmarsh at 8.00pm SHARP

For further info don't forget our phone No. (08) 46 2169 or phone a committee member listed in the front of this magazine.



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THIRD PARTY

Dear Fellow Motorcyclists,

I am writing to you as the M.R.A. representative on the Third Party Premiums committee. As you are probably aware our representation came about as a result of many years of lobbying both Liberal and Labour State Governments. Noel Stelzer was our first representative and upon Noel's resignation in February I was appointed to the committee. The first meeting I attended was on the 27th March at which I made representations regarding the cost of insuring large capacity metropolitan motorcycles. I cannot give details of the deliberations as all members of the committee are bound by a confidentially agreement. I can, however, reveal that I was extremely concerned regarding both the amount and content of data supplied by S.G.I.C.

As a result of this I contacted Paul Edstein who has assisted a great deal in the past with our efforts for fair and reasonable premiums. Paul is recognised Australia wide as an expert in Third Party and No Fault insurance systems. He is probably better known to you as the Chairman of the Australian Motorcycle Council (AMC) and member of the M.R.A. (A.C.T.). Paul undertook to review the S.G.I.C. data and found, as he had on previous occasions, that it was too unreliable to base any proper premium deliberations upon. As a result of this Paul compiled a 32 page report to the committee. The M.R.A. supplied the money to fly Paul to Adelaide to deliver it to the committee at its next meeting (for which I am grateful on Friday 23rd May 1986. Paul spoke to the meeting on his report and was extremely well received. As a result a further meeting was convened for the 4th June 1986. This meeting made a recommendation regarding across the board increases. I would dearly like to comment on my feelings on this but cannot. As a result of this I requested Peter Mount to forward the attached letter to the Minister of Transport. In the interim the Minister approved the fee rise with the exception of large capacity city registered motorcycles. This was as a result of earlier lobbying by Peter Mount and myself on behalf of the M.R.A. assisted by the very successful "ELECTION RUN" of last year.

Peter and I met the Minister of Transport on 24th June 1986 to formally present him with Paul Edstein's report and ask him to implement the recommendations therein. At this stage Mr Keneally has asked senior officers in his department to fully investigate the matters raised in Paul's report. The matter rests there for the moment.

The third party fight is the M.R.A.'s number one priority as it has been for the past six years and I am thankful that the committee has made as much of their limited funds available as possible to allow me to represent the motorcyclists of this state to the best of my ability. Unfortunately I have to admit that I do not have the necessary background or ability to represent us against the might of S.G.I.C and the car lobby. As a result of this I have this day submitted my resignation to the Minister and commended to him the M.R.A.'s new appointment in Mr Paul Edstein as my replacement. As Paul is Canberra based this will involve the M.R.A. in considerable expense but against the possibility of premiums of well over five hundred dollars it is an outlay we cannot avoid.

In closing I would like to commend to you the benefits of membership of the M.R.A. and sincerely ask that you give Peter Mount and his committee your support. Peter's team has done a tremendous amount and the success of this hard work is becoming more and more evident. I am extremely proud of the way that all members of the M.R.A. "Management Team" have conducted their negotiations on behalf of the motorcyclists of this state which leaves us poised in a strong position to ensure an affordable future for motorcycling. Membership of the M.R.A. is an extremely affordable ten dollars per annum and represents excellent value for money.

Yours sincerely,
Bruce Denson
Vice-President

★

The Hon. Gavin Keneally MP
Minister of Transport
State Administration Centre
Victoria Square, Adelaide 5000.

Dear Mr Keneally,

I am writing about the level of compulsory third party premiums paid by South Australia's 40,000 motorcyclists.

As you are aware, the Motorcycle Riders' Association has been trying to achieve lower, more reasonable, third party insurance premiums for the State's motorcyclists for a number of years.

Recently, the Association's representative on the Third Party Premiums Committee, Mr Bruce Denson, provided the Committee with a 32 page submission on the level of motorcycle premiums. That submission was prepared by Mr Paul Edstein, a member of the A.C.T. third party committee. Mr Edstein's submission demonstrated that, among other things, the SGIC data used by the S.A. Committee to date in its deliberations on premium levels is quite unreliable.

With Mr Edstein's help, it has been found that in many cases the SGIC has cited two, even three, different amounts as representing a vehicle population or the value of claims paid and outstanding at a given point in time. The data supplied in the SGIC's annual returns to the Premiums Committee, its letters of 3 August 1981 to the Federation of Australian Motorcyclists, 12 April and 28 November 1985 to the Motorcycle Riders' Association, and more recently supplied data, contain marked inconsistencies. Indeed, the SGIC has given at least two values for more than half of the payments and liabilities data for financial years 1982/83 and later. It has also been shown that the SGIC misled the Public Accounts Committee with the advice it gave for the PAC's 23rd Report.

Mr Edstein's submission showed that the SGIC's returns have understated the number of motorcycles with an engine capacity exceeding 250ccs by around 9%(city) and 7%(country) overall, and by as much as 24%(city) and 16%(country) in any one year. For the pre 1981/82 accident years, where the claims run-off is most developed, the SGIC's own figures show that, compared to cars, they have also overstated the claims costs of motorcycles of more than 250ccs engine capacity by any-

thing up to 58%(city) and 63%(country) in any one year, and 33%(city) and 14%(country), overall. Motorcycles under 250ccs are similarly affected.

Ultimately, the SGIC estimates have, on the SGIC's own admission, reflected a much more pessimistic view of the cost of motorcycle claims in those years than has been warranted.

Summing up the SGIC's CTP results for motorcycles, Mr Edstein's submission states:

For both the size of the vehicle population at risk and the cost of claims reported against the motorcycle and car classes, the SGIC data are deficient. In both comparative and absolute terms, the size of the city comparative and absolute terms, the size of the city and country motorcycle populations have been understated and the cost of their third party claims overstated. The deficiencies in the SGIC's data render any meaningful comparison of the relative costs of providing CTP insurance to cars and motorcycles in South Australia impossible. Nevertheless, it is beyond doubt that city registered motorcycles over 250ccs, in particular, in South Australia experience much lower CTP risks than have been reflected in the SGIC's CTP returns.

Included in Mr Edstein's submission were reviews of the Victorian and Australian Capital Territory CTP experiences and their implications for South Australia, based on statutory returns submitted by the State Insurance Office of Victoria and the authorised A.C.T. insurers.

According to advice from the government departments responsible for the Vic. and A.C.T. schemes, they apply similar principles to those which are said to apply in this State when it come to allocating claims between classes. Under those schemes, average motorcycle third party claims costs per vehicle (compared to a car) are:

Motorcycles over 250 ccs – 89%(Victoria), 102%(A.C.T.).

Motorcycles under 250ccs – 37%(Victoria), 30%(A.C.T.).

Given the close comparability of the principles said to apply to the S.A., Vic. and A.C.T. third party schemes in apportioning CTP claim costs between vehicle classes, one would expect the relative risks experienced by vehicles under the S.A. scheme to be similar to those experienced in Vic. and the A.C.T. (the Vic. no-fault scheme was examined and its impact on third party costs was found to be negligible).

However, even after allowing for the SGIC's known understatement of the number of motorcycles and overstatement of their third party costs, the SGIC data still indicates that S.A. motorcycles over 250ccs experience a third party risk which is nearly three times as costly in the city and twice as costly in the country as cars. As already shown, that is a vastly different situation to what is found in Vic. and the A.C.T. Weighting the Vic. and A.C.T. results to allow for the comparatively small size of the A.C.T. scheme gives a result which shows that these motorcycles should probably cost around 10% less than a car, not up to 200% more. This strongly suggests that, in addition to the other deficiencies etc. in the SGIC data, there has been a considerable number and value of claims misallocated against the motorcycle classes.

The results of correcting errors in the allocation of claims and/or claims costs would be such that the absolute and relative costs of the classes from which the claims were reallocated would be reduced, together with a corresponding increase the absolute and relative costs of the other classes.

In his submission, Mr Edstein had intended to address the questions of claim rates and values but, despite the SGIC being requested to provide data on the numbers of claims on which its costings are based, the SGIC failed to do so. As you may be aware, the SGIC has repeatedly declined to provide this data ever since it was first requested in 1981.

For the SGIC to now sustain its argument of its claimed high motorcycle third party risks, it would have to produce evidence that they cause three times as many injuries, or injuries three times as costly, or a combination of those two, in S.A. than in Vic. or the A.C.T. Understandably, the SGIC has not attempted to defend that argument. With all due respect, I submit that such an argument is untenable given the absence of correspondingly worse motorcycle accident frequency and/or severity data appearing in this State's accident records than is found elsewhere.

You will recall from your letter of 3 December 1985 that the Government proposed to reduce the premiums for city motorcycles over 250ccs and freeze them until the car premium catches up. In view of the foregoing, I submit there are sufficient grounds for the Government to go well beyond this and revise all motorcycle third party premium rates.

Accordingly, I strongly recommend the overall premium increases being proposed by the Premiums Committee be coupled with a revision of the relativities applied to motorcycles, on the basis of the interstate experience. Using city registered cars as a base, with a premium of 100%, premiums for country registered cars should only cost 75% of the city rate, to take account of lower CTP costs in country areas, as reported by the SGIC. On the same scale, motorcycles over 250ccs would pay 90% and 70%, respectively, while smaller motorcycles would pay 35% and 25%, respectively. For the large city registered motorcycles, this would result in a major premium reduction, with significant reductions for most other motorcycles also.

I would welcome the opportunity to discuss the above matters with you at an early date.

Yours sincerely,
Peter Mount (President)

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TOURERS REPORT

The Tourers have been busy little bikers since our last report. As you were told, the Tourers went to the Croweater Rally held at World's End. Now, I am not the best choice to write about this particular rally as my memory of events seems a bit vague!

From what I do remember the gymkhana was a great success with all varieties of bikes entered. The Tourers had quite a good turn out although the numbers elude me. I can however remember trying to put up my tent, much to everyone's amusement. Such language! It has been said that a drunken bum raided Bruce and Fred's esky, for which I duly apologize. Ah well, I suppose a good time was had by all.

Again I am not the best choice to write about the Mystery Breakfast Run as I did not go! There was a good turn out of 10 bikes. Everyone has a good, if somewhat chilly run to ??? (MYSTERY). The breakfast was at a pub and at \$5/person was good value.



At the Green Ginger Rally a great time was had by every man, woman and child. Witness a large number of sore heads and pale complexions on Sunday morning. The gymkhana was very successful with some unusual events in muddy conditions. Certain individuals came into possession of a large rainwater tank which was rolled around the site with very drunk passengers, one of whom went to sleep in a tree. Bruce did help him to rather suddenly make contact with the ground again!

Sunday morning and the Tourers picked up two awards, one for Club Attendance with 17 members and Sue picked up the Longest Distance Female with 256 km.

The Radiata Rally entrance track was most interesting, progressing from bitumen to dirt to mud to sand (long stretches of very soft sand). It was all worth it on seeing the rally site. Magnificent! The gymkhana was held on the banks of a great little lake with the final event being a race around the lake, aptly named "King of the Lake". This event has great potential.

The Tourers picked up a few more awards for Highest Register Mileage and Highest Register Attendance. Bruce won

a well deserved Stiff Shit Award while Hank as usual received the Hangover Award. The Longest Distance Male was taken by a guy who came from Canberra just for the rally. Well done!

Unfortunately the Smelly Bait Run had to be postponed to a date yet to be decided. We will be looking at combining with another register to organize a place where we can actually fish! (and party)

Michael and Sue have decided to step down from their Committee positions and the Tourers wish them every success with their new club. We therefore had our second general elections this year on the 8th August with the following members being appointed.

CAPTAIN: Dave Rollitt

SECRETARY: Jeff Richardson

TREASURER: Andrea Dell

MEMBERSHIP OFFICER: Andrea Dell

RUN CO-ORDINATOR: Peter Bernardo

GENERAL: Gail Rollitt.

We hope to have a calendar in this edition, if not, it will be sent out to all members as soon as possible. The next Tourers meeting will be held at the Black Lion at 7.30 pm on the 12th September, 1986. Anyone interested is definitely welcome.

Dave

Contact Numbers

Dave and Gail Rollitt Phone: 381 7049A/H.

A black and white advertisement for Stone's beer. On the right side, there is a tall, slender glass filled with beer, topped with a thick head of foam. A single drop of liquid is shown falling from the top of the glass. To the left of the glass, the text "KILL THE CHILL WITH A DASH OF STONE'S" is written in large, bold, black capital letters. Below "OF" is the text "THE ORIGINAL GREEN GINGER WINE" in smaller, black capital letters. The entire advertisement is enclosed in a thin black border.

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MOTOR AWARENESS MONTHLY REPORT

As October — or more correctly Biketober — is rapidly approaching I thought it would be a good time to fill you all in on M.R.A. activities for the month.

This year is to be a more low key affair than previously, due to resources being stretched to the limit, but, nevertheless there will be plenty to do. To start the month we are having a blood run in the morning of Saturday 4th October, leaving from LeCornus carpark at 8.45 am and finishing at Red Cross, Pirie Street. Also, that morning, members will be placing "Be Aware" handouts on vehicles parked in the city. So if you can donate blood, time or both, your help would be greatly appreciated.

The following Saturday, (11th October) there will be a fuel economy ride, with trophies to be presented for various classes, including sidecars. It is a new route for this year and promises to be an entertaining event. Leaving at 1.00 pm the run will start and finish at Dernancourt Mobil, so if a quiet ride through the hills is what you're after, come along. The entry fee is only \$2.00, to cover trophies (by the way there is also a trophy for the rev heads).

Talking of the rev heads, a day at A.I.R. has been organised for Saturday 18th. Cost will be \$30.00, but, this includes tuition from some of S.A.'s best road racers led by Hal

Hatchinson, also there will be a B.B.Q. lunch included in the price. There is a limit of 60 riders, so if you want to sharpen those riding skills, book early!!!

Now if you've just started riding, thinking about it, or know someone who is, we've organised just the thing, a novice riding day at the Road Safety Centre, Oaklands Park. At a cost of just \$6.00, you will be given expert tuition by the Centre's Instructors, bikes and helmets can even be supplied at no extra cost. Don't learn the hard way — learn it right first time. Date for the novice day is 25th October, 9.00 am — 4.00 pm.

Well that's it, if you require any more info. Get along to the meetings at the Black Lion Hotel or phone one of the committee shown in the front of the magazine.

Motorcycle Awareness Runs:—

OCTOBER:

- Saturday 4th Blood Run — Leaving Le Cornus c/park 8.45am
- 4th "Be Aware" handouts LeCornus c/park 8.45am
- Saturday 11th Economy Ride — leaving Dernancourt Mobil 1.00 pm
- Sunday 12th Castrol 6 hour party — Black Lion Hotel
- Saturday 18th A.I.R. advanced riders day — starts 8.30 am
- Saturday 25th Novice riders day — Road Safety Centre, starts 9.00 am

JOLYON

SCHOOL VISIT . . .

A round of applause from the students and words of thanks from the tech studies teacher concluded a job well done. Members of the 'Schools Visitation Committee' have just completed their second assignment.

The programme presented in a factual down to earth manner wasn't altogether "professionally" done but that didn't stop it achieving its' goal which was to reach out to a group of your teenagers making them aware of a few home truths of motorcycling.

In summary I offer a vote of thanks to everyone who helped on the committee and to the suppliers of equipment. Who knows, maybe we've saved a life or two!

STRETCH, Chairman, Schools Committee.



With practice, the breaks can go your way in an emergency

Reprinted — Courtesy of "The Advertiser"

Knowing how to use all brakes on a motorcycle quickly and smoothly can be a lifesaver.

An "all brakes" means not only the front brake or brakes and the rear brake but also using the braking effect of the engine on a closed throttle.

It pays to understand and have experience in braking your motorbike on various road surfaces, gradually working up from mild retardation to full power stops.

This means that when an emergency does crop up in front, the rider will be able to cope without skidding or crashing.

The first no-no in braking technique is the habit of using only the rear brake. This may be adequate for normal town riding and many people adopt that practice. However, if you stand on the rear brake pedal in a panic you're not only likely to lock up the rear wheel and skid but by not using the front brake you'll be wasting the majority of the bike's braking potential.

Motto Guzzi bikes have one front brake and the rear brake controlled by the brake pedal while the handlebar brake lever brings in the second front brake.

But on other bikes the brake pedal works the rear brake and the handlebar lever operates the front brake. Both must be used together — do it in all riding at all speeds and it will be automatic in an emergency.

It is incorrect to put on the rear brake before the front brake; they should be co-ordinated and experience in "practice" braking will show that each can have variable pressures applied, depending on road surface traction and speed.

Reaction time is crucial. The time taken to see a hazard and realise brakes are needed is typically half a second or more.

Half a second seems small but even at town speeds of 60 km/h, it means eight metres are covered in the time before the brakes are applied. It will then take another 20 metres to stop, making 28 metres — or 42 metres if the road is wet.

That reaction time assumes the rider is right on the controls. If it takes another half second or more to move hand and foot into position before braking starts, those extra 10 to 15 metres could mean the difference between a crash and pulling up.

So keep the right hand fingers pointed forward and resting on top of the brake lever and the toe of the right boot poised over the brake pedal.

This applies to highway riding as well as town riding because braking distances increase in proportion to the square of the speed (than example of a 28-metre stop from 60 km/h compares with only nine metres from half the speed, 30 km/h). And reaction time is lengthened by fatigue, age, physical and mental ability and alcohol.

In applying the brakes don't suddenly yank them on or the bike may skid and the rider will be thrown forward making control difficult. The brakes should be squeezed on with increasing pressure, again learnt in practice from slower speeds and lighter pressures and working up (make sure there is nothing coming behind).

Watch the front brake pressure, particularly on slippery surfaces such as wet or dirt roads. A front wheel skid can have that wheel instantly fall away sideways, dumping the bike and rider.

Try to keep the bike as upright as possible when braking heavily. If in a curve straighten up the bike as much as possible before braking and consider steering around the obstruction, particularly if the road is wet.

Changing down the gears can be a help in braking thanks to the compression of the motor (greater on a four-stroke than a two-stroke bike).

This is useful for slowing for a curve in high speed riding. But change down progressively and not too early; going for a low gear at too high a road speed will not only over-rev the motor but bring a sudden rear wheel skid just as if the rear brake had been jabbed on. Use a lower gear for keeping the bike's speed in check down a long hill.

And regularly check that the brake light comes on with pedal or lever application — there's no point in performing a masterly display of emergency braking if the car behind is not warned.



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ALWAYS PACK YOUR MOTORCYCLE T-SHIRT

OR HOW I MET AN ORGANISER OF THE 4TH F.I.M. RALLY

According to the "Hitch Hiker's Guide to the Galaxy" a traveller's best friend is his towel. I would like to add a motorcycle T-shirt to the inventory of essentials.

My B.M.W. T-shirt served me well as the secret "handshake" into the "Freemasonry" of motorcyclists in circumstances with little to associate me with two wheels. I was travelling by train from Nahodka to Khabarosk, two cities in the east of the Soviet Union.

The atmosphere, warmed by locals, tourists and homeward bound East Europeans, prompted me to make my way to the dining car wearing my B.M.W. T-shirt. A genial man in authentic accents asked me if I owned a B.M.W.? I said yes, and after recent experience, was looking forward to an attempted in depth conversation with a shared vocabulary of four words and some conceptual mime. But no, I had in fact made contact with a Hungarian motorcyclist, owner of several rare machines including a B.M.W. R51/2 outfit, former owner of Hungary's only Triumph Bonnyville, member of the organising body of the 4th F.I.M. Rallye and a fluent speaker of English. It crossed my mind that after that coincidence he probably also had an "Esky" of Australian beers in his compartment.

Unfortunately the beer was hoping for too much, but my conversation with Istvan was no disappointment. The motorcycle scene in Eastern Europe has little in common with that we know in the West. Istvan, an engineer, explained that he and his family enjoyed a very good standard of living, but the value of Hungarian currency against for instance the West German mark, makes buying parts from the West a long term project. That doesn't mean standing about at the spares counter every Friday afternoon for a month. It means spares are something you save up for. A good Italian tyre costs a month's wages and a cylinder and piston for Istvan's B.M.W. R51/2 takes three months' pay. This currency problem can be overcome by tapping a local natural resource - old motorbikes. Many of them left by unwelcome tourists making their way home in a great hurry 40 years ago. This sort of horse trading is illustrated by Istvan's plan to buy himself a Honda.

While in Japan he road tested the new Honda 500 single, and was very impressed by its performance and British "clubman" styling, but the several thousand dollar price would place it well outside his range. This is unless he sells his restored and rare ex-army (you know who's) Zundapp outfit to eager West German collectors, thereby providing himself with the price of the Honda in Western currency. Istvan hadn't definitely decided on this plan as he obviously had a great affection for the Zundapp after the restoration work he had put into it, but the distant look in his eyes when describing his test ride of the Honda was pretty familiar and unmistakable to me.

The most common machines in Hungary are the small M.Z. and Jawa two strokes which are familiar to us. The rider

looking for a large capacity new bike buys a Ural or has another look at a 250. The Russian bike is not popular with younger riders stated Istvan, with a grimace. This came as no surprise to me. One feature of riding in Hungary which would appeal to Australian motorcyclists is the recent abolition of third party insurance. After a recent rise in the price of petrol the government exempted all motorists from paying third party insurance.

Istvan, as an organiser of the 4th F.I.M. Rallys was delighted at meeting an Australian motorcyclist so he could extend an invitation to the 1986 rally in July. He asked that I write to motorcycle magazines and extend a welcome to any motorcyclists who would like to attend, and assures them of a warm welcome and a good time. From my experiences in Eastern Europe, and the Soviet Union, I don't doubt him.

His address is Szentpetery Istvan, Kozlekedesi Fofelugyelet, Budapest VI., Lenin Krt. 96. and the 4th F.I.M. Rallye is being held in Budapest between the 24 and 26 July 1986.

After a couple of hours fascinating, unexpected and very welcome conversation with Istvan I said goodbye. What else could I do - I gave him the T-shirt.

Trevor Jones



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SOUTH EAST REGISTER

We have been an official register for approximately fifteen months and have grown from sixteen members to about sixty. We have held various social functions which have been thoroughly enjoyed and have held a very successful Toy Run (incorporated in the 1985 Mt. Gambier Christmas Pageant), been a participant in the Penola 150 Jubilee Street Parade and have been invited to participate in the 'Back to Dartmoor' Street Parade later in the year. We are also intending to organise Awareness Rides, Road Safety Days, Poker Runs and inter-register weekends with the Victorian West Coast Register and the Bordertown M.R.A. members.

Overall we have had a reasonably successful inaugural year and now have an official 4B's Co-ordinator, Publicity Officer and Assistant Publicity Officer and possibly a Register Liason officer.

We also have established a first (we think) for the M.R.A. in that the "Service" club boards at the entrances to Mt. Gambier have day and night contact telephone numbers to enable touring riders to meet, socialise, party, rage, etc, etc with fellow M.R.A. members (just ask Camel!).

I would like to thank our committee and members for interest, time and support given to our Register over the past twelve months and hope that we can go on to bigger and better things in the future. A special mention to our 4B's Co-ordinator, Kevin 'Pops' Marshall who sacrifices a lot of his spare time with visits to home and hospital to help, aid, assist, cheer up whatever bikers are down. Thanks mate, you ARE appreciated.

Gregg Morrison, South East Register.

'SOUTH EAST SNIGGERS'

Who is the Adelaide committeeman who was cautioned by Police for exceeding .08 whilst in charge ??? of a shopping trolley?

Who fed the President food laced with diesel then threw his away?

Who accidentally razed a funeral cortage?

Who can't tell the difference between a quail and a koala-bear?

Who totalled his GPZ whilst stepping ?? down from the seat?

Who pigs out at a restaurant and then asks for a doggy bag?

Who drinks West Coast Cooler all the time and insists it's a man's drink?

Who sells accessories to a mate?? at 1000% mark up?

Which dieting member still had to buy an XXL jacket?

WEST COAST REGISTER

THE RED GUM RALLY RIDE

On the evening of March 15th three of us headed off for Renmark and the Red Gum Rally.

Phil, Brian and myself cruised off down the highway towards our destination, trying to get as far as we could before

we grew too tired or the cold night forced us to camp somewhere on the wayside.

Anyway we got as far as Clare before we decided to stop for refreshments. Little did we know this was to turn into a four hour stop. On entering one of the local watering holes, we met up with a few of my old mates.

We also ran across Chris Tilbrook from the Mid North Register downing a few jars of the amber fluid. We had a good chat with him and my old mates before Phil, thinking we had Eddie Charlton, wanted to challenge us in a game of eight ball.

So we left the bar for the pool room and to find it packed full of people also with the same idea. To our surprise, most of these people were from Whyalla. Anyway we were into it again. Socialising, that is.

At about midnight we decided that it was time to hit the road again. The next hour was spent flying past some of the smaller towns in the Clare Valley, finally arriving at Marrabul where we camped for the night.

The next morning we were up before the bloody chooks were. With a few farts, spews, grunts and groans, we packed up and continued on towards Renmark. It was an excellent ride that morning through the Riverland.

We arrived at the Rally site about mid morning, paid our dues and started looking for Dennis and Bill, who were already there. Our camp was set among the huge red gum trees on the bank of the river.

After our tents were erected, we settled down for a bit of a rest and a cold can out of Dennis's fridge and waited for Bill and Dennis to return.

They arrived back some time later with the company of a lady from Victoria who spent the weekend with us. Bill and Dennis met her at the Dead Centre Rally.

That afternoon was a fairly quiet affair as we just sat around and watched the riders coming and going. The M.R.A. Tourers arrived late in the afternoon, we had a chat with a few of them. Then Ziv rocked up and decided to camp next to us.

The gymkanna was a bit of a fizzler. No-one seemed interested in participating. One lad on a 900 Honda had a little bad luck while attempting a mono. He lost control of it and hit the ground rather hard. Smashed up his bike as well as himself. As the sun was thinking about setting, we lit a fire, had some munchies and settled into having a good night. It was a quiet time with Ziv coming and going. John Herbert showing off his new air horns and Dennis telling us about the Penguins and tree climbing wombats, it was overall, quiet.

The next morning we packed up and headed off to the main tent to see who won what in the trophy side of things. Believe it or not we got a trophy for the cleanest camp site.

After this we started our six hour trip back to Whyalla.

John, West Coast Register President

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LETTER TO CENSUS

REPLY

Chief Statistician,
Australian Bureau of Statistics,
P.O. Box 10, Canberra 2617
Dear Sir,

I would like to draw your attention, as many others have probably done, to the exclusion of motorcycles from question H2 of the Census form.

Surely if you are to gain a true demographical appreciation of transport usage throughout Australia it is essential that motorcycles be included. According to Census staff, motorcycles were excluded because it was intended that the form be as simple as possible, with no unnecessary information, and because nobody had asked for that information, either from Government or private enterprise.

On the first count, there are many questions on the form more complicated and less pertinent than whether one had a motorcycle at home on June 30.

On the second count, the reply of private enterprise not requesting the information does not hold up, as those people already have sufficient data for their purposes; if no Government body requested the information, the omission should have been brought to the attention of suitable people.

The Government needs information on vehicles to ascertain and predict trends, and thereby future requirements, regarding manufacturing, employment, taxation, petroleum, roads, local government, urbanization, public transport, traffic management, and numerous others. It is obvious that the same reasons apply to motorcycles. How else can you know if there is a trend towards or away from those vehicles, and satisfactorily accommodate that trend?

Motorcycles are an integral part of our transport system, and unless it is the Government's intention to ignore the particular requirements associated with motorcycling in the hope that that activity will gradually fade into oblivion, which I doubt, it is imperative that you recognize this by developing complete and accurate statistics.

The next Census is in five years' time. I would appreciate an indication from you as to whether information on motorcycling will be included then, or a reasonable explanation of why it will not.

Yours faithfully,
Peter Mount, President MRA(SA)

Dear Sir,

I refer to your recent letter showing concern at the omission of motor cycles from the Population Census question H2.

Late in 1982 the main users of census data and the public were invited to inform ABS what topics they wanted examined in the 1986 Population Census. About 3,000 topic requests were received, including only two that made any references to the garaging of motor cycles. It was considered that insufficient justification existed to justify inclusion of this topic.

You may have noticed another question in your Census form that makes reference to the use of motor cycles. That is question 34 — "How did the person get to work on Monday, 30 June 1986?" Answers to that question will provide transport planners and others with a very useful analysis of travel for one purpose on one day and within the confines of the Census as a means of collecting data on usage of transport facilities that amount of data cross-classified with other Census data (e.g. place of work and residence, occupation, income and demographic data) provides a reasonable balance of the importance and burden.

Some time prior to the next Census there will again be the opportunity for users to comment on the topics to be included in the next Census and how important and useful the resultant statistics may be. It is premature to speculate on what might be included in the next Census, but your views will be welcome at that time, and the advice we already have from you will be retained.

In the meantime I cannot help but wonder whether some useful data for your purposes might be gained from the Registrar of Motor Vehicles e.g. numbers, age and distribution of registered owners of motor cycles and of holders of licences to ride those machines.

Thank you for your enquiry and may I invite you to seek data from the 1986 Census (expected to be available from late in 1987) or from any other ABS statistics by writing to the above address or telephoning our Information Service at 228 9439.

Yours faithfully,
G.C. Sims
Deputy Commonwealth Statistician

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TIPS FOR WINTER RIDING

Lee Skinner NSW

Hypothermia is often called "suffering from exposure" and that, basically, is what it is all about. A person becomes hypothermic when they have either through ignorance or accident exposed themselves to a degree of cold that they were not prepared for. The body's initial reaction is to shiver, and hence produce more heat to maintain the body's 36° temperature. Next, the unimportant parts of the body are sacrificed to protect the vital parts, hands, fingers, toes and ears become numb. If even that is not enough and the body's temperature continues to fall, true hypothermia sets in. Then, you are in TROUBLE.

Hypothermia is, as expected, most likely to occur in winter months. Those most likely to suffer are mountain climbers, bushwalkers, skiers and motorcyclists. It is therefore vital that all motorcyclists should know what hypothermia is, how to recognise it, prevent it and if necessary, treat it.

PREVENTION

Firstly, prevention. How do you do that? Well, undoubtedly the most important aspect of winter riding is clothing. Rule No. 1 is to think wool. Wool is better insulation than cotton. Actually, still air is the best insulator. Wool has the ability to trap pockets of air like a wet suit traps water, and then the body warms those pockets of air to keep it warm. So, wear woollen singlets, shirts and jumpers.

Thermolactyl underwear is a good investment. Don't laugh at the idea of long-johns, they are invaluable to motorcyclists. A kidney belt will go a long way to keeping you warm and comfortable. A balaclava will be most beneficial as 20% of all heat is lost through the head. Along with a balaclava a full face helmet is a must for night time winter rides. A frost

bitten nose is a very real possibility with an open face helmet. The treatment for frost bite is **amputation**.

It is better to wear bulky, fluffy clothing rather than a single heavy garment that does not trap air and try to avoid clothing that doesn't "breathe" because you will still perspire and will become saturated by your own perspiration if clothing doesn't breathe.

Don't forget hands and feet. When your fingers ache and go numb, you may be on the verge of frostbite. A pair of silk or Damart gloves followed by gauntlets are a good idea. Again, woollen socks and wool-lined boots are advisable.

The next step in prevention is to eat well and regularly – hot food is a must on cold night rides. If you fail to eat enough hot food, there is no way that your body will be able to produce enough heat to maintain temperature. Stopping to eat, even if it puts you behind time, is sensible. It isn't worth the risk of riding on to save time only to put yourself at risk of hypothermia and an increased chance of an accident.

WIND CHILL

Wind chill is the effect the wind has on lowering the air temperature. It is quite dramatic and of course, is most important to motorcyclists.

At 80km/hour, if the still air temperature is 10°C, the actual temperature is – 39°C. If the still air temperature is 0°C, at 80km/hour, the actual temperature is – 55°C.

That's cold, and that's only at 80kms/hour. At 100-120km/hour, you could easily be looking at – 70°C on a cold winters night. Think about that and dress properly.

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Mr Peter Mount
President
Motorcycle Riders Association
GPO Box 1895
ADELAIDE SA 5001

3rd July, 1986

Dear Peter,

On behalf of Goodwill Industries and all of the needy people in the community that you will be helping I would like to thank you and your members for your generous donations and support.

We are very pleased with the success of the event and feel it has done much to draw the public's attention to Goodwill and its involvement in the community as well as generate many much needed donations.

I hope very much that you and your Association feel that this first effort has been worthwhile and that we can work together to plan the event again for next year.

Enclosed is a certificate of our appreciation which we hope you will accept with our thanks.

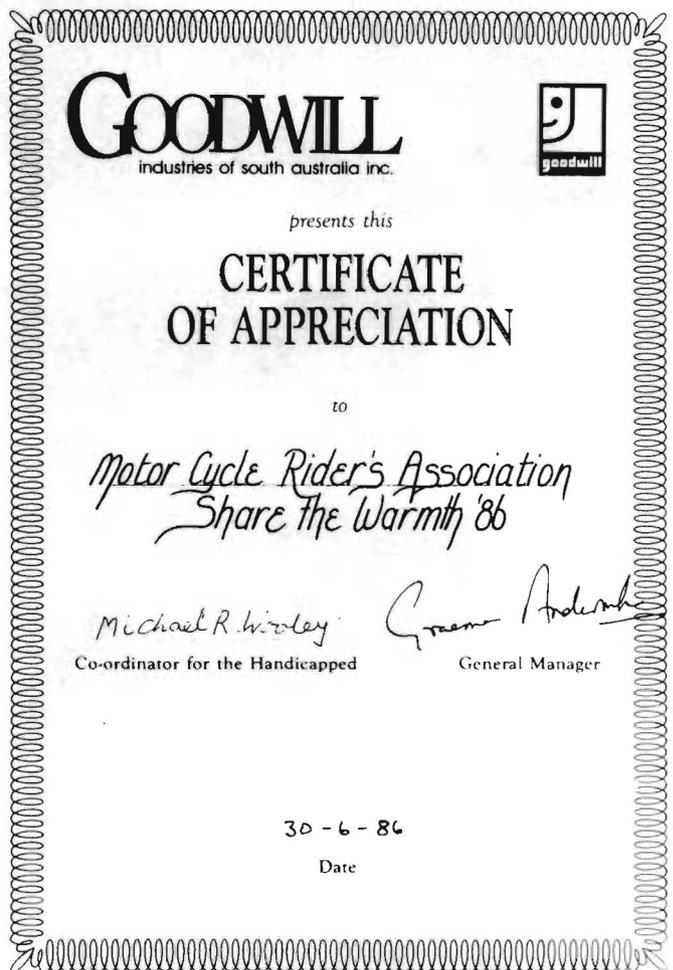
Yours very sincerely,

Graeme Andermahr
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Michael R. Wioley

Co-ordinator for the Handicapped

Graeme Andermahr

General Manager

30-6-86

Date

GOANNA

- * Does Lyn make Geoff cry every time she appears?
- * Who received a perfumed letter via the MRA post box?
- * Who, on the committee ran out of fuel while on their way to a meeting?
- * Which same person went to the wrong address for a meeting and tried to blame the committee for not telling her?
- * Is it true that some members of the 'Tourers' ride along looking at the sunset rising?
- * Who rolled his outfit at the 'News 24 hour trail' and claims to be sober as it happened at 6.30 am, also claims only to be going 5 kph?
- * Is Mike going to marry his new Kawaka 1300 like the bloke in Qld?
- * Who travelled 1,300 km in just over 10 hours and said that he was not speeding?
- * Who rode a sidecar to Darwin and ended up with only 2nd and 4th gears?
- * Who broke his leg while dancing with someone else's wife?



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MRA Far West, P.O. Box 91, Broken Hill, 2880.

LAWRENCE OF PARILLA RALLY — 11/12/13 October '86
Laid Back Rally Organiser, PO Box 340 Hindmarsh 5007

PERCY RALLY — 18/19 October '86
South Eastern Tourers, PO Box 2185 Mt Gambier 5290.

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- Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have.
- Represent that he or it has a sponsorship, approval or affiliation he or it does not have.
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Motorcycling is magic T. shirts (black and white)	\$8.00	\$9.00
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- Smithfield Yamaha – except for 5% on tyres and tubes
- Motorcycle World – except sale items – no free tyre fitting
- Eurocycle – except fibre glasswork, discounts negotiable
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- Southern Yamaha, Morphett Vale
- Kessner Suzuki, Hampstead Gardens – 10%
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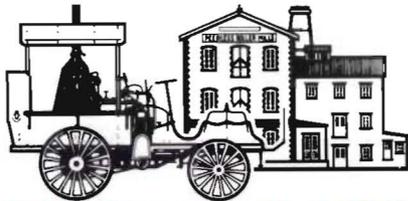
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