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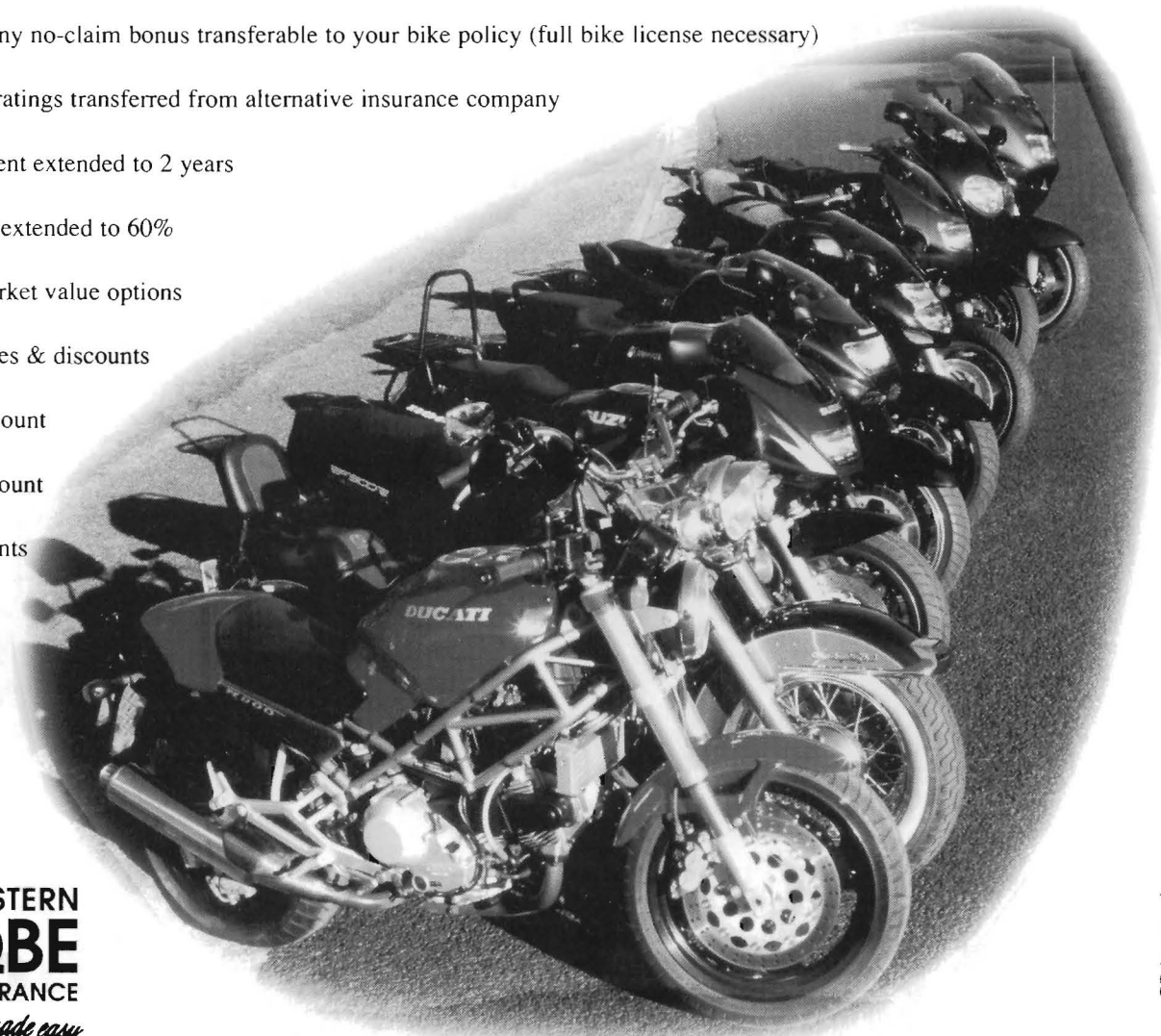
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MOTORCYCLE RIDERS
ASSOCIATION INC.

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SEPTEMBER 1998

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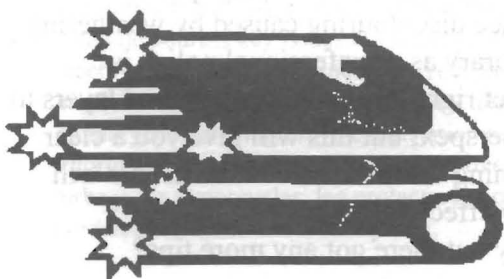
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**The MRA SA is a member of the
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EDITORIAL

Road handling skills aren't innate, they are learned. When you got your bike licence you went for a test to see what you know and you may even have done a roadcraft course if you got your licence over the last 10 years. But what of since then? We expect that teachers, doctors, engineers and other people responsible for the lives of others in their professions keep up to date with their industry and continue to learn so as to provide a high level of service. But what about drivers and riders on the road who take their own and the lives of others into their hands every time they zap down to the deli for bread and a newspaper? How often should they be expected to keep their motoring skills up to date? More than once a lifetime I would think. There are courses out there which will stop you from becoming complacent about your roadcraft skills and help keep you alive. Find one!

Keep the lid shiny side up, Harald

MRA SA NOTES

NEW STOCK AVAILABLE

- Want to buy MRA stock but don't know what they look like? Turn to page 21 to see what's on offer these days. Sorry, we couldn't afford models this time. A price list and order form are on the back of the mailing sheet which comes with your magazine. Send it in with your order and cheque and we will mail your stock out to you, or you can use your credit card and order by phone. You can also pick your order up to avoid paying postage. Give our Stock Control Officer, Robyn, a call on 8396 3742 and be seen in the latest clobber.

UNSAFE ROAD SURFACES

TransportSA is aware that motorcyclists are more vulnerable than other road users to the changing road surface. This has been increased recently by the method of crack sealing used by contractors. TransportSA would like motorcyclists to report any unsafe road surfaces immediately. Please ring Stephen Pascale, Maintenance Engineer, at Metropolitan Region, 37-41 the Parade, Norwood on (08) 8226 8324 or FAX (08) 8226 8330. Postal address is PO Box 1000 Walkerville 5081.

The information required is :

- name of the road (or town to town stretch in the country)
- section of road - be as precise as possible

The actual location can be given by the number of an adjacent property in the suburban area. In the country there are black star droppers with white plates fitted with black numbers on them. These are **maintenance markers** and usually appear every kilometre. State the distance from one of these (state if is + or -) ie peg 29, +50 metres (towards peg 30)

If any other form of hazardous road condition is encountered it should be likewise reported.

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RALLY ROUNDUP

Route 12 Rally 5 - 6 September

15k North of Pinnaroo, part proceeds to SIDS
Bar facilities, some food \$12 prepaid, \$15 on the day
Pinnaroo Motorcycle Tourers (PMTs)
PO Box 41 Pinnaroo SA 5304 for information
Chris Black (08) 8577 8568, 015 604 484



Bush Pig Rally



19-20 September

Crystal Brook Motorcycle Track, 3k North of Crystal Brook off Highway one.

Booze, Tucker, Wood, Water on site.

Boars and Sows prepaid \$10, Late entry \$12, piglets free. Gymkhana 4pm Saturday

No Glass, Firearms or Aggro

MRA Mid North Register : Greg 8865 2120

PO Box 37, Snowtown, 5520

Redback Rally 17 - 18 October

Overland Corner SA (45k west of Renmark)

Back to Basics, No Glass, No Cars

Gymkhana, Water, Wood, Trophies

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Redback Tourers Inc.,

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Michelle - (08) 8281 3976

HANDY TIPS TO REMEMBER

- When replacing original handlebar grips with the softer foam rubber style grips, spray the inside of the grips with hair spray. It helps the grips slide on easily and when it dries provides a non-slip seal which just peels off when it's time to replace the grips again. PS - don't forget that the grip with the knob on the end is the accelerator grip, it stops the hand from sliding down under continual twisting.
- Prior to replacing nuts take the time to dab a bit of grease on the thread of the bolt. This will make it a bit easier to remove the nut next time.
- Perspex windscreens and headlight protectors can be polished with a fine enamel paint polish to remove surface discolouring caused by weathering. This is temporary as a professional polish is required to get right through the weathered layers to the pristine perspex, but this will give you a clear screen. Warning - don't rub too hard as this will give a patchy effect.

Anybody out there got any more tips?

PRESIDENT'S REPORT

Well folks, its now September and for the few people that actually follow the ins and outs of the MRA you will know that the AGM is rapidly approaching. This is traditionally a time when the more anally retentive amongst us begin to reflect on the year gone by and the year to come. For me this is only half as difficult as for most due mostly to the fact that the MRA is not really going to be part of my next year.

Having spent a not inconsiderable amount of time looking at the MRA from both within and from outside I find that I am left with both questions and answers that I feel relate very strongly to the future (possible and probable) of this organisation. Some of the key questions that this organisation needs to address are:

- 1) Why is there an MRA?
- 2) Why are we members of this organisation?
- 3) Who does the MRA serve and why?
- 4) What should the goals and aims of the MRA be?

Despite being secretly considered a bit of a red neck by some of my peers in the organisation (not so secretly in some cases) I am going to give what I feel the answers to these questions should be. Face it this is my President's Report and if you don't like what I have to say then that is your problem.

I would hope that every member has in their own mind why there is an MRA. I believe that there is a strong need for any group, like motorcyclists, to yoke their strengths to defend, promote and enhance what, for many of us, is an enjoyable lifestyle. Any such group should also use their collective powers to contest influences that seek to threaten what we have and hope for. It is because I hold this belief that I am a member of the MRA and have supported it as I have. So who does this organisation serve? Well it should be pretty obvious that, in theory at least, it is here to serve us the motorcyclists and no one else. By now most of you who have bothered to read this will no doubt think this all pretty obvious (at least I hope so). If there is some agreement with what I have written so far then surely the only question that remains unanswered is "What should the goals and aims of the MRA be?" Well it is my report you will have to endure my answers. I see the goals of the MRA as being:

- it should be the voice of all motorcyclists and be ready and able to speak out for motorcyclists,
- the MRA should monitor and continually review State and Federal legislation affecting motorcycling,
- informing motorcyclists about pertinent issues and changes,
- seek the opinion of motorcyclists in relationship to the same,
- champion the cause of motorcyclists on local issues such as the ludicrous cost of compulsory third party insurance, the abominable road crack filling practising that appears to be in use at this time (with no end in sight), the non use of non slip paint for our road markings (this is despite a government commitment to its use), to name but a few,
- it should address key issues to motorcyclists from both reactionary and proactive perspective's part of this should involve the monitoring of international trends in motorcycling and motorcycle legislation to enable timely and informed responses to such brain dead overseas imports as airbags for motorcycles, leg protectors and that bullshit rip cord activated, inflatable safety vest,

- lastly I think the MRA has a responsibility to promote a positive image of motorcycling within the community at large however this is less important than the other roles.

The MRA should not be, or have been allowed to become a social club or a charity (even to a minor degree). It is for this reason that the Great Escape Rally, MRA Toy Run and large amount of MRA property and merchandising need to be urgently rationalised to bring them in line with respect to their true place in the order of priority to the organisation, its members and that thing the MRA was always meant to be. This is particularly important when you consider that a very large amount of time and resources goes into the maintenance of these peripheral activities, often at the detriment of all other things.

I believe that the problems that now exist are due mostly to a management that has been both complacent and misguided. The majority of the members of the various committees are drawn from a core of half a dozen people, who year in and year out cycle through the various positions, growing more and more stale and tunnel visioned to their one "thing". I strongly advise each and every Committee member to resign his or her position and not allow themselves to be reappointed to that role, perhaps forcing the hand of someone with a fresher perspective to take their place. I do not divorce myself from any of this criticism and neither should any other member of this organisation.

So where does that leave us now? It would be easy to say that we are just at the crossroads of the organisation's future, but those on the inside must surely know that the MRA has been on life support for many years and could easily continue in its politically comatose state for many more. I for one hope that the MRA does not continue to survive. Instead, I would like to see it prosper, returning to the state which it was originally intended and had been up until the last eight or nine years, where members had real reason to feel proud of the role they were playing and the place of relevance their MRA filled. To just survive is not enough.

Trixie.

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TREASURER'S REPORT

GENERAL ACCOUNT	26/5/98 - 27/7/98
OPENING BALANCE	\$ 5 960.98
INCOME:	
Membership	587.00
Sale Of Stock	65.50
Centrestand Advertising	1 570.00
Poker Run Proceeds	105.00
1997 Toy Run Poster	400.00
BankSA Interest	61.11
	\$ 2 779.61
EXPENDITURE	
Aust Post June Centrestand	187.63
June Centrestand Printing	863.87
Bank Charges	25.86
Telstra Charges	293.60
AMP Insurance	356.48
Australia Post	54.52
M'ship Printer Expenses	50.00
Membership Computer	220.00
Stationery Consumables	25.00
Recovery Trailer Registration	46.00
4Bs Namebadges	8.00
Stock Expenditure	119.05
AMC Conference Travel	544.00
	\$ 2 641.21
CLOSING BALANCE :	\$ 6 093.38

IAN MARLOW TREASURER 27/7/98

TOY RUN SPONSORS 1997

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TOY RUN REPORT

The bands for this year have now been booked. Vishus Fish who played last year and Sudden Comfort will be there to keep the placeswinging. As for children's entertainment, the Mount. Barker Council which supplied the children's entertainment for the last two years has decided not to supply it this year, so we will have to pay for it ourselves. At the moment we have a face painter and a blow-up castle and as this is going to cost the club \$640, it might be the only entertainment we will have for the kids.

We have secured one sponsor for the poster so far, but still need more, so if anyone knows of someone who wants to throw \$500 our way, please let me know.

To cover the cost of the run, which is in excess of \$10,000, we need to have good sales at the BBQ and also to sell all of the Toy Run badges, so if you have any mates that come along, encourage them to have a snag and buy a badge. As this is our 20th Run, there will be a *Special Offer* this year, so look out for that.

We are negotiating to have the Hahndorf Town Band on the Run. The plan is that they would head off about 5 minutes before the Run leaves to let the spectators along the route know that we are on our way. It should also add a festival atmosphere to the Run.

We get a lot of queries from the public who indicate that they think that the Run is only for bikers. We want to encourage more public to come along to the Hahndorf Oval to bring toys etc. so if you get the chance encourage non-riding friends and relatives to come along. Who knows, they might end up as riders as a result.

Paul Morgan Toy Run Co-ordinator

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ROADCRAFT DAY

The day was beautiful and sunny, unlike last year when it was overcast and wet, as 30 enthusiastic bikers gathered at Mallala for a day of safety and road handling instruction.

The day was put on by the MRA and the Ridersafe Instructors Association. The previous night we had undergone an evening of theory instruction, watching videos which illustrated the salient points of the instruction and discussing the physics of motorcycling and various aspects of safe riding techniques. At Mallala the instruction was practically oriented and covered, braking in corners, counter steering, cornering, progressive braking, a monte carlo course and bike maintenance.

The key to the course was to learn stay alive on the roads by taking responsibility for your own safety. By learning to control the road and traffic factors over which we have some influence ie the bike - set up, maintenance; the rider - mental attitude, correct riding gear and skills; and how to manage those factors over which we have little influence ie how to read traffic and road conditions, how to cope with changing conditions; other road users, the unexpected.

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It was clear from the results of the day that the participants were made up of two distinct groups; the inexperienced and riders and riders returning to motorcycling after some time who came expecting to gain some roadcraft skills which would put them more at ease on the road and the experienced riders who felt that a refresher course would not do them any harm and might even be fun.

While the confidence of the former participants was lifted in the course of learning new skills and unlearning bad habits, it was the experienced riders who received the most surprises. Yes, there was a better way to take corners and stay upright and braking can be improved by knowing what's going on rather than just by grabbing a handful. There were a few people acknowledging at the end of the day that luck had played a big part in their managing to stay upright for so long.

Everyone went home tired from a busy day and with a few more skills under their belts. Thanks to the Ridersafe Instructors for their time and teaching and to Les and Harald for running the Barby. Till next year - ride safe.

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VALE PAMELA MASTERS

It is with much sadness that we must advise MRA members of the passing of one of our young members from the South East Register. Pamela was the daughter of Erica and Allan Masters, and she passed away on the 26 July 1998 just 5 days short of her 21st birthday.

Because of her illness Pamela was confined to a wheelchair during the last years of her life despite this however, she maintained a strong interest in motorcycles and attended this year's Great Escape and Radiata rallies.

Her physical limitations did not prevent her being on bikes as Allan used to take her on the back of his bike and in 1988 she made a trip to Adelaide that way, and Erica used to take her to school on the back of her Honda Spacy.

Pamela is greatly missed by all of us who knew her, and we send our warmest regards to Erica and Allan at this time.



JAMES, ALLAN & PAMELA MASTERS
August 1994

REGISTER LIAISON REPORT.

The annual Poker Run to the Rocks near Balaklava to meet and socialise with the members of the Mid North Register was held on Sunday 17 Aug. and attracted about 15 bikes.

The starting point was the usual place outside the workshop of Povey Motors. The ride up there was interspersed with stops at Dead Man's Pass (!), Hamley Bridge and Owen for purposes of selecting cards. Some of the local lads at Hamley Bridge were quite impressed with the roll up of late model two wheeled machinery!

This year we arrived at the site before the Mid North members, in fact we even beat the BBQ vehicle, the bright yellow Volvo! Once we set up the BBQ the feasting began and this was followed by the formalities of presenting the winning hands of poker conducted by the Whale and his chief scrutineer Barry. The best hand was won by Sleaze from Mannum and runner-up was Steve Tyler (former Register Liaison Officer). Good on you guys. Thanks once again to all who participated in and organised this annual event.

Just another reminder not to forget the Bushpig Rally conducted by the Mid North Register which will be held on 19-20 Sep 1998 at the Crystal Brook MCC track and as I've said before it has the best and least expensive feed at any rally! Make sure that you pre-pay for this rally as there are only limited numbers of badges.

The Mid North Register meets monthly at different venues, the 24 September meeting is at Lochiel, the 22 October meeting is at Alford and the 22 November meeting is at Murray Town.

The South East Register is having its AGM on 27 September at the Beachport Hotel at 12 noon. The October meeting is a campover at the Southend Campground on the 24th-25th and the 29 November meeting is at the Nelson Hotel at 12 noon. The SE Register Toy Run is on Sat 2 December this year.

That's all for now. Leslie Dicker (Uncle Pervie to you!)

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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 1998-1999 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	
Sub-Committee Representatives	
General Committee Representatives (8)	

NOTE: The President, Vice-President, Secretary & Treasurer are the Office Bearers of the Executive Committee of the MRA SA.

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 badges will be presented.

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. MRA stock will be available for purchase and a guest speaker has been arranged.

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 Membership Secretary 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.

AGM GUEST SPEAKER

"PAVEMENT MARKING AND THE MOTORCYCLIST"

Dennis Richards - Transport SA

Dennis is the Supervising Technical Officer of the Technical Support Unit - Materials Technology (Paints & Optics) and will be discussing the history of pavement marking and traffic control, non skid paint and the current and future research and development.



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INTRODUCING THE MRA CHAPLAIN

The MRA Committee at a recent meeting accepted an offer from Ken Whitelock to act as the MRA Chaplain. This article explains his intended role.

First - Why have a Chaplain?

A Chaplain is someone who is there for the well being of the members and their families. A Chaplain's responsibility is to be available to listen and counsel members in times of difficulty, sadness, hardship, or even in good times. I see my role as extending to try to work out what their situation means. I also see myself being available, at the request of members through the 4Bs, to visit in the hospitals.

I don't see my role as trying to convert you all to my way of thinking, although my own beliefs will obviously influence my way of thinking. I feel that I am not constrained by denominational and religious differences - I hope that I will be able to listen to anyone who needs to talk.

Second - my background.

I have to admit to being a Victorian. I was even once a member of MRA Vic. and held various Committee positions until leaving the Association due to personality clashes with certain individuals. I am studying to become a priest in the Anglican Church.

I currently ride a Honda FT 500, which is a good bike, if underpowered and a little tall for a road bike. I yearn for a Triumph Speed triple (the green one at Peter Stevens would be nice), but would settle for a BMW R90S. Anyone got a spare one lying around they don't want? I have recently returned to bikes. Losing my nerve after an accident some years ago saw me trying to give them up. They get in yer blood, don't they!!

I am married and my wife Deborah and I have four sons between us - Liam, Tom, Lou and Jacob.

I have offered my services to the members of the Association because I want to give fellow motorcyclists the benefits of my skills and ministry. I would like to stress again that I am not trying to convert everyone. However, I am also free to discuss issues of faith if you wish.

I would like to stress that I am an average guy. I drink a bit, swear a bit, love to party and play a bit of

blues harmonica. I have faults, like everyone else. I try not to judge. I like to think that I am not an example of the stereotypical image of one who is taking up the priesthood. In other words, I'm human and have no monopoly on perfection.

Third - How to contact me.

I can be contacted at home on (08) 8278 1033. I work shift work, so am unavailable at times at night. However you can leave a message and if urgent I will call you from work as soon as possible. If there turns out to be a need for it, I'll look at getting a mobile phone.

Remember - I'm here for members and families and will listen to you, no matter how big or small the problem is. I am not in the business of solving issues for you. I can hope to be able to assist you to find a solution. If I can't help, then maybe I can find out who can and refer you on.

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Ken Whitelock



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THIRD PARTY REPLY

MRA member Stephen Mutton wrote to his local Member of Parliament Robert Brokenshire (Mawson) expressing his concern regarding possible Compulsory Third Party (CTP) increases for large capacity bikes. The following is the reply from the Minister for Transport and Urban Planning, Diana Laidlaw, to the member for Mawson upon his seeking her advice on the matter.

CTP premiums are reviewed periodically by the Third Party Premiums Committee, which is an independent body, comprising of three persons representing insurers, two persons representing owners of motor vehicles, one person representing owners of motorcycles, one government representative and an independent Presiding officer.

In determining the premiums, the Committee considers factors such as the claims experience for each category of vehicle, based upon independent actuarial analysis of claims. The premium is determined by using the frequency and size of claims for each category relative to the premium for a motor car.

The CTP premiums for motorcycles in the metropolitan area vary between \$36 for small motorcycles and \$279 for larger motorcycles. In country areas, the premiums vary between \$22 and \$219. The only motorcycle premiums that exceed the premiums for motor cars (\$243 in the metropolitan area and \$170 in the country areas) are premiums which apply to motorcycles over 600cc.

As a result of recent changes to CTP premiums, which came into operation from 1 July 1998, premiums for all motorcycles in the metropolitan area were reduced. The premium for motorcycles not exceeding 50cc was reduced from \$45 to \$36, exceeding 50cc but not exceeding 250cc, from \$116 to \$112, exceeding 250cc but not exceeding 600cc, from \$185 to \$112 and over 600cc, from \$307 to \$279.

In country areas, the premium for motorcycles exceeding 350cc but not exceeding 600cc was reduced from \$142 to \$73, but the premiums for motorcycles not exceeding 50cc increased from \$21 to \$22, exceeding 50cc but not exceeding 250cc, from \$41 to \$49, and over 600cc, from \$142 to \$219.

The effect of the changes to CTP premiums is that owners of motorcycles in the metropolitan area, as a group, will now pay 72.9% of the premium for motorcars in the metropolitan area, compared to 95.3% in July 1996, and owners of motorcycles in country areas, as a group, will now pay 57.2% of the

premium for motor cars in country areas, compared to 47.8% in July 1996.

Whilst some motorcycle owners will pay a higher premium, the majority of owners will pay a lower premium. However, the overall level of premiums has been reduced. The average CTP for all motorcycles will continue to be substantially less than the premium which applies to motor cars.

The highest CTP premium (\$279) is comparable with the premiums in most other States and Territories, but lower than the premium in new South Wales (\$454), Victoria (\$289) and the Northern Territory (\$467).

The following chart compares the range of CTP premiums for motorcycles and motor cars (per annum) in Australia, from 1 July 1998:

State/Territory	Motorcycles (lowest/highest)	Motor Cars (lowest/highest)
SA	\$22 - \$279	\$170 - \$243
NSW	\$82 - \$454	\$330 - \$413
VIC	\$47 - \$289	\$213 - \$275
QLD	\$230	\$230
WA	\$120	\$214
TAS	\$117 - \$243	\$232
NT	\$65 - \$467	\$317
ACT	\$83 - \$232	\$331

As illustrated in the above chart, Western Australia and the Australian Capital Territory are the only states where the highest premium for motorcycles is less than the premium for private motor cars.

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- Falsely represent that goods are new;
- Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have;
- Represent that he or it have a sponsorship approval or affiliation he or it does not have;
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It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisements for publication. **IN CASE OF DOUBT CONSULT YOUR LAWYER**

LETTERS

Dear Harald

Please find enclosed a photo of my KLR-650 outfit for consideration for future cover etc. for our magazine. This bike recently did a pretty fair bush trip and never missed a beat, except for rear tyres.

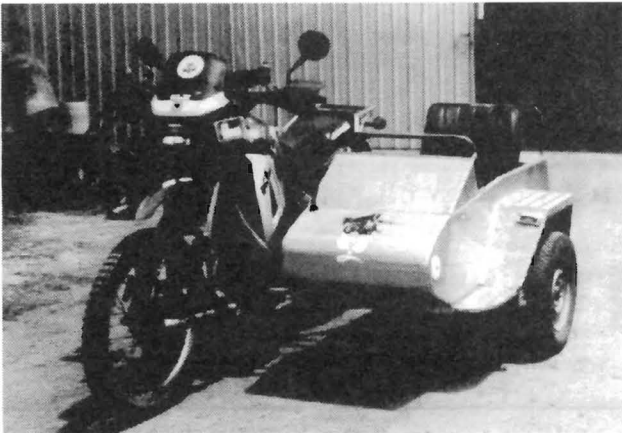
Yes, I sent my letter to my local M.P. (Peter Lewis). Excellent idea, as these people do listen if enough ask.

Now to the main purpose of my letter; the June Cover - I WAS APPALLED!!!

The young lady looks nice; the bike O.K., but look at the "lawn" - it needs mowing, the vine in the background needs pruning, the weeds in the background need pulling out (They are weeds aren't they?), the fence needs repairs, the weather vane is seized up, shed wall is on the piss. I could go on further but your magazine has only so much room.

The point is what would a non-motorcyclist think ie a polly who saw this photo? Please note how I have chosen the background on my pic most carefully.

Yours in motorcycling,
Peter Szeremenda AKA The Sleaz.



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With decades of experience in hand and understanding the specific needs of today's motorcyclists, Western QBE have again set the industry standard with the release of their 1998 Motorcycle Policy and Dealer's Kit

In the late seventies, before Westerns committed to specific motorcycle coverage, insuring any motorcycle was a daunting task - to say the least. Throughout this time Western QBE were amongst the first to support the industry and uphold their policy to make motorcycle insurance easy and affordable.

Surpassing the current insurance standards, Western's new and logical format refers to the riders, offering substantial discounts up to 60% *No Claim* discount, with additional discounts for *Named Rider*, *Reduced usage* and *Club Membership* applicable. the grading process of the bike is now toward the specific models, not merely the CC rating.

While the value of bikes continues to rise Western QBE rates continue to be more affordable. This is due to the lower risk profiles applicable to many of today's riders. Western QBE National Manager, Michael Gallagher, adds:

"Naturally conditions exist but the Western QBE *Selective Approach* makes it clear, we want to reward good riders with better cost-efficient insurance, it's what they deserve. Our new rates are structured to be the most competitive in each state for registered motorcycles, including Road/Trail and enduro machines. Our new policy is proving particularly attractive for the rider in the 40 plus age bracket, where we specifically cater to their individual needs".

Western QBE want the rider to fully understand their policy and have written the program in plain English with colour-coded segments to easily explain the new features, policy formats and premium discounts, which include;

- Named rider discounts
- Good rider guidelines & discounts
- new bike replacement extended to 2 years
- No-claim discounts extended to 60%
- Motorcar & Company no-claim bonus transferable to your bike policy (full bike licence necessary)
- No-claim bonus & ratings transferred from alternative insurance company
- Advanced rider discount
- Reduced usage discount
- Agreed value or market value options

The new policy and revised ratings are in place now and supported through Motorcycle dealerships nationally, where QBE refer all damage repairs.

Advertorial provided by Western QBE 20/8/98
See QBE Advertisement Page 2 this Issue

TEN THOUSAND REVOLUTIONS

(FAMOUS BIKERS NO. 1)

On January 4th 1952 a 23 year old Argentinian aristocrat set off to see the Latin Americas by motorcycle. Over 8 months he travelled through Argentina, Chile, Peru and Bolivia. This trip changed him from a undistinguished doctor to a revolutionary who set his world ablaze and stamped his place in history. His name was Ernesto "Che" Guevara and he later wrote a journal of his trip, published as "The Motorcycle Diaries". In 1996 journalist Patrick Symmes retraced the 10,000 kilometre journey.

The journey starts in Buenos Aires where he collects his 'BMW dirt bike' from the docks, complete with tent, sleeping bag and a copy of Che's journal. The first stop is in Cordoba North of Buenos Aires to visit an old girlfriend of Che, Maria del Carmen "Chichina" Ferreyra, an heiress of a prominent Cordoban family, now in her 60s. She doesn't want to talk about Che. Anything else, except Che. He is a private memory which the rest of the world, obsessed with the mythology and iconography of his life, can never share.

To the South then to San Martin De Los Andes searching for the family Von Putkamer which Che visited on his journey. Of Prussian nobility the Von Putkamers owned 'a huge ranch where dozens of poorly paid peones laboured to enrich the owners'. Nowadays the family lives on a fraction of the land with only two old peones. The revolutionary battles are remembered more clearly than the more recent death squads.

On to Futalefu in Chile Symmes crosses the Andes and heads North on the Carreta Austral, a dirt highway stretching the length of Chile. Here he hits a hole in the road and comes off badly. The bike 'shoots sideways into the bush at 60 kilometres an hour, snapping off various bits of motorcycle and cracking a rib. Lying on the ground in the rain with the motorcycle on top of me, I hear a truck drive by. Five minutes later it comes backwards slowly down the road and stops. The driver ties a rope to the back of the truck, pulls the bike up the embankment and we bang on various bent pieces with hammers until he has to hurry off.

I stand in the middle of the road in the rain, in the emptiest quarter of South America, surrounded by my broken and muddy possessions. Che had crashed 13 times by this point, but this knowledge is no comfort. I press the starter button and the bike comes back to life. I go on.'

After recovering from his cracked rib Symmes moves on to Chiquicamata where in 1952 US copper giant Anaconda dug what is still the largest open cut mine in the world 3½ kilometres long and 2 kilometres wide. The miners were paid a dismal wage and lived in dismal conditions. The mine was partly nationalised in 1964 by conservative President Eduardo Frie. In his turn President Allende expanded state control and provided the miners with housing allowances, a subsidised canteen free medical care and guaranteed employment.

From Symmes account: 'The young Che is a brilliant moocher and in Chuquicamata I employ a routine he proudly describes in his diary for getting free food and drink. I talk my way into the local fire station and soon I am entertaining the caretaker with stories of my world travels. Naturally, he provides a glass of Chilean red to accompany such talk, but I steadfastly refuse to

touch it until he grows insulted. "Well," I say, repeating Che's line, "no offence, but in my country we're not used to drinking without some food to wash it down." In no time at all the caretaker has whipped up a vast meal. He throws in a free bed for the night.'

In Lima Symmes is arrested for carrying a bomb in a cardboard box which turns out to be his lunch. Guerilla groups still operate in Peru and like to come down from the hills and mix a cocktail of bombs and diplomats. The Maoist Shining Path also fight their rivals the Guevarist MRTA. Che called Lima "the city of the viceroys. The perfect example of Peru which has never emerged from its feudal, colonial state. It is still waiting for the blood of a truly liberating revolution". Che visited the leper colonies of Lima, one of which still exists. His visit is remembered in a mythology of its own by the people of the colony.

Heading for Cuzco in Bolivia Symmes crosses the Andes and faces conditions not unlike those experienced by young Ernesto G. He writes; 'Days crawl by in a series of miserable and precious moments: driving through a snowstorm without gloves; fording seven rivers in a single day; a 'highway' that loses its pavement and eventually its sanity in ever-narrow twists; a landslide that erases the road from a cliff-face for 36 hours; a band of pilgrims who mistake me for a priest and begin kissing my hands and soldiers looking for a 'few bandits just ahead'.

In Cuzco Symmes meets retired revolutionaries who lament the history of failed revolutions in South America. They gave their lives, their youth in the struggle. They received death, disillusion and disaster for their efforts. As one revolutionary turned bureaucrat mused, "We failed. He sent us. We failed. We were young."

In La Paz the transport workers are on strike and Symmes gets caught up in a demonstration dodging riot police and getting in the way of tear gas grenades.

From La Paz Symmes heads south to the logical conclusion of his journey. Che found his Damascus on his journey through South America and became inspired to do something to help the poor and the powerless. They (the poor and the powerless) still remember him in South America for this, though they remember more of the myth than the man. Che's revolutionary fervour set much of the world in flames and peaked in the successful Cuban revolution with Castro. It ended in the village of La Higuera in Central Bolivia.

Here was the place chosen by Che in 1966 to launch a world revolution. It was brutally poor, inaccessible, ideal for guerilla ambushes. The reverse was reality. Betrayed by the peasants, constantly harried by the army, Che and his men - mostly Cuban army officers and Andean intellectuals wandered through the countryside being picked off one by one. A final ambush seriously wounded Che and he was captured. Taken to La Higuera, he was executed.

For Symmes the journey's ending is not so final. In retracing the wheel tracks of this famous biker he has experienced something of what Che saw and has played his part in promoting his memory and possibly adding to the iconography of his story. We can now put Che on a bike on a t-shirt.

Adapted from an article in Panorama by Harald Lindemann

4B'S REPORT

by Greg Janzow

It's been a while since the last 4B's Report and this year has been eventful so far.

Firstly, I'd like to thank those MRA members who attended the Christmas dinner last December at the Flagstaff. All went well and everyone agreed that it was a great evening of camaraderie and good eating.

Sammi Ross has returned from long service leave and is back to the grind. Despite the workload Sammi and Guy will find time to visit the RAH and will continue to take a special interest in road accidents and safety issues. It'll be great to have their help again. Welcome back!

Last year I reported that the hospitals were very quiet. Well, after the lull at the end of 1997, the first few months of 1998 saw the hospitals busy again with motorcycle accidents, so maybe I spoke too soon! Things have quietened down a bit lately, but keep a watch out there for wandering hardtops, gravelly roads and right-angled bends etc.

I'd also like to thank a couple of bike shops for their assistance to motorcyclists in difficulty recently. Richard Stevens repaired and returned a battered ST 1100 belonging to an interstate couple who were in the RAH and the people who dealt with them commented on the friendly service. The Bike Ambulance came in handy here as well: not to mention Gary who had to make two trips to the country to pick up the bike and trailer! Also Bike City were kind enough to look after a BMW belonging to an interstate biker whose wife found herself in the RAH after a bingle on her own bike. It's nice to know that the shops are supportive of motorcyclists in this way and it all goes toward giving Adelaide a good reputation with tourists.

I am pleased to report that Les Dicker (Uncle Pervie) has started to visit the Flinders Medical Centre on a regular basis. It has been difficult in the past to get regular visitors down there and the staff is very welcoming and appreciative as are the patients.

(Les travels all the way from Northfield to visit the FMC so thanks a lot for your efforts Les. Ed)

The QEH is still visited by Adrian and our country reps are still doing their bit. At Port Pirie, Megan now has a job at the hospital which is very convenient for 4B's work and the group in Whyalla have an

arrangement whereby the hospital calls them about any accident victims.

I suppose the big news is that our Joanne and Andrew "tied the knot" in April and are now an old married couple. Congratulations to them both! Joanne and Andrew still visit the RAH and do a great job there. They also visit the Hampstead Centre on occasion and the Julia Farr centre. Now they've joined a head injury support group called "HEADS". They're members of "BINS" (Brain Injury Network S.A.) and are advocates for Disability Awareness on Henley Beach Road. They really are good community workers!

Another couple to take the plunge recently is Fred Evans and Glenn White. Some MRA members will remember them from meetings and rallies a few years back. They moved to Queensland in 1994 and are doing well there. Congratulations to Mr and Mrs White.

At a recent meeting the 4Bs decided to change the meetings to the First Tuesday of the Month, still at the Flagstaff Hotel of course. We try not to change arrangements too often but it seems that this night suits everyone better, for the time being at least.

By the way, if you have any old bike magazines you would like to get rid of, please get rid of them to the 4Bs. We give them out to people in the hospitals. Call me on 8346 8068 and I'll organise some way to collect them.

Enough for now till next time. By the way, if you are still donating blood don't forget to mention that you're an MRA member.

Cheers, Greg

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RALLYING AROUND by Uncle Pervie

Radiata Rally 1998.

Once again the Radiata Rally was organised by the South East Register of the MRA and was at the usual site on a property near Rennick just outside of Mount Gambier. Although this rally is in Victoria (only just!) it's still one of the best rallies in S. A.

So it was that I set off quite early on Saturday morning, the weather looked threatening but no rain was experienced, but just the same I donned the faithful old Dri-riders. Kiwi had promised to meet me at Naracoorte where he had stayed overnight and sure enough, when I arrived there he was having morning tea with the Albatross! So I joined them, naturally and we imbibed at the local roadhouse for a while.

The weather for riding was still not too hot and so I kept on the Dri-riders, a decision which meant I was then required to perform some unique contortions when visiting the little boys' room! Yes folks, even at the height of summer, there are no flies on Dri-riders! As we rode through the main drag of Mount Gambier I pointed out the famous Gaden's Village to the Albatross as he was unaware of its significance as a compulsory landmark! No doubt now he will pay it due homage when going past it, just like me!

Once we had reached Rennick I got an attack of the usual doubts as to just where the rallysite entrance was located. Have they forgotten the sign this year? Did I miss seeing the sign whilst gazing at the scenic wonders of the pine forest? Suddenly, there's the sign! Hit the picks and do a hard left turn into the forest! The track in is quite interesting being two wheel ruts through the bush, the worst part of it is keeping an eye open for any sharp branches sticking out that could leave a nasty signature on the paintwork! Once we reached the control tent however, the site opens out into a really nice bushland setting, with plenty of camping space.

This rally is a BYO affair, however the organisers do supply some cold drinks, lollies, some hot dogs, firewood, water and lots of good companionship. The usual rally awards were on display and consisted of various mechanical components cunningly made to look like motorbikes. There were lots of good prizes in the raffle, and there was also a door prize for every paying entrant. After we had registered and got our badges and some raffle tickets, I set up my tent with the Tyermans, Neil, Crazi, Malcolm and Steve etc. Kiwi was not staying the night due to a back injury he sustained at work (he says!). There was a good fire going, so I got some lunch going, and some people were quite openly envious of my tuna and biscuits! After lunch I had a good look around for a while, catching up with some of the regular rallyists that I've got to know over the years.

This year's rally was down on numbers again, so I do hope that the organisers can see their way clear to put it on again next year, so that we do not lose another rally in South Australia. The only way to stop rallies from dying is to support them, so get all your camping gear together and get off to a rally

The night proved to be a pleasant one, a nearly full moon and not too cold, although it was good to be standing near one of the many big campfires that were going around the site. Many tall tales were told during the night, interrupted only by the occasional Stones' bomb and the drawing of the raffle prizes.

One lucky camper won heaps of prizes, but then he did buy an entire book of tickets. I hope he comes to our rally and does that!

The morning of Sunday was still fine but cool, so on went the trusty old Dri-riders again. Malcolm's bike had expired on the way to the rally so Neil offered to give him a lift back home to Adelaide. Onya Neil, good to see the spirit of motorcyle mateship in action. Matthew's trusty BMW did not wish to leave the rallysite on Sunday, so there was much pushing and shoving to get it to go. I suspect that a jolt from another vehicle's electric's finally woke up the slumbering German!

The Last Parilla 1998.

What a tragic thing it is when one of your favorite rallies comes to an end and unfortunately after many years and many different titles the Parilla Rally has run its course and has now expired.

So it was with those thoughts in our minds that we gathered at Jeff's (YZF 1000) place on Saturday morning, Johnny(BMW), Robyn (Trixie) and Rob Dietrich on his naked Honda 1100. We all headed off at the crack of 10 o'clock!

The first stop was at the big servo at Tailem Bend, it was there that we met up with numerous other rallyists including the Sponheimers and Steady Eddy Edwards! I took the opportunity to put on the trusty old Dri-riders as I didn't like the look of the weather ahead, however there was only one short shower just out of Tailem Bend, so off they came when we stopped at Lameroo.

On the way in the dirt road winds past the local rubbish dump and as I went by I noticed a YZF 1000 just like Jeff's wandering around looking for a suitable recycling location! When we reached the control tent our hosts advised us that if enough people attended they would be able to get some badges, so I hope the numbers were sufficient.

We then set up our tents with the Whale, Pedro, Graham, Blondie and Vin, all of whom had gone there on Friday. There was plenty of good firewood available and so we had one of the best campfires at the rally. There was a good showing from the South East Register, who were camped in their usual spot. Bill was organising an AFL competition to raise money to keep the rally going. It involved kicking a footy into a 44 gallon drum. I got nowhere near it, but it's a great deal of fun!

The organisers had the usual gymkhana (come to think of it, wasn't that the name of one of the rallies-The Usual Rally?) and they also put on a fireworks display which was quite impressive. During the awards presentation the organisers got us to reminisce about some of the previous rallies, so I told the crowd about when the rally was held during a mice plague and how the mice got into everything! Vicki from the SE Register presented the organisers with a trophy which had a rally campsite modelled on it and it even had a real fire burning on it! I think Bob Stanton was quite impressed with that!

The next morning we had a heavy mist on the way out of the site, and little Johnny's bike used so much fuel powering all the accessories that he nearly didn't make it back to Tailem Bend! We finished the weekend off by having brunch at the cafe at Hahndorf.

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

AMC REPORT

by Peter Mount

BARRIERS SUCCESS FOR RIDERS

The final meeting of the **Standards Australia Road Safety Barrier Systems Committee** was held in August 1997 in Auckland, as Standards NZ has membership of the committee due to the Bilateral Standards Agreement between the two countries.

A number of processes are involved between the final meeting of any Standards committee and publication of the Standard which the committee has been established to develop, all designed to ensure that there is stakeholder consensus on and support for the proposed Standard. The processes include action by the committee agreed at the final meeting, consideration of submissions from members since that meeting, comment on the revised draft Standard (which may only be of a technical, not editorial, nature), and voting on the adoption of the Draft Standard.

Members may only vote against the adoption of the draft Standard on the grounds that its technical content is at variance with agreements reached at the final meeting; negative votes must be accompanied by justification. Resolution of issues causing negative votes will be attempted; if unsuccessful, the draft Standard will not be published.

As the AMC's representative on the committee, I voted against the adoption of the draft Standard. This decision was not made lightly, for I was aware not only of the consequences of such a vote but of the four years of diligent and costly effort of all the members and the organisations they represent which had gone into the development of the draft. I believe my reasons were sound for, although we had reached consensus on all material matters at the final meeting, there were what I believed to be glaring errors of omission pertaining to motorcyclists in the final draft, and I could not, with any conscience, support the document in that form.

I perceived my role on the committee as that of providing input from motorcyclists on issues they considered sufficiently important to their safety to warrant addressing in the Standard. As you will recall from previous reports, a willingness to compromise in some areas was a necessary and inevitable criterion for all members in order to achieve a workable Standard which could best satisfy the needs of the broad spectrum of road users.

By the final meeting I was of the opinion that the unique safety needs of we motorcyclists had been met, if not ideally in all situations, then certainly adequately, given that the Standard would be in essence a living document which would be reviewed and improved every five years, and would provide a mechanism for catering for motorcyclists' interaction with barrier systems which had not, hitherto, been available.

Unfortunately, not one of the twelve points which I identified in the final draft as being at variance with final determinations of the committee had been addressed satisfactorily. Although some were not specifically related to motorcyclists, and the Standard would not have been ineffective for motorcyclists if others were not included, the absence from the draft of the remaining points, whilst in no way affecting the outcome for other road users, would have, I was firmly convinced, significantly reduced the value of the Standard as a means of mitigating the potential for harm to motorcyclists in crash situations.

I am very pleased to report, therefore, that all 12 of the points in question have since been reconsidered by the Standards Committee and addressed in our favour without exception. Consequently, as consensus has now been reached on the final draft, publication of the standard is expected to occur in December this year.

AMC CONFERENCE

The annual Australian Motorcycle Council Conference was conducted in Melbourne on July 25/26 this year. A new Secretary was elected, with continuity being maintained by the successful renomination of other members of the previous Executive.

Reflecting national representation, the 1998/99 Exec. comprises:

Chairman	: Ken "Flapper" Terry (Tas)	
Vice Chairman:	Albert Bowden	(Vic)
Treasurer	: Hal Caston	(ACT)
Secretary	: Matt Maier	(WA)
Committee Member & AMC "Bulletin" Editor :	Kristina McCarthy	(Tas)

The conference was informative, constructive and progressive. Although funding was, as ever, an issue for consideration, other decisions made bode well for the future. As space precludes further comment at this time, a complete report will be provided in the December *Centrestand*.

RIDERS, INDUSTRY AND SPORT CONFERENCE

A conference involving representatives of riding, industry and sporting groups was held in Melbourne on August 14-16 this year. This initiative of Motorcycling Australia, the Federal Chamber of Automotive Industries and the NSW MCC focused on developing communication, cooperation and mutual understanding, not only nationally but internationally, in recognition of global trends and the need for motorcyclists to work together to provide an effective voice at all levels.

Keynote speakers were Tim Hoelter, Chairman of the International Motorcycle Manufacturers Association and a Vice President of Harley Davidson, and Rob Rasor, Chairman of the FIM Working Party for the International Motorcyclists Public Policy Conference and a Vice Chairman of the American Motorcyclist Association. Some 40 people were in attendance, representing 20 organisations, including the Hon. Michael Ronaldson, Federal Parliamentary Secretary for Transport, Neill O'Keefe, Federal Member for Burke, Jackie Kelly, Federal Member for Lindsay, Stuart Strickland, GM of Honda Australia, Chris Brookes, Director of the Statistics Section, FORS and groups from Europe, America and New Zealand.

The outcomes of the conference were extremely positive, with consensus that we must devise a mechanism for interacting and operating efficiently and effectively together on both a national and a global scale if we are to continue to have a say in our own future. To this end an interim group has been formed to report on the conference proceedings and identify those who will be on a working group to investigate the best method of achieving this objective.

Motorcycling Australia has offered to act as Secretariat, while Honda Australia has offered to provide conference and meeting facilities as required.

“PICK YOUR DATE”

**Motorcycle Riders Association of S. A.
Calender of Forthcoming Events: Sept. - Dec. '98.**

SEPTEMBER

Tuesday 1 st
4B's Meeting 7:30 pm
Flagstaff Hotel Franklin St City.

Monday 14 th
Committee Meeting 7:30 pm
“The GOV” Port Rd Hindmarsh.

Monday 15 th
Toy Run Meeting 7:30 pm
“The GOV” Port Rd Hindmarsh.

**Saturday 19 th-Sunday 20 th
Bush Pig Rally**
Crystal Brook

Thursday 24 th
Mid North Register General Meeting at
Lochiel Hotel

**Sunday 27 th
South East Register Annual General Meeting** at Beachport Hotel 12 noon

**Monday 28 th
MRA SA ANNUAL GENERAL MEETING** 8:00 pm “The GOV” Port Rd Hindmarsh.

OCTOBER

Monday 5 th
Toy Run Meeting 7:30 pm
“The GOV” Port Rd Hindmarsh.

Tuesday 6 th
4B's Meeting 7:30 pm
Flagstaff Hotel Franklin St City.

Monday 12 th
Committee Meeting 7:30 pm
“The GOV” Port Rd Hindmarsh

Monday 19 th
Toy Run Meeting 7:30 pm
“The GOV” Port Rd Hindmarsh.

Thursday 22 nd
Mid North Register General Meeting
Alford Hotel

Saturday 24 th - Sunday 25 th
South East Register General meeting
Southend Campground

Monday 26 th
Social Sips 8:00 pm
“The GOV” Port Rd Hindmarsh.

NOVEMBER

Monday 2 nd
Toy Run Meeting 7:30 pm
“The GOV” Port Rd Hindmarsh.

Tuesday 3 rd
4B's Meeting 7:30 pm
Flagstaff Hotel Franklin St City.

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

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

Monday 18 th
Toy Run Meeting 7:30 pm
“The GOV” Port Rd Hindmarsh.

Thursday 22 nd
Mid North Register General Meeting
Murray Town Hotel

Sunday 29 th
South East Register General Meeting
Nelson Hotel 12 noon

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

DECEMBER

Tuesday 1 st
4B's Meeting 7:30 pm
Flagstaff Hotel Franklin St City.

**Saturday 5 th
South East Register TOY RUN**

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

**Sunday 13 th
Adelaide 1998 TOY RUN**
Meet at Glenelg/Run to Hahndorf

Monday 14 th
Committee Meeting 7:30 pm
“The GOV” Port Rd Hindmarsh.

Monday 21 st
Christmas Drinks 8:00 pm
“The GOV” Port Rd Hindmarsh.



1998 WORLD ROAD RACING ROUND UP.



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SUPERBIKE WORLD CHAMPIONSHIP

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September 20 th
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Spain.

October 4 th
Phillip Island
Australia.
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Brazil.

September 6 th
Assen
Netherlands.

October 4 th
Sugo
Japan.

October 11 th
Shah Alam
Malaysia.

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Honda World	10% Parts/Accessories
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Red Lion Motorcycles, Whyalla ...	negotiable
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Victor Motorcycles	10% Genuine pts & Acc
Walden Miller Leather	10% (bring the ad)
Western Underwriters	Discount on Request

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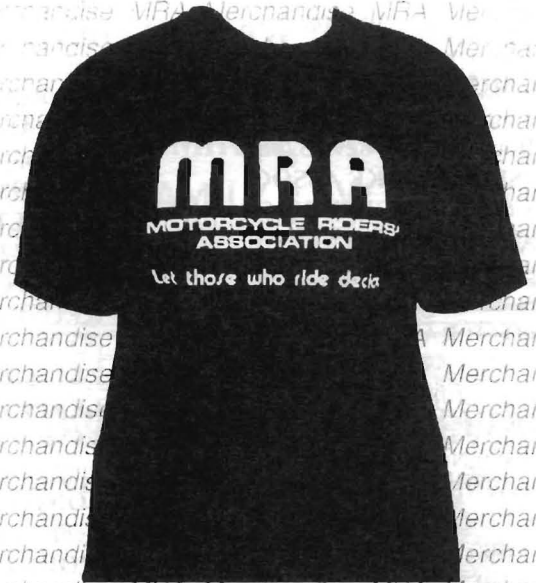
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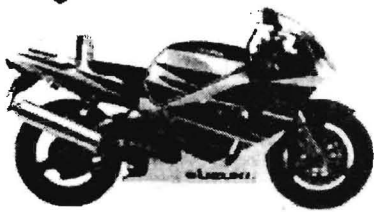
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This section has recently been updated as much as is possible at this stage. Anyone aware of any entries which may need updating please contact the MRA on (08) 8262 2150 with any corrections. Club secretaries, please check your entries.

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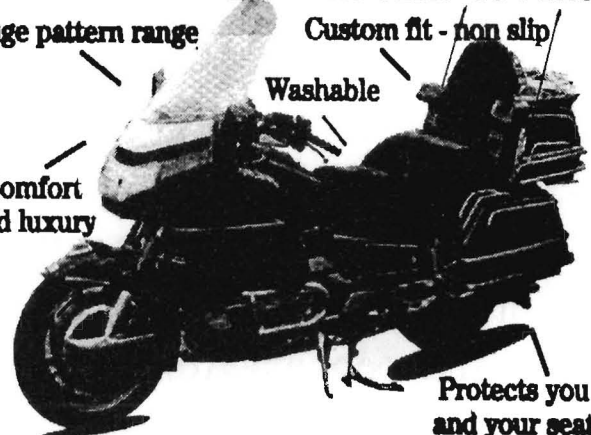
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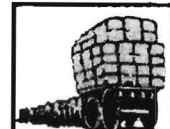


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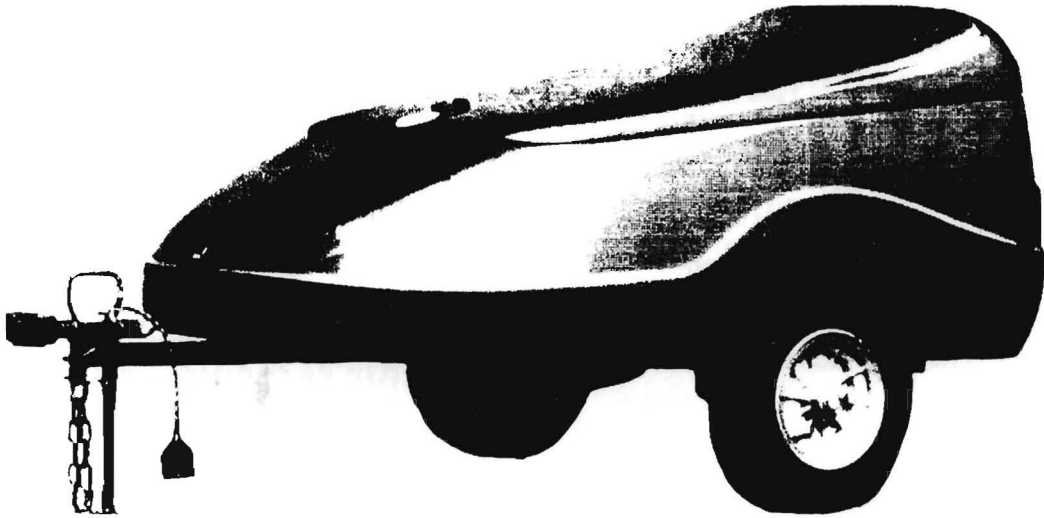
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