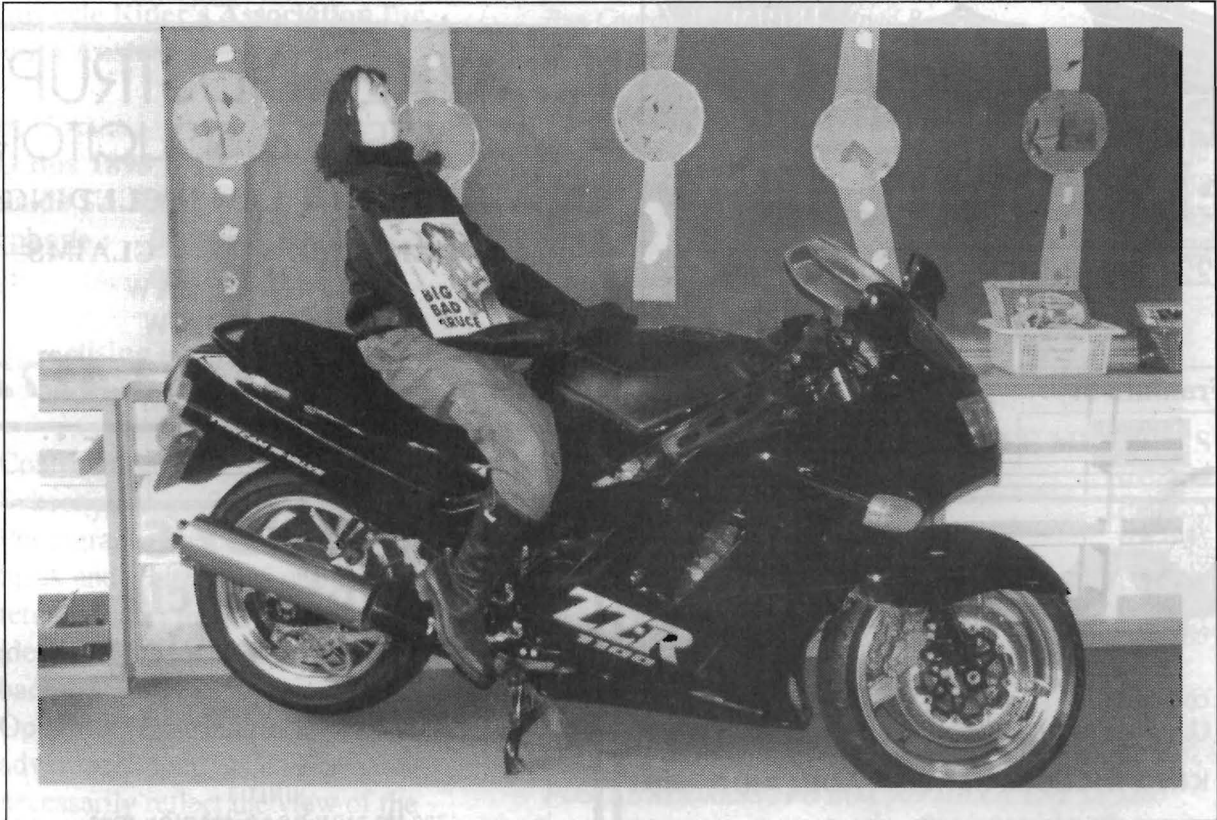


# CENTRESTAND

DECEMBER 1996



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INCORPORATED  
PRINT POST APPROVAL PUBLICATION NO. PP: 530028/00014

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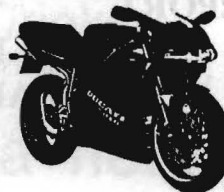
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**ASSOCIATION INC.**

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**MRA (SA) :**  
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**Fax : 08 262 2151**

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**'Big Bad Bruce on the ZZR'**

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**The MRA SA is a member of the**  
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**EDITORIAL**

The Centrestand acts on a number of levels. At the top it is used to inform our members on the doings of the Association. On another level it is used to entertain by telling you what our members have been doing and what they think and by providing amusing anecdotes on occasion. On another level again it is used to inform members on issues and matters concerning road safety which they might otherwise not have ready access to, particularly things that are happening interstate and across the globe. This does not mean that we, as an Association agree with everything that we print. We present it so that you may become informed and have your opinions challenged. Write and tell us what you think about it.

**Have a safe and festive season. Ride Safe Harald**

## **ADELAIDE COORDINATED TRAFFIC SIGNALS**

The Adelaide Coordinated Traffic Signal (ACTS) System is a collection of powerful computers and monitoring facilities that will ultimately control over 450 sets of traffic signals in the Adelaide metropolitan area. Its benefits are a reduction in vehicle delays, stops, fuel consumption and air pollution.

Over \$6.5 million has been spent by the SA Department of Road transport installing and maintaining ACTS since its start in 1981.

Comprehensive studies have shown that ACTS can save motorists 20% in travel time, more than 40% in stops and 12% in fuel compared with unlinked signals. Monetary benefits equal to the total capital cost of ACTS and annual maintenance and operating costs are returned to motorists every two to three months.

ACTS collects data automatically and continuously so it adapts constantly to changes and operators can detect signal faults rapidly and arrange prompt repairs and monitor and detect traffic congestion and take correct action.

### **How It Works**

At every site a local electronic controller controls the timing of individual traffic lights. These controllers use information provided by vehicle detector loops set into the road surface just behind the white stop lines, and from pedestrian stop buttons. Regional computers determine which local intersection controllers should be linked to provide optimum traffic flow. Linking is provided in the direction of the traffic flow.

The central computer network at Walkerville is connected to the regional computers by Telecom lines and receives data which enables all signals to be monitored and controlled centrally. Traffic

volume data can also be collected. In the event of regional or central computer failure, the local intersection controller takes over independent control of the signals.

### **Driving Tips**

ACTS will reduce your journey time and reduce the amount of fuel you use by giving you more green lights in succession. You can make the most use of these benefits by following these simple steps:

- Stop immediately behind the white stop line to ensure detection.
- Wait in the line with the shortest queue. You will then progress through the signal system more readily.
- After entering from a side street you might have to stop at the next signals. However, from then on you are at the head of the traffic stream and can expect to progress without stopping at consecutive signals.
- ACTS is designed to coordinate vehicles travelling at the speed limit. Keep with the general stream. High speeds will only result in more stops and more wasted fuel.
- If you are approaching a yellow light, STOP. Jumping the yellow light is not worth the risk. You will only have to stop at the next signals. By stopping, again you are ideally placed at the head of the traffic stream for better progression.
- On minor roads and right turn movements, do not allow big gaps in your traffic stream. The signals may detect that gap as the end of the traffic stream and end the green light apparently prematurely.
- While the System is designed to reduce the number of stops, it cannot eliminate them totally. If you have managed to drive through four or five successive signals you are doing well and will have reduced fuel usage significantly.

*Department of Road Transport Information*

## PRESIDENT'S REPORT

Another year is over, or will be soon, and we look back on what we have achieved and all that we wanted to do. As President it is my job to make sure that the balance sheet is totted up and make some comment on the way we have handled ourselves over the past year.

In number terms it looks like we were pretty busy with a meeting or something else happening every week. The list of looks something like this ;

- 66 Meetings of Committees and Registers,
- 3 Rallies,
- 4 Official Blood Donation meetings,
- 1 Barbeque,
- 4 Social Runs,
- 5 Social Sips Occasions including Christmas,
- 1 Christmas Dinner,
- 2 Toy Runs.

We also;

- sent a representative to the AMC AGM,
- provided a representative to the State Third Party Premiums meetings,
- were represented at various SA Road Safety forums and meetings,
- wrote letters to polities, local councils and government departments,
- produced four issues of 'Centrestand' and the 'Pick Your Date' insert,
- redesigned the membership flyer.

What didn't we do? Well, a lot of what we didn't achieve is basically more of the above. We didn't hold a State Conference like we wanted to, the membership campaign didn't occur, there were some letters we didn't write and some meetings we weren't able to get to and some issues and matters which we were asked to address were just not taken care of. We also wanted to do a few more runs so that we could get to meet a few more of our members. I guess that sometimes we just ran out of time to do all that we wanted.

All the same, this year was a great effort by the members of the Committees and all those others who helped along the way, juggling work, family, riding and study to make it all happen.

Highlights for me were knowing that the 4Bs were able to find some new members and become a bit more active as they wanted and working on the new direction of the MRA, efforts which are already beginning to pay off and you will see more of that in the future.

So what will 1997 bring? There will be of course all of the things on the list and hopefully a few more. If you are a long term member or a new member, if you ride a scooter or a rocket or a brick, let us know what you would like us to try that you can get into ie bowling nights, BBQ get together, lectures, specialty runs etc and we will try to make them happen.

Have an enjoyable Christmas break, keep yourselves safe and if you are going to be on the roads much, especially if you are heading interstate then watch out for the bogies and don't become one.

Stay Upright, Harald

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**TREASURER'S REPORT****GENERAL ACCOUNT 24/9/96 - 25/11/96**

<b>OPENING BALANCE</b>	<b>\$ 4, 062.11</b>
<b>INCOME:</b>	
Membership	598 00
Sale of Stock	13.00
Centrestand Advertising	<u>650.00</u>
	<b>\$ 1, 261.00</b>

**EXPENDITURE**

Jun/Sep CS Advertising Commission	693.00
Telstra Corp - Service Charge	77.40
- Calls	27.44
- White Pages Insert	39.50
Australia Post Freepost Collection	5.45
Membership Postage	45.00
Sept Centrestand Post	135.89
Printing September Centrestand	550.00
Printing September Pick Your Date	179.99
AMP General Insurance	133.48
Copyfax Stationers	21.00
Laminating Wallets	30.00
A4 Laminator	324.00
Toy Run Postage	9.00
Bank & Govt. Fees	<u>8.29</u>
	<b>\$ 2, 379.44</b>

**CLOSING BALANCE** **\$ 4, 043.67**

**TOY RUN ACCOUNT 24/9/96 - 25/11/96**

<b>OPENING BALANCE</b>	<b>\$ 315.43</b>
<b>INCOME</b>	
Sponsorships	500.00
Site Deposits	150.00
Site Payments	100.00
	<b>\$ 750.00</b>

**EXPENDITURE**

**CLOSING BALANCE** **\$ 1, 065.43**

Ian Marlow Treasurer 25/11/96

**TOY RUN REPORT**

As you probably know by now, the destination of the run has changed. We are now going to the Hahndorf Oval. Although the Oval is closer than Woodside, the ride will still be approximately 40 kilometres in length. This is because we are going past the Hahndorf turn-off, turning off the freeway at the Mount Barker exit and going along Mount Barker Road and into Hahndorf the back way.

There will be one way traffic once we get to the main street of Hahndorf and along Pine Avenue to the Oval. There is a sharp left turn onto Pine Avenue from the main street, so take care.

When we get to the Oval, Wooden Indian will be playing, followed by Four Past Midnight. Between the bands we will be having speeches and a Timed Trials Demonstration. All these people are donating their time, so please give them lots of encouragement. There will also be a carousel, train rides and face painting for the children. Feel free to join in on the face painting. Kids first!

We will start packing up around 4.00-4.30 pm, so if anyone can help us, this would be appreciated, as by that time of day most of the Committee are stuffed, having been working since 6.30 that morning and most of the previous day to make the run successful.

I would like to take this opportunity to thank all the members who have worked on the Committee during the year and look forward to having you on board again next year.

Next years toy Run committee will be run a little different to previous years, with only a few of the Committee needed early on in the year. these will be the people assigned to sponsorship and entertainment with, with the remainder not needed until the August meeting.

Paul Morgan

Toy Run Coordinator

**MEMBERSHIP REPORT** by Adrian Gibbs

To start with, I think an introduction is in order. I'm Adrian Gibbs, a new addition to the MRA Committee.

Last year I decided to do something deep and meaningful with my life so I became a monk and joined a monastery. I was violently kicked out after about 3 hours (some rule about nuns and celibacy).

Then I did the next most deep and meaningful thing that came to mind and joined the MRA where I was warmly welcomed.

The moral of this story is that all new members are welcome in the MRA no matter what bike they ride (or their sexual preferences). So if you have a friend who rides or is going to buy a bike, then let them know about the benefits of being an MRA member. If they still don't want to join then harass or blackmail them (*Why not both? Ed*). I eventually got my mate Adam to become a member and he hasn't spoken to me since.

If we could all make a New Years resolution to introduce at least one new member to the MRA we can turn a good organisation into a great organisation for all bikers. You see, the MRA is only a group of people with something in common, our passion for motorcycling. So unfortunately no people means no MRA.

Since becoming membership Secretary I've been wondering what a Membership Secretary is supposed to do? I kind of get the idea that it has something to do with increasing membership numbers. After a quick look through the files it was obvious that Whyalla was a good place to start, considering that 6 years ago there were about 70 members in the town and that number has decreased to just one. Phil 'Diesel' Crompton is his name, so I gave him a call and he was willing to help.

After arriving in Whyalla on Friday morning Diesel and I went to the local bike shops. After a short introduction to Pam and Kingsley at Whyalla Yamaha they agreed to let me harass their customers into becoming members. They also agreed to support the MRA by giving our members a discount at their shop.

Then it was off to Red Line Motorcycles, who also agreed to support us by giving our members discount and invited me to run a membership campaign from their shop, which I will do in the new year.

Saturday morning at Whyalla Yamaha was not hugely successful, although the people I did speak to seemed quite interested. Over the weekend we gained seven new members in Whyalla taking the total membership in the town to eight. Not a lot, but not bad for a few hours work.

With the support of both local bike shops and the dedication of our members in Whyalla I think we will see a new Register formed there in the near future.

I would like to thank Whyalla Yamaha, Red Line Motorcycles, Phil Crompton and Bob Johnson for their help and support.

I would also like to welcome our new members from all over South Australia : Terry Reynolds, Ian Brock, Dagmar Vaselli, Jacqueline Clarkson, Renate Crompton, Tracy and David Murray, Mark and Rosemarie Crompton, Adam Ferretti, Peter Kolb and Bill Struensee.

Welcome one and all to the MRA.

Till next time .....

Adrian

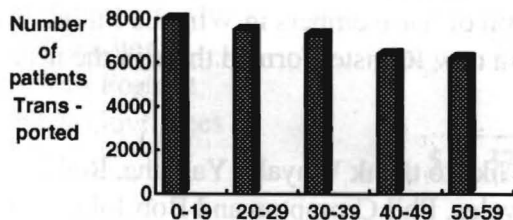
## ST JOHN AMBULANCE SERVICE

The emblem of the Order of St. John, the eight point white cross, is seen daily in all parts of the state, as part of the black and white uniforms of the Operations Branch volunteers, in metropolitan and country St. John centres, as well as on a range of first aid kits and components and on educational resource material for teaching first aid.

### Operations Branch

The Operations Branch consists of voluntary members who wear the St. John uniform and provide first aid to the general public as a service to the community. Members undertake a wide range of public duties in order to meet the demand for first aid cover at public functions and occasions where crowds may gather eg. Christmas Pageant, Royal Adelaide Show, Toy Run.

Patient Numbers for Selected Age Groups



Operations Branch provides a wide range of first aid services to the public including;

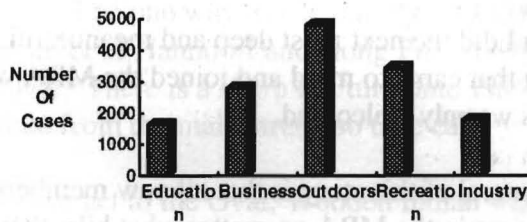
- the provision of trained, equipped, uniformed volunteers who provide skilled and compassionate first aid services at public events,
- the provision of first aid as part of the State disaster Plan,
- reinforcement of the value of volunteerism in emergency services by supporting the Ambulance Service through the provision of volunteers for country ambulances,
- the continuing development of a successful Cadet Unit to serve the needs of young people.

### Operations Branch Statistics (as at 30/8/95)

Adult Members	1,989
Cadet Members	1,093
Total	3,082

Public Duty Hours	164,646
Casulties Treated	12,954

Emergency Ambulance Cases



## FOR SALE

- A Stag female leather jacket  
Size 10 Excellent Condition, red lining  
\$120 ring Sandy AH (08) 260 4461
- Ladies Walden Miller leather  
jacket size 14 \$120  
Set of Mars leathers -2 piece size 10-12 jacket  
and pants \$200. Will consider splitting  
ring Robyn or Jeff AH (08) 396 3742
- Staintune Exhaust for FJ 1200U Yamaha  
As new \$500 Chris Prosser 8294 8941
- Honda CD 250 U 1990 model \$2200 ono  
A1 condition As new tyres, panniers, rack.  
First class learner bike, excellent turning circle,  
Plenty of rego. Steve 8261 7971

## WANTED TO BUY

- Helmet with visor for 7-8 year old  
Harald 8260 4461 (still looking)
- Kawasaki GT 550 Shaftie. Motor and  
cosmetics not important, prefer with straight  
frame and front end, but woill look at anything  
reasonably cheap. Steve 8261 7971



**4Bs REPORT**

As the year careens to its close, I am happy to report that all is well with the 4Bs and that it has been a good year overall.

Recently we had our AGM. Again, it was an informal addition to the normal meeting when we took stock of our various positions and once again decided to remain with the status quo. In short, I'm still Coordinator and Rosemary remains the Secretary/Treasurer. At this point I'd like to thank all 4Bs members for their work and support in 1996 and I look forward to working with you again next year.

At last, after an absence of a few years, the 4Bs is now a presence at the Queen Elizabeth Hospital. Adrian has taken on the task and is making himself known in the wards where motorcyclists unwittingly find themselves. Adrian has also

On the down side, one of our members, Jeff Gaden, is at present recovering from a nasty bingle on the Norton Summit Road. We wish him all the best. Bad luck about the bike!

Sammi, Guy, Andrew and I continue to visit the Royal Adelaide Hospital where most of the action seems to be. Sammi and Guy take a real interest in the causes of motorcycle accident injuries and have spent some time looking at accident sites, with particular regard to road furniture and conditions.

Sammi is on leave next year and hopes to do more research in this area. Hopefully more information will lead to a safer ride for us all. We'll keep you informed. become membership Secretary for the MRA and is keen to increase membership. As a member of the General Committee he will also represent the 4Bs there. He's good value.

As usual, the 4Bs will celebrate the end of the year with a Christmas Dinner at the Flagstaff Hotel

Franklin Street, on the 21st of December at 7pm. The cost will be \$22 per head and is good value if the last few years are any indication. If you are interested call me on 8346 8068.

Meanwhile to all, have a safe ride over the festive season and we'll see you on the road in 1997.


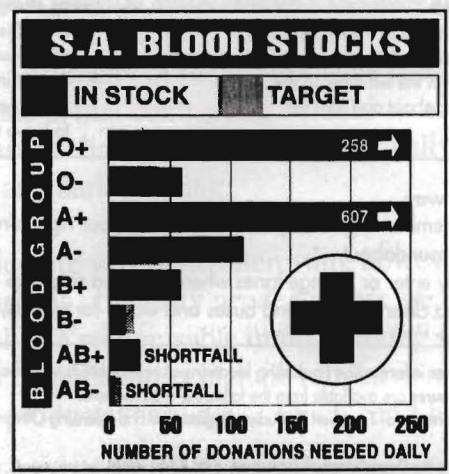
Cheers, Greg

**BLOOD DONATIONS**  
**We are meeting at the Blood Bank at, Red Cross House, Pirie Street, City to donate BLOOD!**

**Why not come along - first time bleeders welcome.**

**DATE: Thursday February 13**  
**TIME: Donate between 4 & 7 pm**

**MRA BLEEDERS**  
**BADGE**  
**\$5**  
**SHOW YOUR**  
**DONORS CARD**  
 Available from any MRA meeting or at the Blood Run

Graph Courtesy of the Adelaide Advertiser

## MULTI LANE ROUNDABOUTS

Do you know the safest way around a multi-lane roundabout? Well, I have often thought that I did and I have often wondered if I was right because everyone else seemed to do it wrong. Then I thought that I must be doing it right because all the other fellows (and gals) were the ones having the bingles, but in hindsight was I actually causing them because going into some of those roundabouts felt like I should be tying on a headband adorned with the rising sun and yelling Banzai! before I put my foot down.

Now all that has changed. the Department of Transport has come up with a system which, while not perfect, has the potential to minimise confusion and decrease potential roundabout accidents. The diagrams below indicate how the system works. In short, the trick is in the approach :

If you want to turn left, then approach the roundabout in the left lane, indicate to turn left and turn left. Easy.

If you want to go straight ahead, pick an approach lane and stay in it throughout your passage through the roundabout. As you come out of your turn to approach the exit, indicate left and exit the roundabout. If you want to turn right, approach the roundabout in the right lane and stay in it throughout your passage through the roundabout. As you approach your exit, indicate left and exit the roundabout. You should still be in the right hand lane of the roadway.

Remember, choose your approach lane **before** you enter the roundabout and **stay** in it. Give way to any vehicles on your right which are in or about to enter the roundabout and watch out for trucks and buses. They are bigger than you are, need more turning space and tend to make their own rules.

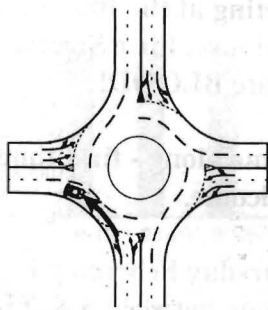
Well, now I know and you know how to do it properly. What about all the other road users?



## NEW ROAD MARKINGS FOR MULTI-LANE ROUNDABOUTS

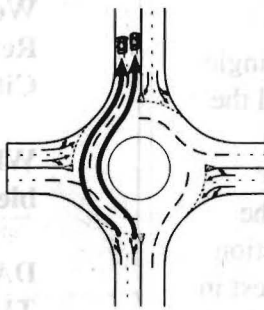
To help guide you around safely, new lane markings and arrows are being painted on most multi-lane roundabouts in South Australia.

The safest way around multi-lane roundabouts with the new markings:



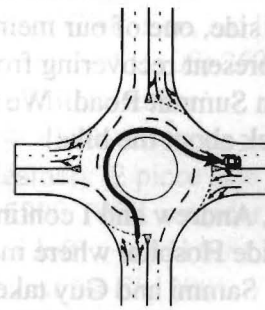
### Going left

- Approach in the left lane and indicate left
- Stay in the left lane on the roundabout and turn left



### Going straight ahead

- Use either lane, unless arrows indicate otherwise
- Do not indicate on approach
- As you come to your exit, indicate left to leave the roundabout



### Going right

- Approach in the right lane, indicate right and stay right
- As you come to your exit, indicate left to leave the roundabout

### Giving way

- Remember to give way to all vehicles to your right already in or about to enter the roundabout
- Only enter or change lanes when there is a safe gap in the traffic
- Keep clear of trucks and buses and watch for cyclists, pedestrians and motorcyclists



Look out for this sign when approaching a multi-lane roundabout

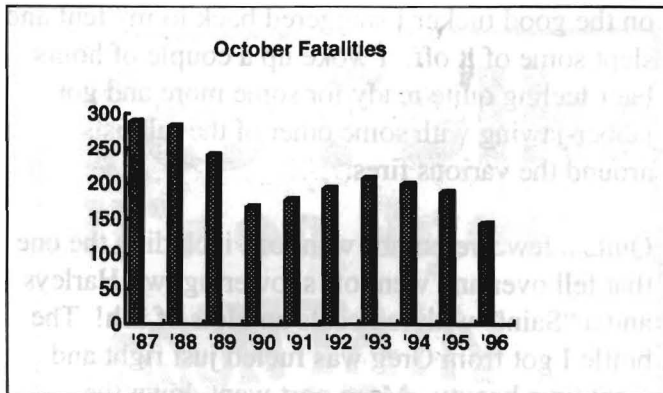
For further information (including locations of roundabouts with the new markings):

- Brochures are available from the following organisations:  
Department of Transport (including Registration and Licensing Offices), your local council, RAA or SA Police
- OR
- Phone the Department of Transport (08) 8343 2404



## ROAD SAFETY REPORT by Rob Wells

Since the last Centrestand not a real lot has happened in the world of road safety. According to FORS road accidents and fatalities for 1996 have decreased which is an encouraging result. Also road fatalities for the month of October have decreased in relation to October 1995. It is hoped that with the onset of Summer holidays and the Christmas period that the low accident rate can be maintained.



Australian Road Fatalities For Current Month  
Last 10 Years

### This Month's Key Figures

- There were 143 road fatalities in October 1996  
This was 23.5% lower than October 1995

### This Month's Key Points

- 1642 road fatalities have occurred this year to date, a decrease of 19 over the same period in 1995
- For the 12 months to date, Australia's road toll stands at 1998.

*(Figures supplied by Federal Office of Road Safety)*

Locally I was invited to a lecture hosted by the Colour Society on the conspicuity of motorcycles, pushbikes and their riders. There were two guest speakers, Graeme Kennedy from 3M Australia and

Dr. Michael White from the Office of Road Safety, SA Department of Transport. 3M manufacture and supply luminescent and reflective materials. The main thrust of 3M's presentation was that if you want to be seen at night on the road, the best thing to wear is reflective material on your clothing. Their best suggestion is a band around your torso; your arms and legs in either white or yellow, as they are the most visible colours.

However, he did point out two facts to keep in mind :

1. because of the method of construction of reflective materials, they only reflect light when it hits the material at certain angles. Therefore there is no guarantee that the material will reflect effectively in all circumstances.
2. Due to degradation of the material through creasing, washing, exposure etc. the material only has an effective life of 12-18 months. Quality of material is measured by the number of times it can be washed without breaking down.

The speaker from the DRT talked mainly about the results of high conspicuity or lack thereof. Popular opinion holds that the brighter the colour of your bike and clothing, the more easily seen you are. However, there is no scientific proof of this, despite a dozen or more attempts to research this idea. No two research studies have been conducted in the same manner because no formal guidelines or accepted methods of measurement exist. All many of the studies have managed to indicate is that contrasting colours stand out against the background, which is equally true for light and dark clothing.

The lecture was quite interesting however, more research is obviously needed in this area to establish a recognisable trend. Having said that, more manufacturers include reflective materials on their products these days, which can't hurt.

**BUSH PIG RALLY** by Steve Tyler

September was with us again, which means it was that Bush Piggy time of the year. As usual, it was held on the second weekend, but this year the guys who run the Ghost Town Rally up at Broken Hill had chosen to have their rally on the first weekend, which meant that for the first time in many years the two rallies didn't clash.

As with last year, I copped afternoon shift and couldn't make it up to Snowtown for the Friday night festivities. Got going alright Saturday, but left it a bit late leaving so I opted for the straight route up the Port Wakefield Road. Don't know about the others, but the little 500 rather suffered at the hands of the headwinds, all the way to the turn-off! The track in was pretty much the same as last year, but I got a bit of wheelspin in the muddy bit at the creek crossing! Despite the later Winter this year, the suite was not as grassy as last year and didn't hide any rocks for anyone to slip on. maybe a few strategically placed sheep a few weeks before did the trick.

I was welcomed in by the ever affable Greg Stevens and Toot Bunnett, yet again staffing the control tent, but this year assisted by Greg's Mum (No wonder he was on his best behaviour).

I managed to get the tent up before the Gymkhana, in fact I also managed to get into the port as well. Along with many others I narrowly missed winning the helmet toss! Eventually we got the bikes out for the various races. They were split into two classes, one for road bikes and one for chookies. I finally managed to win a bottle of port by out running the opposition in the slalom event. Still, I don't know how I did it or how much the port running through my veins helped. I was doing well in the slow race when my bike just stopped!

The Stonemans were not as prevalent in the Gymkhana this year (probably still got plenty of '95 vintage Bush Pig Port left at home). Malcolm

Hill brought his family in the car this year leaving the Yam 750 at home and giving some one else a chance.

As the evening set in, the burnout block got a work over, but nothing like the hiding it copped last year. I was getting pretty full by this time and decided I needed a feed to sop up some of the alcohol. The rally was catered again this year, not quite as lavish as last year, but Greg and Mrs Stevens did a stirring job, both Saturday night and again on Sunday morning. After feeding my face on the good tucker I staggered back to my tent and slept some of it off. I woke up a couple of hours later feeling quite ready for some more and got jabber-jawing with some other of the rallyists around the various fires.

Quite a few fire bombs went off, including the one that fell over and went off showering two Harleys and a "Saint" with red coals and lots of ash! The bottle I got from Greg was fueled just right and went up a beauty. More port went down the throat and more bad taste jokes were told before finally turning in when the grog ran out.

Trying to sleep was a problem this year, the normally quiet site was as wind blown as a coastal bluff. My tent kept on collapsing on me and then righting itself. The sight at first light looked like a disaster area with many tents collapsed on the ground and a few rallyists complaining about broken poles. The wind didn't let up all night and made packing up an interesting challenge.

Fortunately the winds out on the highway were from behind all the way home which made for a quick and easy trip home.

Yet another successful Bush Pig had passed, numbers were up on last year and hopefully the Mid North Register made a decent profit this year. Thanks again to Greg, Barry, Toot, Mrs Stevens and the rest of the Mid North crew for an excellent rally, hope to see you all again next year.


**RALLY ROUND UP**

by Steve Tyler

Either not much is happening on the rally scene or some one is not telling. If you have a rally which you want to advertise let me know and I'll include it in my listing. Call me on (08) 8261 7971

My pick of the month for March is the Tas Rally 97 for a little Mountain Madness. Check out the last issue of centrestand for details of prices to get across there.

# Yes folks It's on Again



**MOUNTAIN  
MADNESS**

**TAS 97  
RALLY**

**North West Tassie  
Feb 28. March 1. 2. 3**

**Contact MRA Tas: GPO  
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**SAFE-T-CAM IN NSW**

Safe-T-Cam is described as 'an image capturing and image recognition system to automate repetitive monitoring tasks'. The associated equipment enables the surveillance of major highways in NSW for twenty four hours every-day.

Its development of was prompted by serious crashes involving heavy vehicles in the previous five year period. The new technology has been developed by Telstra, the CSIRO and RTA of NSW and subjected to a two year trial.

The Safe-T-Cam monitoring equipment is mounted on bridges and gantries overlooking a highway. A video camera electronically tracks vehicles. An acquisition camera and infra red flash are also used. A still shot records the number plates of programmed vehicles (at this stage, heavy vehicles).

Phase one of the development involved tests in 1992 at Wilton, on the Hume Highway. Phase two required the installation of equipment at Goulburn, 100 kilometres south of the original location at Wilton. This enabled vehicles travelling the Hume Highway to be checked at two different locations as a forerunner to checking a particular vehicle anywhere in the state. The data obtained at the monitoring stations is then processed at the control centre at Elizabeth street, Sydney.

Phase three of the program involves the establishment of reporting sites across the state. These sites will be at strategic points on four highways, Hume, Newell, New England and Pacific.

The system has the ability to detect unregistered vehicles, with automatic notification to police and weighbridge stations. Elapse time violation can be measured between two sites, ie failure of drivers to take a mandatory rest break can be determined. Other uses of the system include; tracking stolen vehicles, movement of freight, weighing vehicles in motion, improving traffic flow, *continued page 15*

**MAKE ROOM FOR THE MUSE**

**On Each Man** **Jody Via**

Some men climb high mountain peaks just because  
they're there,

While others sail the deep blue sea or rassle grizzly  
bears,

Some men scan the heavens, to chart the distant stars,  
And others plot their course between the road signs and  
the bars.

Those mountain peaks get awful cold, the ocean's filled  
with sharks,  
And there's all kinds of grizzly shit out there in the  
dark.

It takes all kinds to fill the world and we've sure got our  
share  
Of uppers, downers, town-to-towners and some who  
ain't all there.

Some men toil their whole lives through to fill a wealthy  
grave'  
Others march in battle gear, commanded to be brave,  
Some men know what they're about, some men go  
astray,  
Some men seek their destinies and some just go to play.

It's on each man to choose his life and then to live it  
well.  
For he's the one it has to suit, the rest can go to hell.  
And once that choice is made, the man who makes it has  
the right  
To live his life with all his heart and soul and all his  
might.

I think those dudes are loco who go diving in the deep  
Where Moby Jaws hangs out and great big octopuses  
sleep  
And it's my own opinion that bronc riders are all daft,  
Just like those maniacs who run white water on a raft.

But it doesn't matter what I think, they're just as free as  
me,  
And it's their right to be crazy as they want to be,  
So long as I live and ride and stake my claim to  
highway wind,  
'Twould ill behoove me not to honour claims of other  
men...

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**CONCESSIONAL MEMBERSHIP**

	Individual	Family
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Please tick appropriate box:

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Most sizes available: 10, 12, 14, 16, 18, 20, 22, 24

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Toy Run Badge 1989, 1990	\$ 3.50
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MRA Reflective Sticker	\$ 1.50
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Look Left, Look Right, Look Bike Sticker	\$ 1.00
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*Please support these shops, as they support our members. Don't forget to show your membership card when requesting discounts.*

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**10 YEAR MEMBERSHIP**

Any member who considers that they may be eligible for a **10 year membership badge** are asked to advise the MRA asap so that a presentation can be arranged.

Presentations are made each year only at the AGM in September and at the Christmas drinks party in December.

*Continued from page 13*

automatic toll charging to reduce traffic delays, regulation and monitoring to change behaviour. Safe-T-Cam enables action to be taken in response to abnormal events. The ultimate objective is to keep NSW roads accident free.

*Roadwise Vol. 9 No. 1 1996*

## FORS NEWS

### Motor Vehicle Pollution In Australia

On 7 May 1996 Federal Transport Minister for Transport and Regional Development John Sharp released the *Motor Vehicle Pollution in Australia* report. The report was the culmination of two years of the most extensive car pollution study ever undertaken in Australia, with over 600 in-service vehicles being tested for their exhaust and evaporative emissions.

The study fills a large gap in our knowledge about the impact that cars make on air quality in our major cities. The report will provide invaluable information for our transport and environmental agencies to develop more effective emission control strategies.

Management of emissions from in-service vehicles is the direct responsibility of the states and territories, but FORS is continuing to work with state agencies on a number of projects designed to reduce emissions from in-service vehicles.

Key findings of the report include:

- air pollution from family cars can be cut by up to 25% with routine engine tuning and maintenance;
- air pollution from vehicles is not simply an "old car" problem - data from the study clearly shows that there are bad individual cars in all age groups, but the 10-16 year old age group contributes most to the total pollution load.;
- we can achieve around 85% of the maximum possible benefit from maintenance by rectifying the worst 20% of the cars;
- the level of hydrocarbons from petrol evaporating from the vehicle, not including exhaust emissions, is much higher than it should be.

The study received strong support from vehicle manufacturers, motoring organisations and other Government agencies.

### Speed Campaign

FORS has developed a national television campaign highlighting speed as a road safety factor.

The campaign is based on extensive market research into motorist's attitudes and behaviours in relation to a wide range of speed related issues. It is designed to complement and enhance the speed management and reduction efforts of State and Territory road safety authorities.

The campaign aims to alter the perception of "safe" speeding (defined in the research as driving above the limit, in favourable conditions, with little perceived likelihood of crashing) as a low risk factor. It does so by providing an understanding of the consequences of even a small change of speed when driving. The point is illustrated in a television commercial highlighting the difference 10km/h can make if sudden stopping of a vehicle is required.



The desired outcome from the campaign is that motorists will be more aware of the connection between speed and stopping distances and thus more aware of the dangers and consequences of speed when driving. The long term aim of the campaign is to encourage motorists to voluntarily reduce their normal speeds and ideally have the community view speeding, along with drink driving as a socially unacceptable practice.



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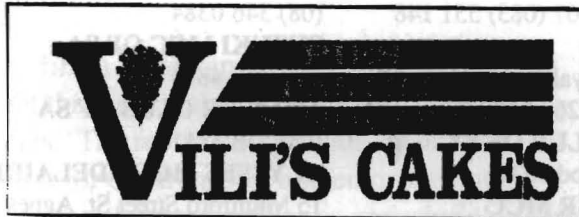
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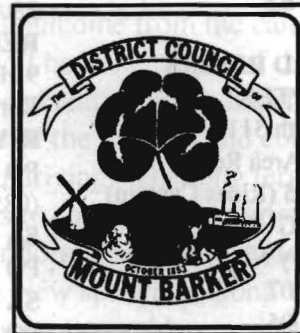
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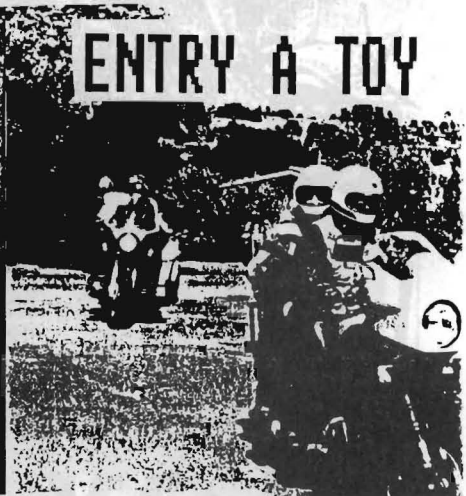
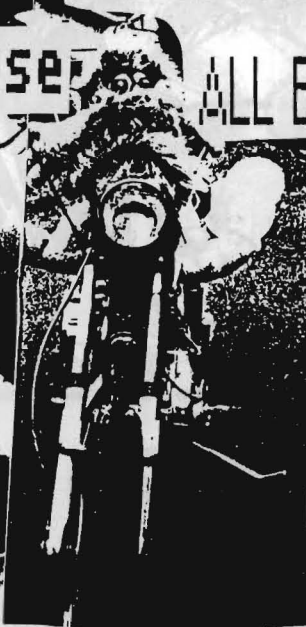


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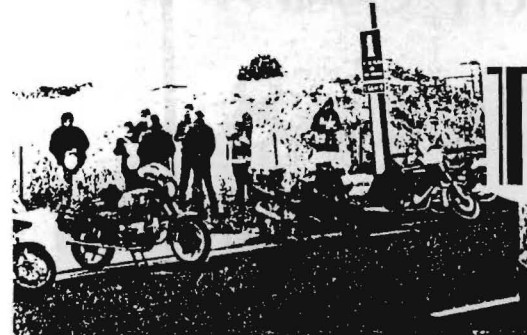
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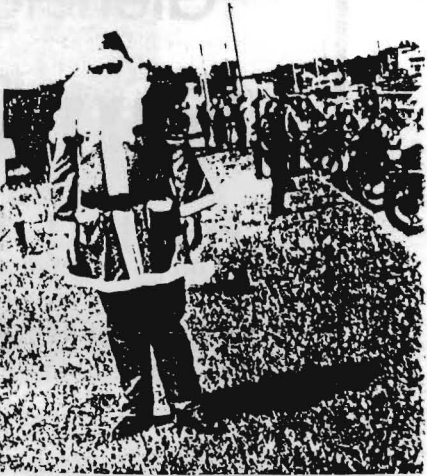
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TOY RUN



PENOLA 10am Shell Roadhouse

MOUNT GAMBIER 11am



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**MRA**

# **Toy Run '96**

Glenelg to Hahndorf Oval

**Sunday, Dec. 8**

Leaving the Glenelg Car Park  
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Bands, Children's Rides

Trade Displays, Stalls

Food and Drinks

**Bring a Toy for a needy kid**