

CENTRE STAND

SEPTEMBER 1997



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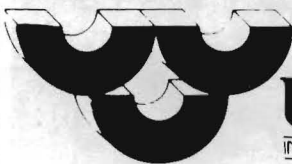
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COVER PHOTO : Roadcraft Day at Mallala Photo by Paul Morgan

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 (AMC)

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EDITORIAL

Spare a thought for occasionally for your pillion; this static, uninvolved travelling companion whose presence behind us is often forgotten and who reminds us of their existence with the occasional thump on the back with a yell of "Coffee!" or "Smoko!". Their view of the trip cannot compare with ours; theirs is full of helmets and sideways views of the world. On long trips without the need to attend to the traffic and riding the bike, they spend a lot of time sleeping. The fairing does not always protect them like it does us so they get colder than we do and they trust us to keep the shiny side up and make it to the end of the road. So spare a thought occasionally for your pillion.

Ride Safe Harald

MRA SA NOTES

MRA SA AGM

- Yes, the AGM is on again. The venue is the Governor Hindmarsh Hotel and supper will be served after the meeting. This is where you vote for your committee members for the coming year and we are hoping that some of you who have not been actively involved in the past will come forward to give us a hand. A few new faces will be most welcome.

Our special guest at this meeting will be Peter Gerard, who is our representative on the SA Compulsory Third Part Premiums Committee. This is the committee which recommends the rises in the SGIC premiums to the State Government. Peter will be along to talk about his role on the Committee, how the Committee operates and to answer any questions which you may have to put to him. So come along to be informed. This chance will not be available often. See you there.

AMC AGM

- The Australian Motorcycle Council of which the MRA is a member has held their Annual General Meeting and elected their office bearers for the 1997/98 year. They are:

Chairman Ken 'Flapper' Terry from Tas.

Vice Chairman Albert Bowden from

Secretary Peter Dieghan from ACT

Treasurer Peter Dieghan from ACT

Bulletin Editor Krystina van Ruyen from
Tasmania

CHILDHOOD CANCER RUN

- The 1998 Childhood Cancer Run is now being organised, so put this date in your diary - **Saturday 28th of February**. Currently the plan is to gather at the Torrens Parade Ground in the city and leave around 10am and travel to the Riverland in convoy, passing through Kapunda, Eudunda, Morgan, Barmera and ending up at a suitable gathering spot outside

Renmark. Watch this column for a complete report on the CCR activities in the December Centrestand. The MRA has once again agreed to manage the convoy, so if you are interested in being a marshall for the run for this very good cause then ring David Povey during business hours on **(08) 8264 4453**

SOME THOUGHTS TO CONSIDER

- Pillions certainly never know how close they sometimes come, do they?
- The road goes ever on but corners always come to an end.

NEW ZEALAND NEWS

- Submissions have been made by biker's groups to the government on that phenomenon well known to rural bikers a 'The Long Green Line'. One group has been successful in lobbying their local Authority to require stock trucks to be equipped with effluent tanks and providing emptying facilities for them. (*AMC Bulletin*)

BANK MERCHANT FACILITY

- The MRA has just taken up a bankmerchant facility. This means that you will now be able to pay for membership and buy stock by using your credit card. A number of members hve brought to our attention the difficulties and costs associated with using bank cheques and postal orders so we have brought this service in for you to use.

Although the details are yet to be finalised, a telephone service will also be made available as well as an opportunity for automatic membership payments if required. Details of the new service will be in the December Centrestand and we will be using it at the Toy Run. Any enquiries regarding the service after receiving your September Centrestand should be directed to Secretary Paul Morgan on (08) 8346 0663

PRESIDENT'S REPORT

This edition of Centrestand contains discussion of a few issues which you as members could closely consider.

The AGM is coming up soon and I would urge you to consider helping out on the Committee. There is always room for people who want to have a go and the mutual support society we have going works well. If you are not sure then talk to myself or Paul before the meeting. We will be happy to enlighten you further with regards to any position.

Peter Gerard's talk at the AGM on Third Part Premiums development comes timely in that the Third part premiums Committee has recently brought down a new set of charges. An understanding of how the process works may enable us to have a stronger influence in the future. Even if you don't want to get elected to a position on the MRA Committee come along to hear Peter speak. It will be worthwhile.

The Roadcraft Day was instructive to all of us who went, even to those for whom it was a repeat performance. What struck me the most was the number of experienced motorcyclists who were acknowledging their need to learn and become better skilled at something at which they were already competent. Their enjoyment at discovering new skills and techniques was impressive in itself. The number who commented on wanting a repeat day was justification for organising the day in the first place. We will be putting on another day next year so you had better get in early.

The Toy Run organisation has changed slightly as you will read in Paul Morgan's report on page 7. To help you understand it better a map of the Glenelg area at which the bikes will gather on the Sunday morning is reproduced on page 16. Have a good look at it and show it to your friends who are not members. This may help make the organisation easier on the day. The December issue will do the same for the Hahndorf Oval layout.

OZ GP NEWS

The Australian Grand Prix Corporation has given the organiser of the 3rd OZ GP Run ten 3 day general admission tickets to the Philip Island GP to be held October 3-5. Two tickets will be raffled and will be drawn at the start of the Run (The proceeds of the raffle will go to the MRAA.). Eight tickets will be awarded by the Vic. Minister for Roads & Ports, Geoff Craig.

The categories are:

- Longest distance male rider,
- Longest distance female rider,
- Longest distance male pillion,
- Longest distance female pillion,
- Longest distance club attendance,
- Largest club attendance,
- 2 MRAA members

(Proof will be asked for.)

The OZ GP Run will start from Elizabeth Street, Melbourne on the morning of Friday October 3. From 9.30 am the raffle will be drawn and the awards presented. The Minister will then head the column of bikes on their way to Philip Island. Police will escort the procession and many bikers will join in on the way.

Join the procession and help promote motorcycling and you might get into the GP free. A commemorative badge will be available before the run or by mail. For more information and order forms contact National Motorcycle Consultants (03) 9663 2164, fax (03) 9662 9090

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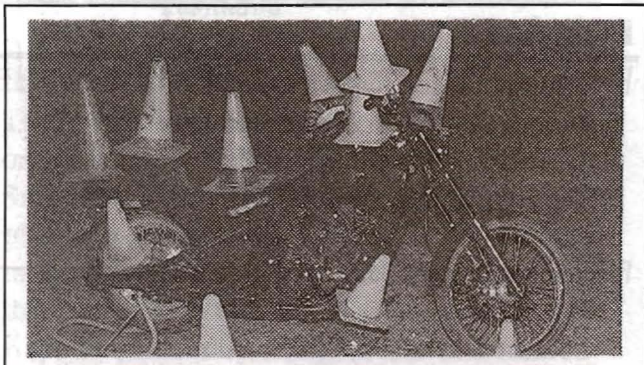
Membership	258.50
Sale of Stock	32.00
March Centrestand Advertising	280.00
Bank SA Credit Interest	71.80

\$ 642.30

EXPENDITURE

Membership envelopes	17.89
Yellow Pages Australia	169.00
Recovery Trailer Registration	44.00
Australia Post postage	90.00
Commission on CS Advertising	243.00
Bank Charges	5.87

\$ 569.76

CLOSING BALANCE \$7 395.39**TOY RUN ACCOUNT****CLOSING BALANCE** \$ 269.83**Ian Marlow Treasurer 28/7/97****GREAT ESCAPE RALLY 1997**

'Coned Again' Photo by Steve Tyler

ROAD SAFETY SHORTS**THE OLDER DRIVER**

Australia's population is ageing and this is reflected in the growing numbers of older driver on Australian roads.

The mobility and independence provided by the motor vehicle are as much appreciated by the older driver as by the young driver. To be denied the use of their vehicle would be a serious impediment for many older persons to their social well-being and their lifestyles.

Yet studies show that as a driver ages, his/her driving abilities may suffer through physical and mental impairment, apart from a diminished recognition of what constitutes safe driving practice. So while older drivers have long experience to draw upon, this may be counteracted by other age related factors.

NMRA ACT Road Safety Trust

PEDESTRIAN SAFETY

In recent years, there have been many advances in vehicle design which have increased safety for occupants. Few of these improvements are relevant to pedestrian safety. Yet one on five fatalities on Australian roads is a pedestrian.

The cost of road trauma in Australia has been estimated at approximately \$6.1 billion per annum. Pedestrian crashes cost the Australian community nearly \$1 billion each year.

When considering the implications of data collected for a paper on vehicle design, the primary considerations are:

- pedestrians are responsible for 74% of crashes in which they die,
- pedestrians with elevated BAC's are involved in 30% of fatalities,
- 40% of pedestrian fatalities were over the age of 60,
- in 42% of cases, drivers were unable to brake or swerve,
- 30% of pedestrians died instantaneously,
- 66% of pedestrians received severe injuries to the head,
- the pedestrian was struck by the front of the vehicle in 84% of cases and
- the involvement of bull bars may be as high as 20%.

Design changes which effect a reduction in harm potential have the ability to reduce the level of road trauma across the entire spectrum of pedestrian crashes regardless of their cause or circumstance., particularly design changes to the front of the vehicle which would reduce the severity of the impact between the pedestrian, especially the head of the pedestrian, and the body of the vehicle. Any changes in this area could assist in reducing the number of fatal outcomes in such crashes.

FORS

TOY RUN REPORT

As you will know by now the run will be forming up and departing from a different area. The Glenelg Council would still like us to assemble as close to Glenelg as possible. They told us this was a big event for them, something we had not considered in the past. At a meeting with the council it was decided that the bikes would form up on the East side of Anzac Highway with the front of the run being at the new Tapleys Hill Road. The bikes would then fill the East side of Anzac Highway down to the roundabout, along Colley Terrace, into Magic Mountain car park. Once this area is filled, the West side of Anzac Highway from Gordon Street up to the roundabout will be used for bikes. All roads in this area will be closed to all traffic except bikes from 8.00am. This will necessitate the need for more marshals. So we need your help, please give David Povey a ring on 8265 5388 (W). It is not a hard job and will give the satisfaction of helping out on the largest event in South Australia, so please get on the phone now.

We hope to have the Lions helping with parking at the oval and also some Scouts, so this should prevent any hold ups getting into the oval. There will also be an exit for those who just want to drop of toys, although we try to discourage this as the longer you stay at the oval, the more money you will spend and as this is our major fund raiser for the year, the more money we make the better we can service our members and the motorcycling community in general.

So far we have one band booked, Four Past Midnight, who played last year and are in the process of looking at another band. Children's entertainment is still being discussed. At this stage it looks like we will be having a blow up castle and a merry-go-round.

There will be less parking on the main oval for bike this year as we found we were a bit pushed for space last year, but there will be plenty of parking on the top oval and on the left side of the main oval.

We hope to have the poster in the shop by late October, so keep an eye out for it. If you have any questions, or can help out on the day, please give me a ring on 8346 0663 (H), Mobile 0414 254 487.

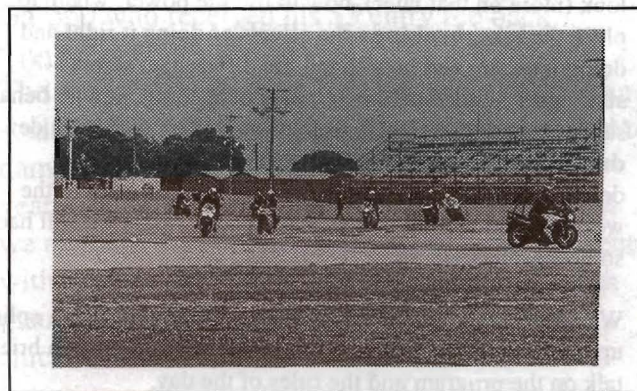
Paul Morgan Co-ordinator

MARSHALS

WE NEED MORE MARSHALS!

If you would like to become a marshal or need information on what a marshal does, ring **David Povey on 8265 5388 (W)**

ROADCRAFT DAY Photos By Paul Morgan



Double Apex Left Hander Cornering



Running For The Southern Hairpin

ROADCRAFT DAY Harald Lindemann

On the 10th of August about 40 people and their bikes turned up at the Mallala Motorsport track for a day of practical tuition and experience in motorcycle roadcraft. For many of us this meant being forced to think about the way we ride and accept that there are life saving skills that we need to practice every day and that we can always learn something new to make us better riders.

The day was preceded by a theory night held a few days prior at the Oaklands Park Road Safety Centre. Here Tony and Mary-Anne from Ridersafe explained the principles and the expectations of the course. We discussed; **clothing** - there are some really good internal reasons why you should replace that brand new \$600 Arai helmet that just fell off the seat of your bike, leather is not just 'cool' to wear, it is the best spare skin that you can buy, it will also help you slide to a stop when you're careering down the road sans bike, rather than tumble to a stop.; **cornering** - what to look for, where to look (more on that later), how to use the power, where to place the bike; **braking** - the effects of doing it right and doing it wrong and how to tell the difference; **street strategies** - understanding what is happening, how to behave safely, how speed affects perception, bikers with attitude; **drugs & alcohol** - their effects on reaction times and decision making. We came away looking forward to the weekend and feeling that as experienced riders we still had some lessons to learn.

We arrived at Mallala just after 9am, were welcomed, split up into groups according to engine power and given a brief talk on the program and the rules of the day.

The Mallala track was sectioned off into separate areas for the various training sessions. Our group started off with **cornering** at the double apex left hander in front of the stands. First we were told exactly how to go into the corner and how to come out and then gradually increase our speed. Mary-Lou kept saying "Look where you want to be not where you are going." The trick is to turn your head to the point about 25-30m in front of the bike and concentrate on being there. It does work, but takes a lot of work just to not keep looking down at where you are. This was done in both directions following the bike in front. Supposedly we would increase in confidence as we got the bike to do what it was supposed to do. It didn't help mine at all when I realised that the bike had a mind of its own as to where it wanted to go - everywhere except where I pointed it. I *think* that I got it right once, but I got the message.

Next was **progressive braking in a corner** at the southern hairpin. This went well until I lost a bolt from the centrestand and missed the rest of the session while the instructor went off in search of a suitable piece of wire.

Next was an introduction to the principles of **counter steering** and using the handlebars and footpegs in the avoidance of obstructions on the road. Counter steering is the use of existing gyroscopic forces to bank the bike through a turn. Rather than turning the handlebars to steer into the direction of the turn, the gyroscopic forces allow for pressure to be applied in opposition to the direction of the turn. This essentially means that to avoid a hazard the handlebars are pushed *in the direction of the hazard* in order to avoid it. It works, but it takes some practice to understand that it works, if not why it works. With the footpegs, push down on the footpeg on the side of the bike in the direction you want the bike to go and it will lean in that direction.

More practice in **cornering** on the southern hairpin was followed by a break for lunch put on by the MRA. After lunch we had an **emergency braking** practice session on the straight just past the southern hairpin. I found that on braking hard I tended to roll my fist backwards with the effect of increasing the revs as I came to a stop. I am now practising rolling my fist backwards on hard braking to make the stops more comfortable.

Next was more **cornering** at slightly higher speed (and more fun) through the esses. This helped improve on the previous lessons of setting up to enter the corner, braking prior to entering, banking and powering out. Done smoothly and with style of course.

A session on the importance of bike **maintenance** was followed by some **slow riding** through a maze of cones. Again the lesson was saying "Look where you want to be not where you are going" and keep your head up. It works when you do it right but there is a lot to unlearn in just going around a slow tight circle on a BMW R80RT smoothly.

The day finished about 4ish and we had some free time to do a bit of scooting around the track before the rain came down and it was time to head home.

The verdict was - an instructive day with a new understanding of what we are actually supposed to do out there on the road and when is the next session?

The day was sponsored by the **Ridersafe Instructors Association Inc., Motorcycling Australia SA Inc., Bike City/Bike Centre, Boltons Kawasaki, Yamaha Pitmans, The Honda Shop, Peter Stevens Motorcycles** and the **MRA SA Inc.** The combined efforts of the people involved in these organisations and on the day made it possible for the course to be put on at such a reasonable rate of \$45.00 when normally such a course would be a lot more. Thanks to everyone. Watch out for the next one!!

ROCKS POKER RUN**Les Dicker**

Once again the weather provided us with a variety of conditions for the annual run to the Rocks to meet up with the gang from the Mid North register. The usual meeting place for this event is Povey Motors (Volvo dealership!) at St. Agnes, with lots of the regular punters attending in spite of the threatening clouds. Also there were a few new faces getting their first taste of the addiction of a Poker Run.

There were three new model bikes on this run, namely my new ZZR 600 (haven't fallen off it since the last time!), Jeff (Silent Running!) Gaden on his Yamaha TRX 850 (Trixie) and John (Surtees) Gazzard's Triumph 595. Not too many people noticed Johnny because of the low key yellow paint job on the Trumpy and his fluorescent Dainese leathers and dazzling iridium visor! I told Johnny all about my new yttrium visor which is a technological spin off from the Gulf War (only you know that you've got a yttrium visor!) and then showed him my computer generated back tyre - virtual tread pattern.

Once everyone had checked in and picked the first card we set off to the melodious sound of the Trixie! The first stop for the next card was the ominously named "Dead Man's Pass" reserve near Gawler - if that doesn't stop them overtaking, then nothing will! After we had finished picking cards and examining the plumbing we were ready to depart, when to our horror President Harald's undercarriage wouldn't retract! Oh no! Harald's having problems with Centrestand! A quick wiring job on Harald's favourite R80RT and we were off again.

The ride to Hamely bridge was interspersed with fresh water to cool off our bikes and when we arrived at the usual parking area we noticed that it had been expensively redecorated since last year - now I know where they filmed the exploits of the NASA Martian Sojourner! The next stop at Owen

was short and sweet as everybody could just about smell the MRA barbeque from there!

The road into the Rocks was quite easy and I took a lot of it at 70 kph (Milo should have been there!), the only dodgy bit was at the railway crossing when the ZZR squirmed a little! The Mid North gang were already there and had a real fire going, getting some practice in for the annual Bush Pig rally no doubt!

The winner with three sevens (blackjack!) was Kim Allen of Waikerie, who won \$20, good effort mate. Second was Peter Hoffland who was lucky enough to have two pair for \$10 petrol money and third was first time player Matt Tyerman with a pair of aces and a very nicely presented Kawasaki GT 550 who received his \$5 entry fee back.

The rest of the time was spent eating, drinking and socialising. the occasional shower of rain failed to dampen the good time had by all attending this year's Rock's Poker Run. As is usually the case we all went our separate ways back home. I went with Surtees and Trixie and didn't catch up with them until after they got scared by a big bad chicane!

Well done to everyone involved in organising the Run and we'll see you there again next year.

Leslie Dicker (Uncle Pervie to you!)

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 November 13

FEDERAL BLACK SPOT PROGRAM

The Federal Government is working with the States, local government, community groups and industry to help reduce the number of people killed or seriously injured on Australia's roads.

Around 2,000 people are killed, 30,000 seriously injured and 90,000 receive minor injuries in road crashes every year. The cost to the Australian community is \$6.1 billion every year. The average cost of a road fatality is \$752,400 and of a serious injury is \$113,100.

Together with other stakeholders the Federal Government is committed to reducing road trauma throughout Australia. The 1996 National and Rural Road Safety Action Plans targeted high risk behaviour such as drink driving, speeding, fatigue and non use of seat belts, as well as rural and remote area road safety. Cost effective new vehicle safety standards are an important priority, particularly in the areas of pedestrian and occupant protection.

In addition to this the federal Government is working to eliminate crashes on parts of the road network with known high crash rates.

The *Federal Road Safety Black Spot Program* has been introduced as part of the Federal Government's commitment to reduce crashes on Australian roads.

Road crashes are a major cost to Australians every year. Black Spot programs target those road locations where crashes are occurring. Programs of this sort are very effective, saving the community many times the cost of the relatively minor road improvements that are implemented.

The Government will spend \$36 million a year in real terms, over a 4 year period, as part of a road safety strategy to reduce the road toll through cost-efficient, safety-oriented projects.

Around 400 sites a year throughout Australia should be able to be treated under the program.

Community Consultation

Widespread community consultation and participation is fundamental to this program and will ensure that local concerns are addressed.

Community groups, motorist organisations, industry organisations, councils and others are invited to nominate Black Spot sites around Australia to be considered for treatment.

Rural Projects

Around 60 per cent of fatal crashes and 50 per cent of serious injury crashes occur outside metropolitan areas. In line with national road safety policy objectives, approximately 50 per cent of Black Spot funds in each state (other than Tasmania, ACT and the NT) will be reserved for projects in non-metropolitan areas. This will ensure that crash locations in rural areas are treated.

Coordination

States and Territories will play an important coordinating role. A *Consultative Panel* will be established in each State and Territory. It will consist of representatives drawn from community and road user groups, industry, Federal and local government and state road and transport agencies. The panels will provide comment to the Federal Minister on nominations for Black Spot works.

Eligibility of Sites

Funding is mainly available for the treatment of Black spot sites, or road lengths with a *proven history of crashes*. Project proposals must be able to demonstrate a benefit to cost ratio of at least 2

For individual sites such as intersections, mid-block or short road sections, there would have to be a history of at least 3 casualty crashes in any one year, or 3 casualty crashes over a three year period; 4 over a four year period; 5 over a five year period, etc.

For lengths of road, there must be an average of 3 casualty crashes per kilometre over 5 years; *or* the road length to be treated must be amongst the top 10% of sites with a demonstrated higher crash rate than other roads in the region.

The requirement of a history of crashes is necessary to ensure that all those sites that do have a recurrent problem are targeted for treatment.

However, the Black Spot program also recognises that there are road locations which could be considered as "accidents waiting to happen".

Therefore, up to 20% of program funds may be used to treat sites where road traffic engineers have completed a "road safety audit" and found that remedial work is necessary. For the first time, this will allow an opportunity for proactive safety: to treat sites before casualties occur.

Nominations of sites are invited from States and local governments, community groups and associations, road user groups, industry and others.

Federal Office Of Road Safety

AMC NEWS **July AMC Bulletin****WIRE ROPE BARRIER FAILS TEST**

Authorities have torn down installations of wire rope fencing in Denmark following the injury and death of motorists there due to collision with the barrier.

The fencing has been subjected to tests which concluded that the fencing is highly dangerous, not only to motorcyclists but to motorists as well. The bonnets of some vehicles, particularly sports cars are sliding underneath the barrier on collision, placing drivers and passengers in a very dangerous situation.

The AMC was given copies of several reports which appeared in Danish newspapers. Unfortunately we only have translations of headlines such as 'Woman torn by wire rope', 'Road Boss plays with human life', 'Wire rope fails tests', 'Second class safety', and 'Tests disclose that wire rope is highly dangerous'.

More details will become available when the articles are translated.

FILTERING VICTORY IN AUSTRIA

Motorcyclists will be allowed to filter through traffic lanes [*lane splitting Ed.*] providing traffic is stationary and there is sufficient safe distance, under a new law passed by the Austrian government. This is an adoption of the law for cyclists, who have been permitted to filter for many years. The law was implemented in mid 1997.

MAG Austria's Edwin Hofauer said "We have been fighting for this for the last ten years. It is one of the most important concessions won for our fellow motorcyclists. We congratulate the government for its contribution towards modern transport concepts."

Filtering is usually tolerated in other European countries, but only Belgium and Austria allows bikers to filter by law.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Motorcycle Riders Association of South Australia Inc. will be held on Monday 29 September 1997 at 8.00 pm at the Governor Hindmarsh Hotel, Port Road, Hindmarsh.

All the positions of the Association listed below will be declared vacant and the 1997-1998 Committee will be elected.

President	Membership Secretary
Vice President	Minutes Secretary
Treasurer	Editor 'Centrestand'
Secretary	Stock Control Officer
Publicity Officer	Road Safety Officer
Register Liaison Officer	
General Committee Representatives (8)	

All financial members of the MRA SA Inc. are eligible to stand for election to one or more of the above positions. Nominations should be in writing to the Secretary of the Association prior to the beginning of the AGM.

At this meeting new Life Memberships will be conferred and 10 Year Members will receive their badges.

All members are invited to attend the meeting. Buy your own drinks and some hot and cold snacks will be provided for after the meeting

PAUL MORGAN
SECRETARY

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.

THE C.R.A.P. FILES by **Trixie****Consumer Review of Alleged Products.****New Models.**

Hot on the heels of the highly successful AR 1100 C (custom) Big Money Waster (B.M.W. for short) looks set to dominate the grey power motorcycle fraternity with the long awaited release of the AR 1100 OF. The Old Fart as it has been named is already being hailed as being the Haemorrhoid Cream of the crop, this has been largely attributed to B.M.W.'s aggressive use and standardisation of the most popular aftermarket accessories purchased by their target market. Mr Noah I. Builtaship manager of B.M.W.'s prestigious Grey Power Development Centre said at a recent press conference that he feels the inclusion of a fold out picnic table, colostomy bag emptying receiver and full function commode chair as standard items should see our company leading the sales race for the lucrative nursing home cruiser market. "Our market research has led us to the fact that our customers have an overriding need to stop at every town they pass to tend to their excretory processes and for an almost ritualistic intake of food and hot beverages" added Mr Builtaship "this has enabled us to significantly lighten the Old Fart through a reduction in the fuel carrying capacity (10 Litres) as we know the bike will only need to travel about 100Km before stopping."

Following the publication of my very probing internal examination and interview of a key Cowasaki cover girl, rumours have abounded this month regarding the probable release of their own contender in the fast developing twin cylinder market. Many commentators have correctly agreed with me that this is a long overdue response to the popularity of the Duecaty 900 SS, the Yamacopy TRX, the Suezuky TL and the Hoondah Fire-thingy. Further probing led my source to reveal that Cowasaki heavies had planned early in the race to be last off the line so that they would be able to utilise the most prominent features of the other models in the design of what we believe will be called the ZEDZEDAR MINUS 2. A brief list of the features of the other marques that they intend to exploit most are: the aerodynamics of the Yamacopy, the pre-steering dampened handling of the Suezuky and the Hoondah's fuel consumption all this in a bike that will mirror the Duecaty's reliability record. The new bike was due to be released at the recent Cologne bike show however on the way to the show the bike developed a mechanical problem following running out of fuel in the middle of a tankslapper. All I can say is bad luck boys and its time to go back to the play-dough modeling set and the old crayon drawing board.

Hot Accessories.

You have broken and amputated fingers wearing his gloves, you have butted the bitumen in his helmet, you have slid on the black stuff with his leathers and you have had your foot

torn off wearing his boots. Now the ultimate opportunity for the ultimate fan your very own inflatable, four time galactic motorcycle grand prix winning, Dooie Doll. Amaze visitors, fellow rally goers alike, and spice up things in the libido department with your special pillion. A representative of ACME Latex Products - Sex Aid Division, Miss Iva Wetwon announced that this new life size product comes complete with scars, plates, screws and for the more discerning that charismatic limp (information about other options and accessories for the doll on request). To order simply send your cheque to the ACME Latex Products Co. Canberra ACT. Please allow 14 days for a man in a dirty plastic mac to deliver the brown paper package to you in another neighbourhood. Don't hesitate, be the envy of all your friends.

Hot, hot, hot, but real cool. This is the sales cry for the latest ultimate racing accessory to come out of the renowned Hoondah Lead Wing Race Development Centre in Slowpoke, Illinios. The device is a remote activated set of wheels that descend, hydraulically, from the rear of the motorcycle so that when the rider wants to come to a stop the wheel eliminates the need for the rider to put their feet down. I had the opportunity to interview the manager of market research for Lead Wing Mr Billy Hunt at the Silverton "Ghost town" Rally last year. I asked Mr Hunt where Hoondah's research team felt their primary market was. "We believe that the lion's share of our clientele will come from the sports bike owners around Australia," said Mr Hunt "I have such confidence in this we have targeted some motorcycles and made specific kits." On enquiry I was told that specialised kits would soon be available for the SeeBR 900, WhyZF 750 R, ZedX9R and GeeSXR 1100. I asked Mr Hunt what aerodynamic consideration needed to be addressed in the fitting of such a system to a bike capable of speeds greater than 250 km/h. "We don't believe that the aerodynamics will be an issue as once the 350 kilos of struts and hydraulics are fitted most of the motorbikes will be lucky to exceed the speed limit." Mr Hunt added "it is also hoped that the production cost will be offset by the fact that our design reduces the cornering clearance by as much as 75% thereby making us eligible for Federal Government tax incentives under the long standing, Fun Minimisation Policy." Mr Hunt's home address has been withheld so that the gun toting maniac we sent around doesn't get disturbed.

Mail Bag.

Yes I got one but it aint full. So if you would like to drop me a line or even a letter, send it to me, address it to Trixie at Consumer Review of Alleged Products c/o MRA SA. We are happy to discuss any products you have bought or are planning to buy, ugly experiences during "routine" maintenance, sexual dysfunction, anything at all. Just remember my motto "all you need is a cold rally and a horny pillion, with their own tent."

YELLOW BOX MARKING TRIAL

What? —'Yellow Box Marking' may be described as a series of evenly spaced diagonal crisscrossed lines across the road, contained within a line around the perimeter. The lines are yellow, 200mm wide and spaced 2.5m apart.

The proposed road marking material is the DoT Non-skid Road Marking System, as developed in consultation with the MRA.

The composite material, consisting of pre-mixed road marking paint and graded quartz, provides a skid resistance very close (about 5% less) to that of the road surface coupled with an excellent service life. (This compares to a dramatic difference in skid resistance with ordinary paint of about 50% less).

Where? Vehicles have been observed to regularly straddle the level railway crossing on Park Terrace at Bowden during peak traffic periods. This is due to the close proximity of traffic lights at the Port Road intersection, which results in queuing. The treatment would be contained within 5m of the rail tracks, on the eastern carriageway.

Why? The added visibility of the proposed treatment is expected to highlight the presence of the physical limits of the crossing for vehicle drivers as they slow towards the back of a forming traffic queue.

Positive results have been reported following a series of successful trials in Melbourne by Vic-Roads, in similar applications.

Who? TransAdelaide initially raised the concern. The Department of Transport (DoT) verified the problem and investigated the options. The State level Crossing Safety Committee supports the trial. DoT will be running the trial.

When? Within the next few months.

OFFICE USE ONLY

Meeting	Run	Magazine	Function	Other
Card issued	Stock Issued	Entered		
MEMBERSHIP FEES : CIRCLE ONE				
	Standard	Concession		
	Single	Family	Single	Family
	\$20	\$30	\$16	\$24
2 Years -----	\$38	\$57		
3 Years -----	\$56	\$85		

DATE: / / Register: _____

PLEASE TICK APPROPRIATE BOXES:

New Member Renewal _____ M' Ship No.
Male Female

Name:

Address:

..... Postcode

Telephone: ()

Occupation: D.O.B. / /

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

Signature:

Comments:

I AM , AM NOT A BLOOD DONOR.

I would like further advice regarding blood donating.

STOCK ORDER FORM (prices etc overleaf)

Item Price

.....

.....

.....

.....

.....

Total \$.....

Allow 14 days for delivery, prices subject to change without notice.

Cheques/Money Orders to be made payable to MRA SA Inc.

MRA STOCK PRICE LIST

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

MRA Windcheaters (black)	\$30.00
MRA Windcheaters (white, coloured)	\$30.00
MRA T-shirt (black, plain, red, white)	\$19.00
MRA Koala on Bike motif	\$25.00
MRA Polo shirt	\$24.00
MRA Caps (see through mesh, closed in)	\$10.00

MRA Stubby Holders (green) wet suit type	\$ 8.00
1993 Toy Run Stubby Holders (wet suit)	\$ 8.00

MRA SA Patches (members only)	\$ 7.00
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MRA Badges (members only)	\$ 7.00
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MRA Badges - SA logo (members only)	\$ 7.00
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MRA Blood Donor Badge (donors only)	\$ 6.00
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Toy Run 1993 Badge Members	\$ 7.50
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Non-Members	\$ 8.50
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Toy Run 1992 Badge	\$ 5.50
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Toy Run Badge 1989, 1990	\$ 3.50
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Biketober Badge 1989, 1988, 1987	\$ 3.50
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National Motorcycle Month 1985 Badge	\$ 1.00
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MRA Reflective Sticker	\$ 1.50
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Let Those who Ride Decide Sticker	\$ 1.00
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Motorcycle Aware Driver Sticker	\$ 1.00
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Look Left, Look Right, Look Bike Sticker	\$ 1.00
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Take Care Be Aware Campaign Stickers	50c
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ALL PRICES INCLUDE RETURN POSTAGE
AND PACKAGING

Cheques made payable to: MRA (SA) Inc. Tear
off and post to: GPO Box 1895 Adelaide 5001

LIST ITEMS BELOW :

SUPPORT OUR ADVERTISERS

In This issue:

Phone

The Bike Factory	8231 2301	p. 2
Peter Stevens	8212 1494	p. 2
Replico	8232 8865	p. 2
Sykes Bidstrup	8223 4172	p. 2
Walden Miller	8272 7655	p. 2
Western Underwriters	8410 0033	p. 2

MRA DISCOUNTS

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

Adelaide Arcade Engravers

Bike City 10%

Parts/Accessories

Bike Centre Parafield 10% Parts/Accessories

Boltons 10%

City Cycle Electric 10%

C & D Motorcycles 10%

GP Motorcycles 10% Parts/Accessories

Honda World 10%

Peter Stevens 15% Not on specials

Pitmans - North & South Available on request

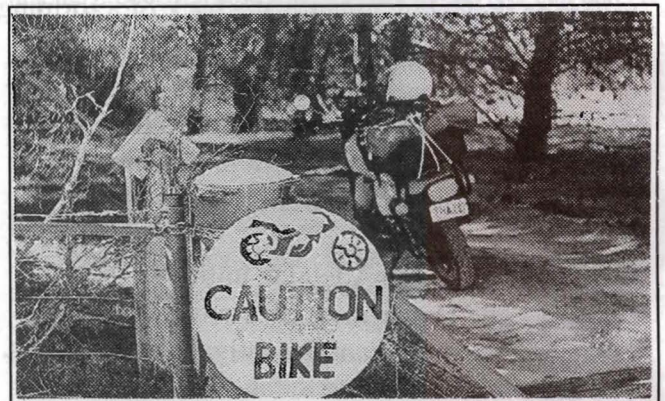
Red Lion Motorcycles, Whyalla ... negotiable

Walden Miller Leather 10% (bring the p 2 ad)

Whyalla Yamaha, Whyalla ... negotiable

Southern Vales Motorcycle 10%

Southern Yamaha Up to 10%

BUSHPIG RALLY 1996

'On The Loose' Photo by Steve Tyler

RALLY ROUNDUP**13-14 SEPTEMBER BUSH PIG RALLY**

By the Mid North Register of the MRA SA
At the Crystal Brook Motorcycle Track 3 k
North of Crystal Brook - turn right off
highway one or 1.25 k south turn left off
highway one.

Booze, water, tucker, wood on site
\$10 pre paid \$12 late 100 badges only.
Gymkhana 4pm Sat. No Glass, Firearms,
Aggro.

Entries to : Mid North MRA
P.O. Box 37
Snowtown 5520

12-14 SEPTEMBER GHOST TOWN RALLY

By the Broken Hill Ulysses Branch
Food and drink, firewood and water available
on site. Awards for Longest Distance Male,
Female, Pillion, Oldest Attending, Best Club
Effort.

\$12 prepaid, \$15 late. Prepays raffle to win
\$100 to spend at the motorcycle shop of your
choice. Raffle with good prizes. Top band.
This is a bike rally, no glass, no dogs, separate
car parking area.

Entries to : Ghost Town Rally
PO Box 99, Broken Hill NSW 2880

4-6 OCTOBER RALLY IN THE VALLEY

By the BMW Owners Club
At Watervale 13k South of Clare, the rally site
will be open from the Friday afternoon. Water
and firewood available, food and refreshments
within walking distance. BBQ meals on site on
Saturday night and Sunday morning. No Glass.
All motorcyclists welcome, eligibility for
trophies and awards only for BMW riders and
pillions.

\$12 prepaid, \$15 late, free coffee on arrival.

Contact:
Tom Griffin (08) 8269 6741/018 824 665

Entries to : BMW Owners Club of SA
PO Box 193, North Adelaide SA 5006

11-12 OCTOBER ROUND UP RALLY

by WIMA (Women's International Motorcycle
Association SA)

Wanbi Pub 100 k from Murray Bridge up the
Karoonda to Loxton Road.

Gymkhana/Bonfire

Pig On The Spit & Hot Breakfast \$5

\$8 prepaid, \$10 late, Badge extra.

Entries to WIMA SA

C/- 55a Hambledon Rd.

Campbelltown 5074

Phone Carmel (08) 8365 4384

18-19 OCTOBER 1997 REDBACK RALLY

by the Redback Tourers Inc. Adelaide
at Overland Corner 45k West of Renmark

Back to Basics - no glass, no cars

Gymkhana, Water, Wood, Trophies :Longest
Distance Male, Female, Under 250.

\$10 prepaid, \$12 late

Limited badges, prepays given preference.

Entries to : Dave Barker

68 Kiekebusch Rd,

Salisbury East SA 5019

**THE 1996 TOY RUN WAS PROUDLY
SPONSORED BY :**

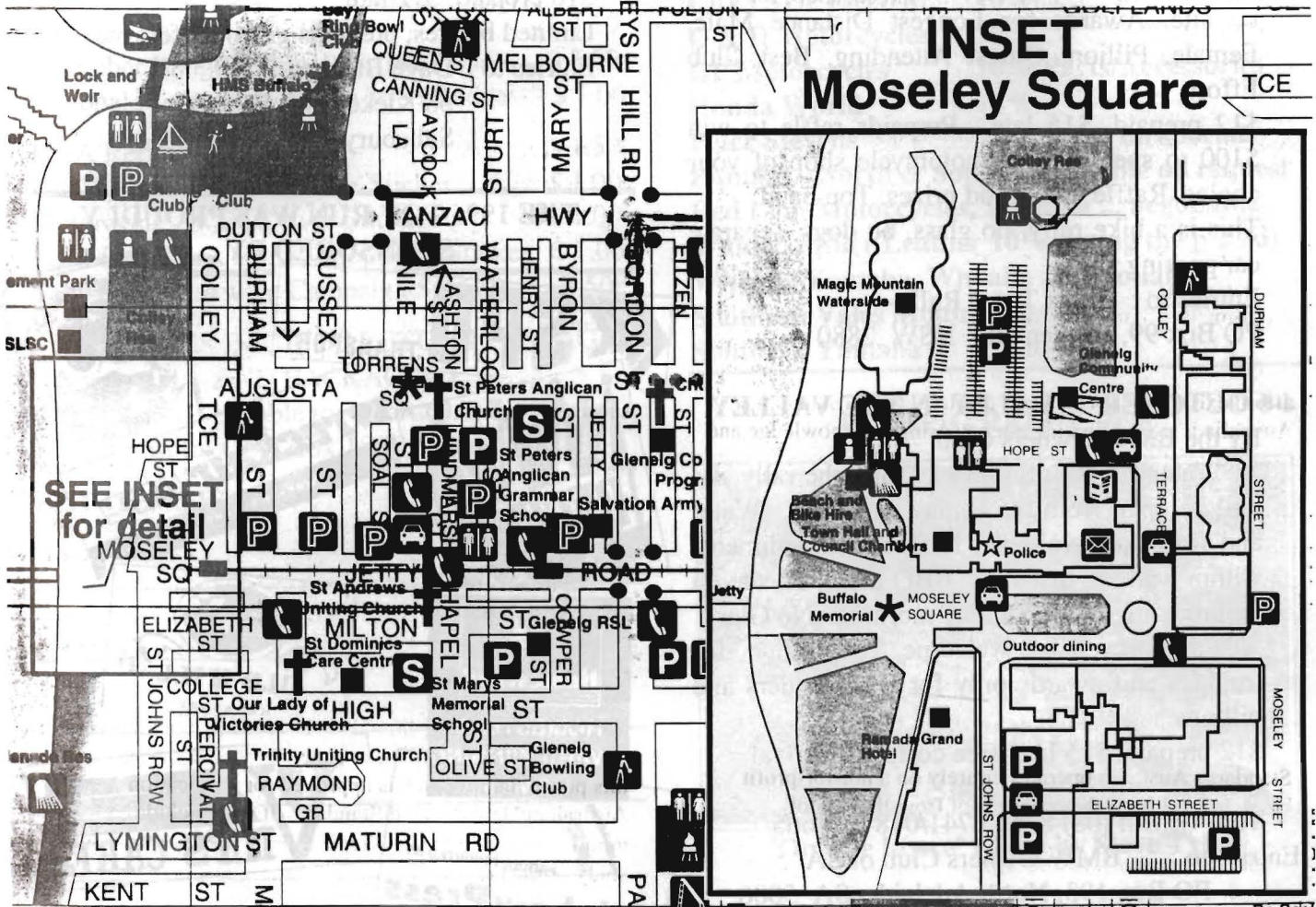
1997 TOY RUN PLANNING

The planning for the gathering of the clans on December 14 for the start of the annual Toy Run is underway and the maps below are provided in an attempt to inform you of the expected arrangements on the day. Because the carpark where we usually gather will be turned into a building site to make someone lots of money we can't be there so we are moving a bit further down Colley Terrace to the Magic Mountain carpark. Bikes will come down **Anzac Highway** to the roundabout as usual, turn left at **Colley Terrace** and enter the car park by doing a right into **Hope Street**. Police and MRA marshals will be there to direct you. Don't come down Jetty Road to do a left into Colley Terrace as Colley Terrace will be closed at that end.

At 10.30 Bikes will start to move out of the car park and along Colley Terrace to gather on Anzac Highway from Old Tapleys Hill Road just the same as usual. Bikes still coming down **Anzac Highway** will be directed to the car park via **Sussex and Durham Streets** down **Augusta Street**. This will ensure that bikes entering and leaving don't interfere with each other.

Once again the police and MRA marshals will be there to direct traffic. Please obey their directions as the safety of all riders is of paramount concern to us on all sections of the run. Any changes to these arrangements will be made clear by the directions of the police and marshals on the day.

The December issue of Centrestand will outline the arrangements that we have made for you at the Hahndorf Oval and will include a map.



STANDARDS AUSTRALIA

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

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

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

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

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

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

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

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

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

The normal stages in the preparation of a Standard are;

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

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

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

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

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

SA CLUBS LISTING

AJS MCC PO Box 58 Clarence Gardens 5039 Steve (08) 8276 6445
AMTRA MCC PO Box 51 Walkerville 5081 (08) 8265 3271
ARIEL MCC PO Box 3070 Norwood 5067 (08) 8293 5340
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MOTORCROSS RIDERS ASSOC. PO Box 674 Elizabeth 5112 (08) 8252 1805
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MUD AND TARS MCC PO Box 767 Victor Harbour 5221 Philip (08) 8554 7292
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PORT PIRIE MCC PO Box 91 Port Pirie 5540 (08) 8632 5601
PORT AUGUSTA MCC PO Box 380 Port Augusta 5700 (08) 8641 0209
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SA POLICE ASSOCIATION PO Box 129 Torrensville 5031 (08) 8346 4812
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WHYALLA S/W PO Box 200 Whyalla 5600 (08) 8645 9997
YAMAHA 650 TWIN CLUB Noth Adelaide 5006 (08) 8239 1833
YAMAHA OWNERS MCC Bill (08) 8263 4850 015 608 422
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YOU ARE SAFER ON A BIKE

In the United States motorcycling has become a big time sport. There are motorcycle clubs in every state of the Union. Every Sunday there are hill climbs, enduro tests and road races. There are national championships for every distance from 10 miles to 200 miles.

Yet few people realise what a sport motorcycle riding has become. But is it safe?

Most people who look at a motorcycle think they are not safe. On all sides you hear remarks such as, "Riding a motorcycle is foolhardy", "Too many people get killed". The chances are that you have shaken your head in wonderment as a reckless motorcycle driver raced past you.

But is riding a motorcycle as dangerous as driving a motor car? On the contrary, it is far more dangerous to drive a motor car. You find this hard to believe? Let me give you some statistics which have been compiled by the national Safety council and the American Motor Cycle Association. However, in hearing these statistics remember this: there are 45 million passenger cars in the United States and there are only 270,000 motor cycles.

However after arriving at a common denominator, we find the following amazing statistics:

- from 1940 through to 1953, there was one motor car accident for every 49,000 miles driven,
- in the same period there was one motorcycle accident in every 330,000 miles driven

In other words, per person, per mile, there were six times as many motor car accidents as there were motor cycle accidents.

In the same years there was an average of 31,700 deaths per year by motor car drivers as compared to a yearly average of 9 deaths per year by motorcycle drivers. The motorcycle safety record per mile, per vehicle was 89% better than motor car safety.

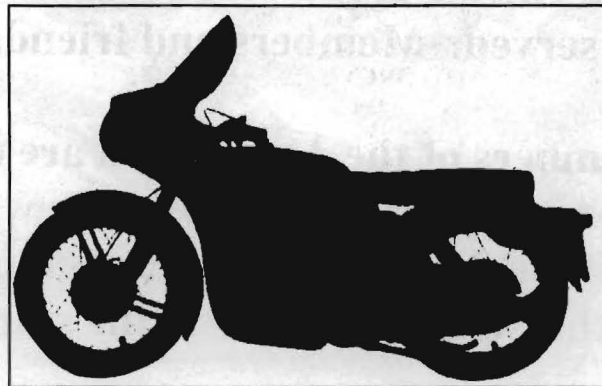
In 1953 motor cars travelled 539 billion passenger miles, killing 38,300 drivers. Motorcycles on the other hand travelled 218 million miles and killed six riders.

Even taking into consideration the tremendous preponderance of motor cars, you must deduce from these statistics that riding a motor cycle is far safer. Why is this true? There are any reasons:

1. A motorcyclist at all times has unrestricted visibility,
2. A motorcycle rider has a constant flow of fresh air on his face at all times, keeping him mentally alert.
3. A motorcyclist has his hands and feet on the controls at all times.
4. Most motorcyclists fall within the age group where their responses are quickest.

Motorcycling has generally received bad publicity. Very much like aeroplanes got in the beginning. However, a lot of good has been achieved with aircraft regulations. But the government has not stepped in to help motorcycling. Yet, if motorcycling were not safe, do you believe the police departments would use motorcycles as much as they do? You have to know what you are doing when you ride a motorcycle, but is this not also true of hunting?

I would like to point out that the worst year in the motorcycle's history was 1947 when 12 motorcyclists were killed. From that year to the present year, the death toll has been cut in half. However, the worst year on the motor car's history was last year when 38,300 were killed, with the death toll steadily rising.



To put it another way, in the worst year of motorcycling history one out of 250 were in an accident. In the worst year of motor car driving, one in ten were in an accident. Not much of a comparison, is there.

Taking all this into consideration, a motorcycle is far safer than a motor car and

you have the figures to prove it. We began by saying that most people believe a motorcycle to be a dangerous foolhardy vehicle. Statistics, however, do not bear this out.

And here are some Australian 1952/53 figures for comparison :

- of 1,691,564 cars registered, 2.7 per cent were involved in accidents,
- of 148,330 motorcycles registered, 3.7 per cent were involved in accidents,
- The number of injured was one to every 91.1 cars and one to 29.9 motorcycles,
- The number of people killed was one to every 2,011.3 cars and one to every 515 motorcycles,
- the number of people killed was 841 in car crashes and 288 in motorcycle accidents.

(B. Stern in Motorbike, November 1954)

MOTORCYCLE RIDERS ASSOCIATION OF SA INC.



ANNUAL GENERAL MEETING



**TO BE HELD AT THE
GOVERNOR HINDMARSH HOTEL
ON MONDAY SEPTEMBER 29th AT 8.00 PM**

We will be holding a short General Meeting, and then the AGM to elect the office holders of the Association for 1997/8, Peter Gerard, our rep on the Compulsory Third Party Premiums Committee will give a talk about Third Party Insurance in SA after which a light supper will be served. Members and friends are all welcome.

All financial members of the Association are eligible to stand for election to one or more of the positions within the MRA.

All positions will be declared vacant and nominations are to be presented to the Secretary prior to the start of the meeting.

PRESIDENT	MINUTES SECRETARY
TREASURER	MEMBERSHIP SECRETARY
VICE PRESIDENT	EDITOR 'CENTRESTAND'
SECRETARY	PUBLICITY OFFICER
MEMBERSHIP SECRETARY	ROAD SAFETY OFFICER
REGISTER LIAISON OFFICER	
STOCK CONTROL OFFICER	
GENERAL COMMITTEE REPRESENTATIVES (8)	

Paul Morgan Secretary