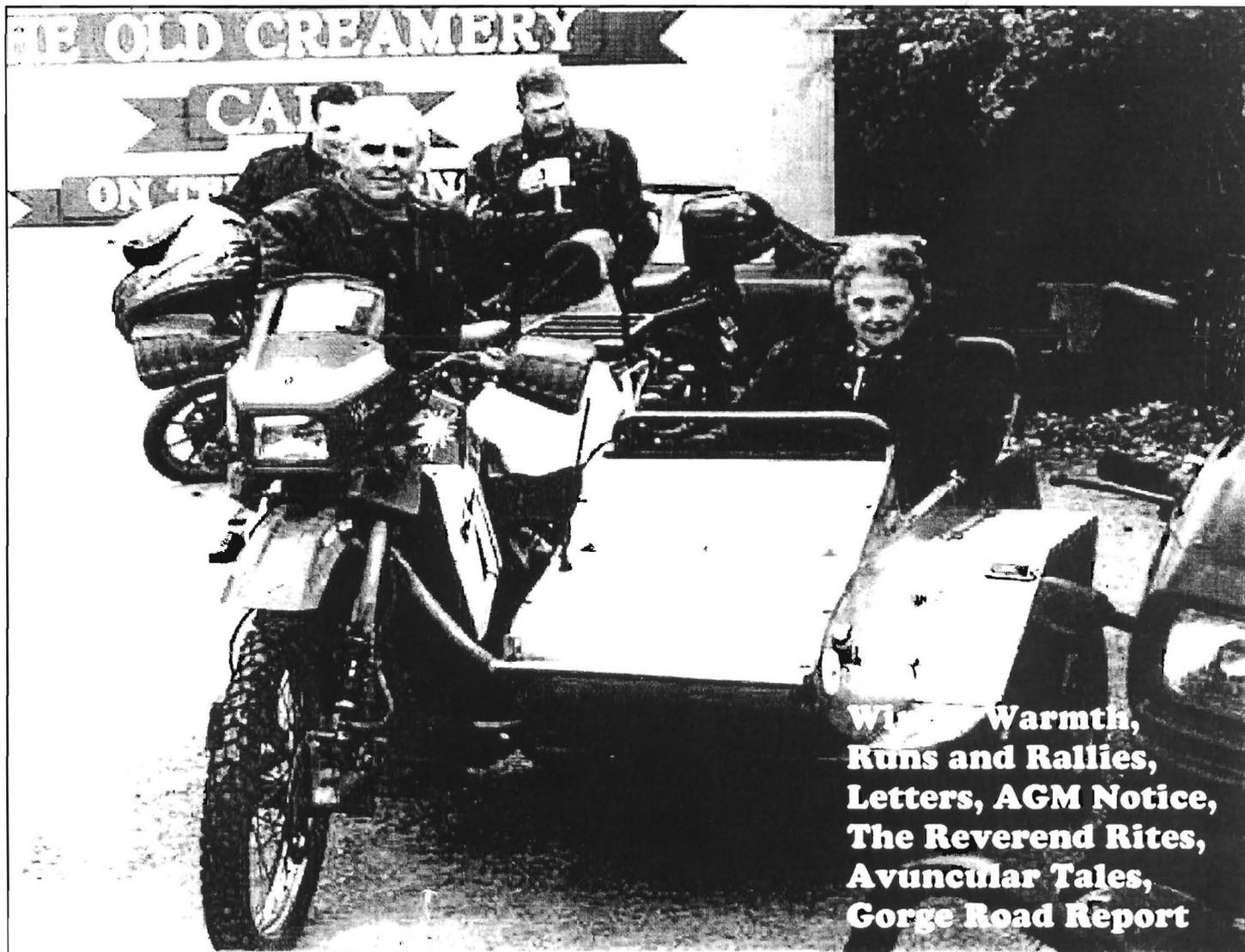


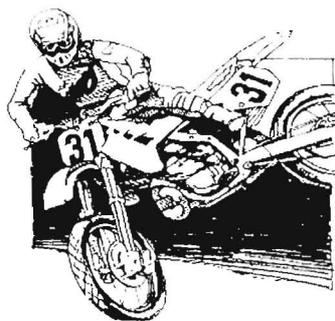
CENTRE STAND

JUNE 1999



With Warmth,
Runs and Rallies,
Letters, AGM Notice,
The Reverend Rites,
Avuncular Tales,
Gorge Road Report

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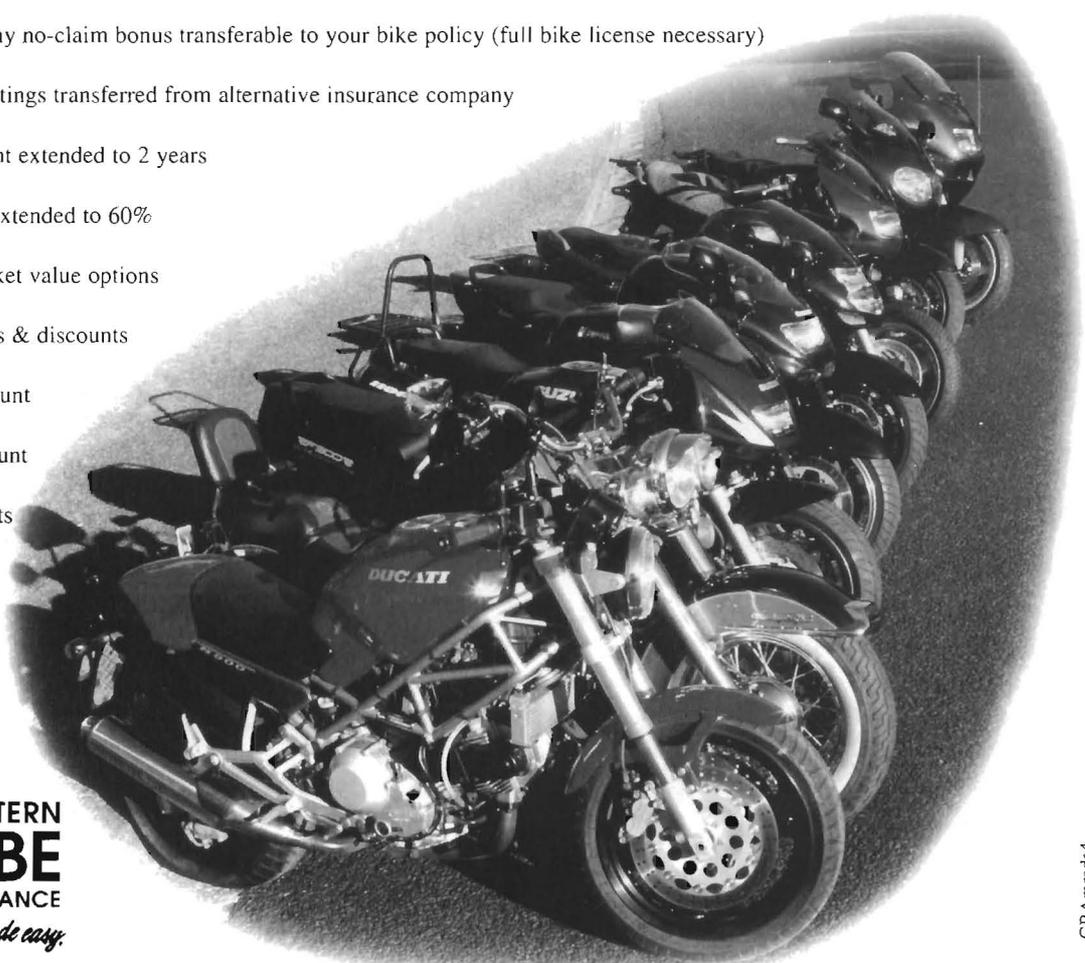
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VOL. 15 NO.3
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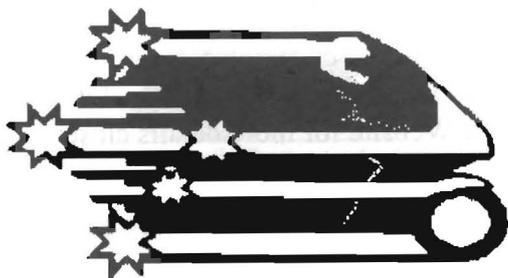
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EDITORIAL

Winter poses its own problems for motorcyclists. Not only is it wet and cold, the roads are slippery and the tintop drivers are cocooned in their vehicles with the stereo and the heater blasting. The demister is on, if it works and the wipers, usually of indeterminate age are doing their best to provide a windscreen which can be seen through. Think about it. If they can't see us in daylight when the sun is shining and visibility is at 100%, what chance do we have of being seen on a wet winter's day. So remember, drivers only see half as well in winter and have concerns about staying warm and dry which distracts them. Some bikers solve this problem by putting their steed into hibernation for the winter, but not you eh?

Stay off the slippery slope of life, Harald



MRA SA NOTES

MRA RAFFLE

- By the time you read this we will have drawn the raffle but at the time of writing don't know who the lucky winner will be.

We have had a good response to the raffle with about 20% of tickets printed sold and returned to date, which means that we have covered our costs and made a bit. Final details will be presented in the September Centrestand and on the Website.

LOST AND FOUND

- Remember the lost gearsack advertised in this column last issue? Well, Smokie Reynolds from Murray Bridge is a very happy chappy since opening his March Centrestand and reading the ad. He got his gearsack & contents back and was all smiles when he told us about it at the Great Escape Rally. He did have to buy a new jacket, gearsack and set of keys after he'd given it up for good, but he's still smiling.

APOLOGIES

- To Cheryl Spear for her Face Painting ad on page 21 of the March issue of Centrestand. We got her phone number wrong. It should have been (08) 8352 7142. Apologies also to anyone who tried to contact her. Please try again.

NEW MEETING VENUE

- From August on Committee, General and Toy Run Meetings will now be held in the front bar dining room of the Gepps Cross Hotel. The change of venue has been necessary as it has become increasingly difficult to hold proper meetings at the Governor Hindmarsh Hotel due to the constant renovations and the increased popularity of the venue. As some of you have noticed it gets pretty noisy there at times. Although we love the Gov and many of us will continue to visit we need a quiet place for meetings that will comfortably accommodate everyone who comes. We wish Brian and Vivian all the best and thank them for all their courteous and efficient efforts over the past couple of years.

4Bs NEWS

- Check out the latest issue of SA Motor magazine from the RAA. Our 4Bs have received a very nice write up. Congratulations guys and gals and keep up the good work.

MRA RIDER TRAINING 1999

- The annual Level 3 training day will be held on Sat. October 9. Due to the increased regular usage of Mallalla Sportspark as a training venue for a number of sportsbike clubs we were not able to get a Sunday as preferred. The course will be run through the company Ride To Live (Australia) Pty Ltd which was recently formed by former Ridersafe Instructors and other prominent Adelaide motorcyclists to provide specialised motorcycle training courses in SA.

The charge for the course has increased to \$95 and this price includes a 30% discount on the standard price for the course which we have been able to negotiate. The previous subsidy through Ridersafe (ie Government), which has in the past, kept the price right down will no longer be available.

Notwithstanding the price increase we expect places to fill fast as this is still value for dollars and with only 45 places available you had better get in now. Bookings will now be taken and places allocated on a first come, first served basis by contacting the MRA by phone, fax, email or in person subject to presenting an application form with payment. Non-members are welcome, so let your friends know. The MRA will be organising a free BBQ on the day and who knows what else. See you there.

THE ROCKS RUN

- This will be held in late August or early September. As we know that this is a favourite of a number SA's Run Rats we are trying to fit it around some of the Rallies during that period.

The run will leave Povey Motors at 10am on the day and travel along a route approved by the Jolly Good Run Committee of the MRA to The Rocks Picnic Reserve outside Balaklava where we will meet with members of the Mid-North Register, enjoy a BBQ lunch (BYO by the way - MRA supplies the BBQ) and then ride home.

If this weather keeps up then the 5k of good dirt road to the site should be an interesting interlude from the bitumen. Check the club notes and the Website for more details closer to the time.

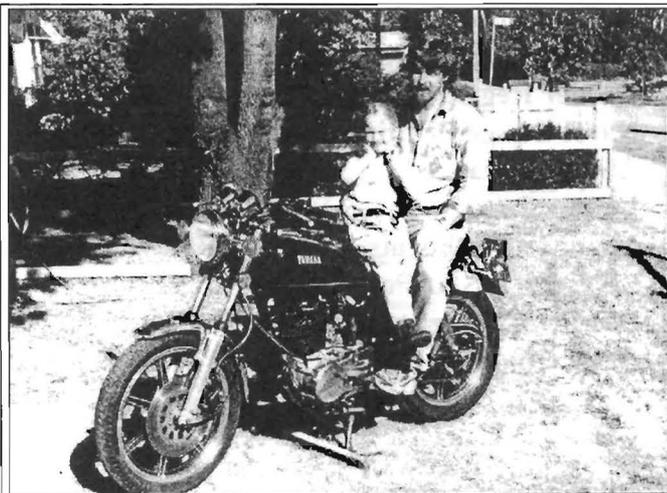
PRESIDENT'S REPORT

At this point in time we are looking ahead to the year 2000 and considering what we might do to celebrate the end of the Millenium. Ideas that have been put forward have been a Not the End of the Millennium Poker Run and a 2000 kilometre Run for the year 2000. The latter idea received some support with a suggestion that we organise four 500k runs throughout the year with badges being awarded to anyone who rides all four routes. This concept will continue to be developed and any other ideas will be welcome and will be considered by the MRA's Jolly Good Run Committee.

At the last committee meeting we agreed to reinstitute the Share the Warmth Run which we have not undertaken for quite a few years now. This will be on the first Sunday in June (2000) and members and friends will be encouraged to come on the Run bringing along things like blankets, warm clothes and perishable food which will then be donated to a favourite charity, probably the Vinnies. More details and confirmation of the date etc in future issues.

Committee member Paul Levai has had to bow out of his position as Publicity Officer for the time being for personal reasons and we thank him for everything that he has been able to do to date and hope to see him back on board soon. In the interim, Paul Morgan will be handling the job. Any member with an interest in managing the publicity for the MRA should give me a ring. No pressure will be brought to bear but we will not refuse any genuine offer of assistance. It will also be good to have a new face on the Committee.

Stay Upright, Harald



Family Portrait : Andrew Butler, Alysha & the Yamaha SR500

Photo : Steve Tyler

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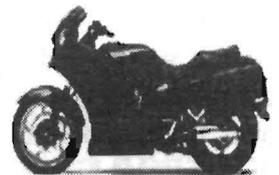
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TOY RUN REPORT

Well, finally after 3 meetings, we have had one where more than 2 people turned up. The committee is now just about formed but we still need someone to take care of the entertainment. This is an easy job as we have most of the contacts, so the job just entails making sure the bands know what time to be at the oval and keeping in contact with them up until the day.

The Committee for 1999 is as follows:

Paul Morgan : Coordinator, Quatermaster
 Harald Lindemann : Catering
 Barry Edwards : Council Liaison
 David Povey : Chief Marshall
 Brenton Mattiski : Site Coordinator
 Sean McPherson : Publicity, Transport

So far one band has been booked, Sudden Comfort. They were meant to play at last year's run, but the weather turned foul and their equipment on stage got wet and as most people left around 3 pm when it started to rain, there was not much point in playing. Hopefully this year will be fine and they will be able to strut their stuff.

We have noticed over the last few years that more and more riders are not bringing toys. This year the only entry to the oval will be a toy or a gold coin donation. All the entrances to the oval will be staffed, so if you don't have a toy or make a gold coin donation then you will not gain access to the oval. Remember, this is a "TOY" Run, so get into the spirit and bring along a toy and encourage your mates to do the same, as they do go to make a lot of kids happy.

We had a few problems with riders not following the instructions of the marshals at the oval last year. When you get to the oval please follow the instructions of the marshals as to where to park. This is for your safety and the safety of others and to allow a smooth flow of traffic into the oval. If you plan to leave early (remember there is only one-way traffic until 1.00 pm on Pine Avenue) you may leave by the back road from the top oval. This is a dirt road, but good dirt, so even the novice rider should have no problems.

If you want to help on this years run, the next meeting will be held on Monday, August 16th,

7.30 pm in the dining room off the Front bar of the Gepps Cross Hotel.

The date of the 1999 TOY RUN is December 12.

Paul Morgan Toy Run Co-ordinator

TREASURER'S REPORT

GENERAL ACCOUNT 30/03/99 - 12/7/99

OPENING BALANCE \$ 6 716.04

INCOME:

Membership	348.00
Sale Of Stock	47.50
Great Escape Rally	1 667.80
Late Rally Entries	50.00
Raffle Income	150.00
Gorge Rd. Consultancy Fee	200.00
Centrestand Advertising	475.00
Bank SA Interest	51.69
	\$ 2 989.99

EXPENDITURE

Website Fees	100.00
Centrestand	
Consumables	88.30
Polybags	42.70
March Printing	988.00
March Centrestand Postage	198.79
Raffle Prize Framing	180.00
Rally Expenses	
General	116.42
Groceries	300.00
Badges	610.00
Port Purchase	161.68
Generator Hire	204.83
Fridge Hire	115.00
Trophies Engraving	32.96
Tourism SA Briefing Costs	21.00
Trailer Registration	47.00
Name Badge Printing	41.50
AMP Insurance	385.52
Yellow Pages	153.00
Membership Forms	136.64
Secretariat Stat/Post	50.00
Bank SA Returned Cheque	200.00
Bank Charges	17.78
	\$ 4 191.22
CLOSING BALANCE :	\$ 5 514.81

IAN MARLOW TREASURER 12/7/99

VALE

Since the last issue of Centrestand we mourn the loss of two motorcycling colleagues.

Nick Andrisakis was a long time member of the MRA and an active supporter of the Toy Run. He was well known to us as a partner in West End Meats of Mile End and more latterly of College Park, for many years the supplier of meat to the MRA Great Escape Rally and the Toy Run. Nick had not owned a bike for a while as the readies never seemed to quite be there. In his heart though, he was always a motorcyclist. His dream was to take off into the sunset on a Harley Davidson Low Rider, but it was never the right time. This did not stop him however from contributing financially to the Toy Run even when business wasn't the best.

After a long period of personal problems Nick took his own life. We will miss a good friend and especially his always cheerful welcomes when we saw him.

Neville Hodges was a well known motorcyclist in Adelaide and was known to many more recently as the principal of the rider training organisation Road Skills. Neville was actively involved as a competitor in road racing nationally in the 125cc GP and 250cc Production classes as well in SA in the 125GP and Unlimited class. More recently Neville turned his skills to rider training in the basic and advanced levels. His interest and skill led to him setting up his own business which has been running for the last two years.

It is especially tragic that he was killed riding his bike in the Adelaide Hills. He and his skills will be very much missed.

TOY RUN SPONSORS 1998

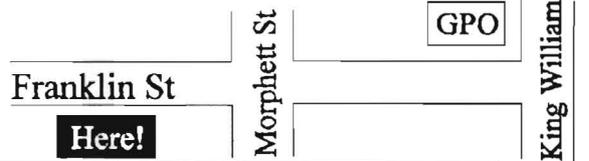


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THE REVEREND RITES

I've been wondering lately about the morality of third party premiums for motorcyclists. Whenever we try to argue the case with the departments concerned, all we are given is a fob-off remark and an explanation that we pay an appropriate amount for the claims made. That the actual figures and formula they use to calculate this are either not to be made public, or to be avoided. I'm still waiting for a reply to a request I made 8 months ago for a copy of the formulae. In the absence of any of these figures, I've made the following assumptions about the system.

1. X amount is paid out to motorcycle casualties as a result of road accidents, so X amount has to be recovered from motorcyclists.
2. The above calculation does not take into account fault. In other words, we pay for accidents we don't cause.
3. That the fact that a rider is not even covered by his/her own ctp is forgotten. How many bikes carry pillion passengers for a large percentage of their travelling time? How many people are injured by being hit by a motorcycle, or a motorcycle running into a car, truck, bus or train?

The obvious conclusion, I think, is that the Compulsory Third Party scheme is yet another case of blaming the victim. I'm sure you all know what I mean. We've all indulged in it before. When someone says "She was asking to be raped, dressed like that", that's blaming the victim. Whenever someone tells us we're mad for riding motorcycles, 'cause its so dangerous, that's blaming the victims. And I think it is wrong!

There is no way that third party premiums can be justified on a user pays principle. If it were really user pays, the user of the insurance - i.e. the person at fault, would be paying a higher fee. If we had a system like the Victorian one (which is still pretty stuffed) and all road users were covered, even drivers, under a no-fault system, then perhaps it may be justifiable. But we don't have that system. We have a system based on fault, and on the smaller minorities picking up the bill for the consequences of the dangerous driving practices of the overwhelming majority.

And I see this blame the victim mentality in the lights on debate. I don't like to ride with my lights on during the day, unless weather conditions demand it. Why? Because by doing so, I feel I am accepting the blame. How many times have you heard a cage driver use the excuse "He didn't have his lights on."? Shouldn't that read "I was too bloody slack to look out for the motorcyclist, and anyway I'm ok so what's the problem?" If we are forced to have lights on, then we accept the blame for other road users not looking out for us.

What actually happens on the road is that all road users only take notice of what is perceived to be a threat. Try riding a Harley, looking like an outlaw, (a real outlaw, not a Yuppie imitation one) and see if you have any problems with cars then. Back in the dim, dark past of my youth I had a Harley, back before family life got me. I had less hassles with cars then, than at any other time while riding bikes. The reason, as far as I could tell, is that the outlaw type is perceived by other road users to be an immediate threat to one's person. Whether this is the actual truth is beside the point, as it is the stereotype that is at work here. One would never consider them the outlaws as victims.

So, the key to survival on the road - look as genuinely mean as possible. Don't accept the blame, don't see yourself as a victim. We have as much right as anyone else to be on the road, and paying fairly for our CTP insurance. Maybe we need to agitate, demonstrate. Maybe a protest run is called for. I don't know. What do you think? Get involved in the MRA, let us know what you reckon should be done, and help us do it.

Safe Riding, Ken Whitelock



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A GUIDE TO COLD WEATHER RIDING

by Harald Lindemann

We've all done it. Gone for a ride or trip rugged up against the cold weather and bit by bit turned into an ice block. First the nose, then the fingers and toes (gloves and boots notwithstanding), then your knees start to hurt and you lose feeling in your feet. It gets harder to hold the handlebars and changing gears is an effort. Your body is tensed against the cold and no matter how much you try you can't stop the occasional shiver and still you go on for 'just a few more kilometres'. Once you stop to warm up you find that shivering is now uncontrollable and it may take up to an hour before you can comfortably get going again.

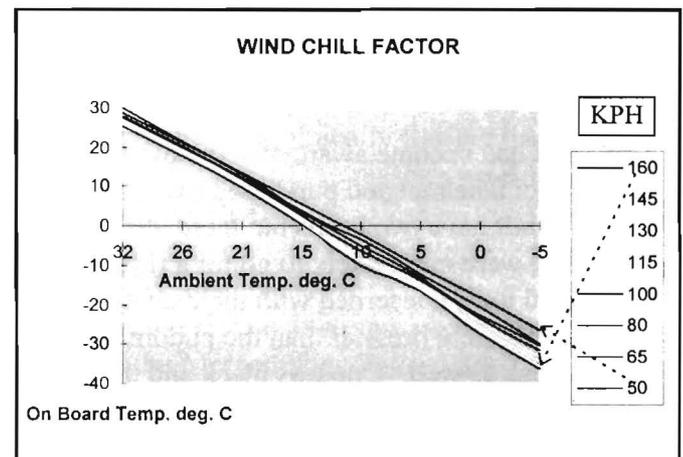
Congratulations, you have just experienced the first stages of hypothermia and what was expected to be a great ride has now become a chore because you still have to get home. And today you've been lucky, it hasn't rained - yet.

Rule number 1 when riding in the cold : DON'T GET HYPOTHERMIC. The thing about hypothermia is that it has the multiple effect of lowering your concentration, stuffing up your coordination, cocking up your eyesight and depth perception, slowing down your decision making abilities and your speech and decreasing your muscle control; all at the same time. Any of these problems (except maybe speech problems) could allow you to lose control of your bike.

When you get cold you will shiver as your body responds to a lowering of body temperature, not ambient temperature, by making the muscles twitch in an effort to raise their operating temperature. Kind of like rubbing your hands together to get warm. If this warning is ignored then the blood vessels in the outer muscles and the extremities will further constrict diverting warm blood away from expendable areas like toes and fingers, hands etc to the more important areas working on life support like heart, lungs, brain, kidneys etc. Note that the blood supply to the brain also becomes limited hence a diminished supply of oxygen and a concomitant decrease in general perception and action acuity.

So if you ride in the cold, be aware of what can happen and take steps to decrease the risks of becoming cold. Rule number 2: UNDERSTAND

THE WIND CHILL FACTOR. Cold is not just cold. The chart below shows that at all speeds the effect of the Wind Chill Factor steadily decreases the on board temperature relative to the ambient temperature. The main difference is that at lower ambient temperatures the rate of temperature decrease is greater. That is the colder it is and the faster you go the quicker you will get even colder. eg. at an ambient temperature of 26°C travelling at 130kph, the on board temperature will be 19°C, a drop of 7°. At 15° ambient at the same speed the on board temperature will be 1.6°C a further drop of 17.4°. That's nearly freezing! Practically any speed above 50kph at ambient temperatures below 15°C will result in a ride at on board temperatures of freezing or below. Note that riding into a head wind will in effect increase the Wind Chill Factor by the windspeed ie just add the windspeed to the bike speed to get a total.



If you start to feel cold in the above scenario a drop in your speed to 100kph will only increase your on board temperature to 2.8°C. Not much is it? Better to stop and warm up.

So to rule 3 : DRESS WARMLY. Much of your body heat is lost from your head so a good balaklava is a must - silk or a good thermal material is best. Thermal underwear (long johns) is a must. Also thermal socks and inner gloves. Windproof outer garments with seals in all the right places are important. It's no good dressing warmly if you let the wind in. And more thin layers are better than one thick layer. The idea is to keep a warm layer of air between you and your clothes and preferably for each gap between the layers to contain warm air:: more gaps = more warmth.

continued on page 21 =>

MEMORIES OF HELMETS OF YORE

The letter by Sammi Ross in December's Centrestand certainly kick started a wave of memories. I first started riding motorcycles in 1952 and over the period to now have ridden many different models, too many to even try to list. I have also been spat off, over, under, kicked and sometimes generally mauled by some of them but by divine intervention I am still riding.

This is not however, what I wish to write about, but the different types of helmets that passed through my hands. In 1952 we just did not wear helmets but in cold weather a WWII flying helmet and goggles was the go. The goggles were always worn on the forehead and were only pulled down in extremely dusty conditions. If the weather was not cold it was au naturel and I have often wondered what did happen to my hair. In '54 an interest in scrambles and motorcross brought the addition of a puddin' basin helmet resplendent with Ariel emblem on the front, although in the motorcross events of those days helmets were not always worn.

By '56 I had become aware of some of the safety aspects of a helmet and purchased two Universals (no I didn't have two heads but there were girls about and they were more likely to go for a ride if you appeared to be concerned with their safety. The Universals were dressier than the puddin' and they had a peak as well. One was black and the other one was white.

This had at the time an unknown benefit, for the motorcycle police in Victoria wore white Universals and the NSW police wore black. They also rode Triumph Thunderbirds with square leather panniers. As I happened to ride a Thunderbird complete with square panniers to carry spare helmet, groundsheet etc. (remember the girls), I found it a great advantage to wear the coloured helmet that suited which side of the border I found myself. On the narrow bitumen roads of those days I was always treated with great respect by the tintops and given plenty of room to pass or overtake. In fact some used to nearly stop to let me pass. It was great.

By '58 one of those girls had brought me undone and it was goodbye to the Thunderbird and the Universals but the puddin' remained for competition use and served me faithfully for many years including a stint in speedway cars. During this time a visor was fashioned to keep the dirt out of ones

teeth so to speak and was very effective, but at high speeds it sort of squashed your nose.

1961 saw me into road racing and now using my first open face (a Bell) and WWI type goggles. The toughened glass in these goggles saved my right eye at Bathurst when a stone, nut or something completely shattered the right lens but did not allow anything to spray inwards.

By 1972 all I was riding was the occasional scramble or short circuit meeting and a year later had sold all my bikes but retained my riding gear. This I lent to a so called friend who wanted to break into road racing. When I asked that they be returned he informed me that he had been short of money and sold them. This really pissed me off especially when his cheque also bounced. So all my gear with its various scratches and memories just disappeared.

By 1983 I was here in SA and bought another road bike. This was second hand and also had a helmet with it, again a Bell open face but with a visor attached (very up market). Early '84 saw the purchase of a new bike and complete new gear, this time the helmet was an AGV full face. I wasn't sure about this radical change but the salesman was going to sell me one for when I lamented that the new bike didn't have a kick starter, his answer was, "How long is it since you have seen a car with a crank handle?" He had me from that moment on. Not being familiar with full face helmets and the need to push your cheeks until your lips pursed, after about 9 months I found that I could move my head right or left about 15 degrees and the helmet would not move. But after riding in the rain and blasting through a swarm of bees or locusts at various times I have really learnt to appreciate this type of helmet and now have one that fits properly, although aren't they bloody awful things to sneeze in. I mean your ears ring and the fallout is disgusting. I try to reserve my sneezing to when I have my open face helmet on.

Like Sammi I find that even though your helmet is only 8 years old and is in mint condition, getting parts like the ratchets for the visor is impossible. I guess we are a throw away society.

So thanks for the memory rush Sammi and let us all keep riding for you will never know how good it is until you don't have it.

Rob Mills, Blakiston SA.

LETTERS

Dear Sir,

Congratulations to the MRA for the run from Glenelg to Victor Harbour. Having arrived late at the start (and never been on an organised run), I was able to tag along without too much confusion about where to go. I was disappointed however, that the riders at the front seemed to race off at the traffic lights, thus influencing those left at the line to indulge in a bit too much of the right wrist, yours truly included. Having a job which, until recently, required the operation of four-wheeled armchairs in far flung locales, I have become somewhat protective of my licence, especially after the "stop sign incident" which cost me \$191, three points and a fair amount of grovelling to The Boss!!! Anyway, it was a beaut day and I thoroughly enjoyed myself!!

Now about these Raffle tickets. A good fund raising idea, but why not have a prize which appeals to the masses and not just motorcyclists? A first prize of a portable CD player or colour TV (value approx. \$300) would have seen me sell at least two books of tickets, maybe more. The point is that a picture of Mick Doohan, despite being a World champion, isn't worth \$2 to most non-motorcyclists, let alone \$200, which leads them to keeping their money in their pocket. As most of my friends and workmates are yet to partake of the joys of motorcycling (and thereby understand my point of view), few of them were prepared to invest in a raffle for a prize they didn't want. Perhaps the framed, limited edition would be more appropriate as the top book-sellers prize; surely a strong inducement to sell plenty of tickets!!

Anyway, keep up the good work.

Rob York

(nodding at everyone from my Red BMW R1100R)

(Thanks for your comments Rob. We will take them on board for next time. This raffle was a tryout, given that the last couple of times, some years ago, raffles with expensive prizes left the MRA a little embarrassed. We wanted to find out if the members would support a smaller annual raffle with motorcyclist friendly prize and build from there. So far, so good. Any ideas regarding preferred prizes, within the realms of realistic sponsorship and affordability, will be seriously regarded. . Ed)

Dear Harald

Re 'The Reverend Rites', page 7 March Centrestand. I fear I must concur. At the 1990 'Lights On' protest I pulled up next to a big guy on a Harley and got a hearty "Ayagoin'". I was riding a Vespa! We were bound by our love of two wheeled transport and protesting for the survival of our rights and freedoms.

Yes Reverend Ken, I too remember the Good ol' Days, but I wear a full-face helmet! I thought it might have been the Honda FT500 I was riding after my old Kwaka Z1000 died (even schoolgirls looked admiringly my middle-aged way when the Kwaka was still black). But a move to an SR500, then a Suzi GS1100 hasn't reversed the trend!

I'll still nod and wave to all other riders that I'm able to and accept that for now I'll only get 3 or 4 out of 10 returned. maybe one day they'll get the idea. I just hope that this spread of snobbery isn't another cancer of our ever more Insular, Politically Corrected and Economically Rationalised society. After all, isn't one of the reasons we ride to get away from all that?

By the way, that excuse for a cover photo in March was a shocker! I enclose something better, in the spirit of the Mothers Day Poker Run.

sincerely

Steve Tyler

P.S. Bring Back 'Goanna'!

(We are still practising getting photos off the Web and this one did not transfer over as well as desired, but was too good a picture not to be used. Ed)



Smokie and Adrian help 'Legless' find her feet while Anika looking on indicates her appreciation of the joke.

Photo : Steve Tyler

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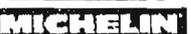
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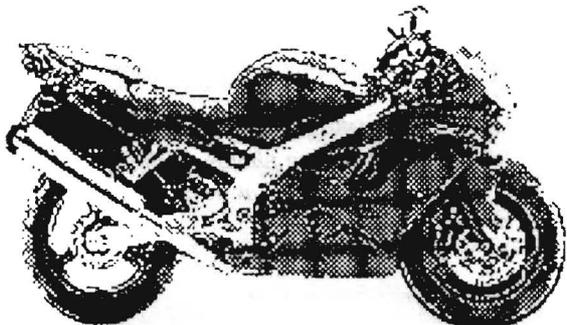


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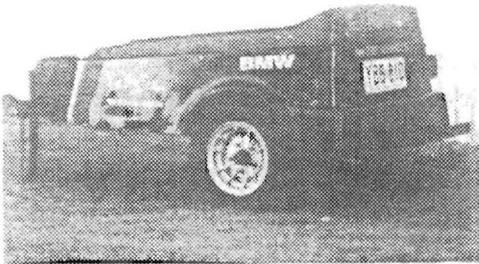
Anyone wanting information regarding dates of 1999 competition fixtures in SA should contact Motorcycling Australia (SA), 251 The Parade, Beulah Park or on (08) 8332 9000 ph. (08) 8332 9100 fax for a free copy of the 1999 Fixtures SA Brochure

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HOW ABOUT THIS?

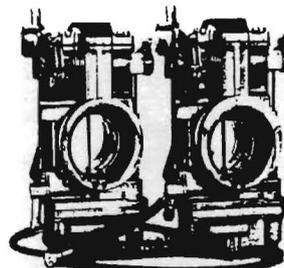
The New York State Thruway Authority is considering lowering the toll for motorcyclists. A bill to lower the tolls generally has gone nowhere in the State Legislature. Long Island Republican and one-

time motorcycle enthusiast, Owen Johnson, says motorcycles cause less wear and tear on the road, fewer traffic problems and less pollution than cars.

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"Swap this for the Trumpy?" asks Adrian.

A NEED FOR SPEED?

by TRX Bob

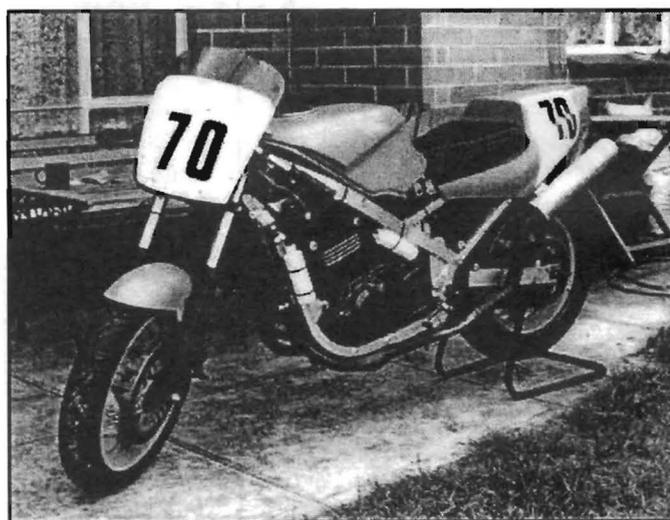
Have you heard of Bracket Racing? Well, for less than a speeding fine you could go as fast as you can. No cops to worry about, none of those four wheeled things called cars, no trees to hit if you leave your braking too late for that corner.

Bracket racing is where you can get street bike, take off the glass and go out on the race track.

With the race meetings that are held, Bracket racers are divided into "brackets" of four riders with similar times and four or five of these are put together on the grid for a race. The beauty of this is that you are only really racing against the other riders in your bracket. So if you were placed last on a grid of twenty riders, you only have to try to beat three other riders to get a placing.

Race meets are held 3 or 4 times a year with practice days every 2nd weekend or so. Give the Cafe Racers Club a call if you would like more information and come out to Mallala for a look.

Jeff's bike (pictured), started off life as a Kawasaki 500, but with a few alterations (he has spent about \$2,500) and is doing times of 1.28.50 around the track, trying ever so hard to get this down.



So yes, I have become a "Pit" support crew. I do the lunch, the timing and asking the ever important question of "Have you got plenty of fuel".

We would like to see you out there.

AVUNCULAR TALES by Les Dicker

The thrill of getting a new bike is one of the many pleasures of motorcycling, even if it's a new secondhand bike. There's so much to learn about the new machine when you first take possession. I can remember picking up a good used bike from a dealership right on the stroke of knockoff time, the man showed me very hurriedly what everything did, told me the gearshift pattern, kicked it into life and pointed me at the driveway. It was a wet Friday and as I got about half a mile up South Road my shiny new purchase suddenly stopped dead in its tracks! Oh no! I thought, I've bought a lemon!

Standing in the rain at that time of day on South Road with an inert alien craft was no great fun to say the least. I knew nothing about it other than some ride reviews that I had read and the crash course just given to me by the salesman. I peered at my new bike in the drizzle and it almost appeared that the machine was grinning back at me by way of its failure to restart despite much kicking and swearing!

There seemed to be plenty of electrons in its wiring as the lights worked, the indicators blinked and the horn honked. So, I thought, maybe it's out of petrol. No, there was almost a full tank! What the @#\$\$% ! I thought as I peered through the wet gloom at this machine which seemed to be almost laughing at me now. As I looked it over several times there were some items on it that seemed strange and I surmised that maybe that one of them could have failed and just as I was thinking about pushing it up into a nearby servo and parking it for the night, I noticed that the petrol tap was in the OFF position! Yes, good reader, in his haste to see me out the door and get down to the pub with his mates, the salesman had forgotten to turn on the juice and I was too ignorant of the motorbike when I took delivery of it to realise that. So it was that I had spent some fifteen minutes swearing in the rain. The next day I went out and got a copy of the handbook on my new bike and spent the rest of the day reading it.

About Xmas 1978 I took possession of a brand spanking new Kwaka Z1000 Mk 2, a red one, because as everyone knows, red ones go faster and this one did! I knew everything about this bike as some of my mates had various Kwakas, plus I'd read lots about them and Paul had given me a real good run down on the bike before I took it off the showroom floor.

This new machine had what was then all the latest in hi-tech refinements. The ignition was CDI - no more messing around with points, the chain was the new super chain with the teflon O rings to extend the lifetime of the chain and it had those sexy new mag wheels with disc brakes that had those patterned holes drilled in them!

About a week after I had taken delivery I was in my local servo filling up with juice and as I had read the handbook on my new toy I knew the recommended tyre pressures, so I decided to give them the first of many regular checks. Imagine my surprise when I discovered that the universal air hose fitting at the garage was not compatible with my nice shiny new Kwaka! So I had to resort to using a pocket pressure gauge and a hand pump to give the tyres their regular check to ensure safe riding. This situation remained the same when I purchased a GT 750 in 1985, and of course the ZZR won't even look at the garage hose fittings. That is until now.

One evening I saw a bloke on the TV bragging about the great new electronic air hose system available at your friendly BP dealer. One quick glance and I instantly realised that it will fit any motorbike's valve stem.

After riding around looking in the driveways of many BP garages I finally realised that it is the new style garages that seem to have them whereas the older dealerships have yet to install them. The attachment that goes onto the valve stem is a small fitting with a tiny lever. The pressure that you wish to put into the tyre is selected before attaching the hose to the tyre, a simple matter of pushing buttons on the control panel and you can select the pressure to be read in either psi (imperial) or kpa (metric). The hose is then attached to the wheel's valve stem and the rest is automatic, the control panel flashes END and beeps at you when the correct pressure has been reached in the tyre!

No doubt other brands of petrol outlets will be installing this kind of air hose in the future. After doing an air pressure check on your tyres, never forget to replace the valve cap. I always prefer to use a metal cap as they will not come off if a valve fails and they usually prevent the inconvenience of a slow leak.

Leslie Dicker (Uncle Pervie to you)

Wintersun Rally 1999. by Les Dicker

The Wintersun Rally is conducted by the Mildura Ulysses and was at the usual site at the Olympic Park Sports Centre which is quite centrally located to all the attractions in Mildura. The road into the site is all bitumen and it has toilet and shower facilities and is fully catered for the weekend, so there's no need to worry about roughing it for the weekend.

This year I went up with the Whale on his trusty BMW and with Eric and Heather on the "Bird of Inky Blackness" (CBR 1100 XX). Eric and Heather are late starters so they said they would meet up with us on the way to or at the site, so the Whale came by my place early Saturday morning and we rode up together. Just for a change of scenery we decided to go through Walkers Flat and then onto the Sturt Highway at Blanchetown. It was very windy and the ZZR was wandering around a bit as it had no bellypan on the fairing due to a mishap the previous week.

The Whale was travelling light this weekend so he went off to check into a motel (luxury! luxury!) and then on to the pub for a counter meal. He wasn't alone there, as Tom Griffin and Chris Fenech (on his new CBR!) did likewise, but I had brought my own accommodation so I set up my tent on the grassy knoll, and then looked around the rally site to see if I could find Eric and Heather. When I gave up looking and went back to the tent there they were setting up theirs next to it! They have a nice Shadow trailer which is colour matched to their bike and is more than adequate for taking their gear on trips. A real nice setup which attracted quite a few visitors and favourable comments.

Following a few refreshments we joined the throng watching the gymkhana which was well run and attracted many of those whose bikes were not surrounded by expensive plastic! So it was that the ZZR and the Bird of Inky Blackness stayed next to our tents, fixing the bellypan will be costly enough.

The onset of night saw an enormous bonfire which had been piled high with bits of a huge gum tree which lasted all night, there was plenty cooking on the BBQ and the bar was kept busy. A band was playing from about 8 o'clock, so it was one big party under the stars. Some of the rallyists were bopping along to the band and one of them in particular caught everyone's eye as his style looked like a rap dancing emu!

When the band shut down at whatever time, I hit the sack. About an hour later the rain started and that's when I discovered a leak in the top of the dome tent, so I had to rearrange my bedding so that it no longer dripped into my left eye! When I got home I gave all

the dome's seams a thorough going over with some sealant and I guess I'll know if I've been successful at the Radiata Rally, which this year is at Mac Park, Mount Gambier on the weekend of 17/18 July.

The next morning looked alright with a few clouds around but the rain had gone, so after a quick splash we lined up for the popular breakfast of toasted bacon and egg sandwiches and then packed up our tents and made a move for home, filling up with fuel on the way at Mildura. We stopped at the usual Caltex in Renmark for a pitstop and cuppa and were soon joined by Alan and Lynne Tyermann (don't know where Matt was!).

Moving on down towards Blanchetown we hit a heavy rainstorm with high winds at Waikerie, so we stopped at the big servo at Blanchetown for some hot, nourishing broth, however Alan and Lynne continued on to try and beat the approaching storm, but Eric, Heather and I decided to sit it out in the diner.

When we set off again, Eric had forgotten to lock the lid on the trailer and just near the weighbridge station the lid opened, but fortunately the makers have fitted it with a safety cable in case of such an event and it certainly works! I was amazed to see their copy of the Sunday Mail go fluttering out into the air like some jet of confetti, whereas Eric said "It felt just like I'd hit the brakes, but I knew I hadn't!"

Our adventures weren't over for just as we reached the top of Accommodation Hill we went into another heavy storm, and it lasted until we were well past Truro. The skies were then clear and sunny and it was great riding weather, with only a small fluffy cloud on the horizon in front of us. When we reached Freeling that fluffy cloud had turned into the worst storm of all, with visibility down to about 50 metres! That's when we got to pass all the cars that had just sped by us, as their windscreen wipers couldn't cope with such heavy rain and they all pulled over onto the shoulder and stopped! This storm lasted until we reached the Gawler bypass and once again it was great riding weather.

Once at home I hung the tent up to dry out in the shed and unpacked my gear just as a hail storm hit, I'm glad I wasn't out in that! The high winds on that trip had cut the ZZR's fuel consumption back to about 16 Kpl from the normal 20 Kpl !

It was a great rally with a very apt name, the Wintersun, there was plenty of winter and plenty of sun!

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

Leslie Dicker (Uncle Pervie to you!)

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Boars and Sows prepaid \$10, Late entry \$12,
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6-7 November Route 12 Rally
5 March 2000 Star Bear's Rally
Details in the September Centrestand and now on
our Web Page

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 Gepps Cross Hotel, Main North Road, Blair
Athol.

All the positions of the Association listed below
will be declared vacant and the 1999-2000
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.

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 speaker for the
evening will be advised in the September
Centrestand.

PAUL MORGAN SECRETARY

10 YEAR MEMBERSHIP

Any member who considers that they may be
eligible for a **10 year membership badge** and
would like one are asked to advise the MRA
Membership Secretary asap so that an eligibility
check can be made and a presentation can be
arranged. Cost of the Badge is \$5.00

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

AMC REPORT

by Peter Mount

FATIGUE ENQUIRY IN PROGRESS

The federal government is conducting an enquiry into fatigue management in transport, and has invited the AMC to present a submission. Fatigue has been identified as a factor in around one-third of all crashes, particularly those in country areas, and featuring prominently in single vehicle crashes. The following is a condensation of the AMC's submission:

Fatigue was noted as a significant factor in crash risk in the Rural Road Safety Strategy Action Plan of 1996 and later in other papers focusing on urban crashes. This problem directly or indirectly affects all road user groups, including motorcyclists, and hence we are pleased that a concerted move is under way to examine the prevailing issues.

The following comments should not be considered to reflect any particular prioritisation:

Introduction

The average age of motorcyclists is increasing, not because there are fewer young people riding, but because older people have reached financial security and freedom from filial commitments and are either taking up motorcycling again or are trying it for the first time: this means many more motorcyclists are touring.

Although fatigue of both riders and drivers has been determined as a primary causal factor in rural road crashes, progressive action is being undertaken by only a few jurisdictions. A total combined commitment of all states and territories is required.

The likelihood of a motorcyclist suffering fatigue may well be higher than that of a driver because of the more direct interaction with weather and road conditions, wind noise, the inability to change position much, and the requirement for a higher degree of concentration, particularly in more heavily-trafficked areas and through reduced vision during rain. Although the interaction and higher levels of concentration tend to provide a balance by keeping the rider awake and focused, and hence counteract the onset of fatigue for a period of time, the cumulative effects of the physical and mental demands can be more problematical than they would for a driver.

1. Rest Stops

Rest stops can therefore play a significant role in motorcyclists' safety. However, the changing profile of motorcyclists has led to identification of significant deficiencies in the quality and quantity of rest stops on a national scale. The simplistic and minimalist roadside advice to motorists to "rest if drowsy" with neither on-going and widespread promotion nor supportive infrastructure provides little information on or reinforcement of the dangers of fatigue and, at best, is relevant only to car drivers, who can not only stop anywhere and rest comfortably (notwithstanding the little likelihood of their stopping at an uninviting site), but can take their own chairs and refreshments (long-distance trucks generally have built-in sleeping quarters).

On the other hand, motorcyclists will tend to ride from one fuel stop to the next regardless of how tired they are because they cannot carry chairs and refreshments, and because a treeless, shadeless, waterless, seatless, barren grader-scraping alongside the road holds little appeal for the rider who needs to rest from the elements. Consequently, not only is the quality of rest stops directly related to the incentive for travellers to take a break, but it probably has a greater influence on motorcyclists than on any other road user group.

This is particularly true for motorcyclists travelling long distances at night. With a fuel range about half that of cars, with rarely the facility to carry extra fuel safely, with many minor petrol stations closed at night and no accommodation or camping facilities available at the major ones, riders are often in the position of choosing between an overnight stay at an inhospitable rest stop and, refuelling wherever they can, pressing on with their journey despite a high level of fatigue, with the latter usually winning out.

Of further relevance is the frequent placement of rest stops within about 20km of a town, often with no advice of its existence to the traveller approaching from the other side of the town. The result is twofold: firstly, such a traveller, if tired, may already be looking for a place to stop (on the wrong side of the town) and may then look throughout the town in the (often vain) hope of locating a camping ground; secondly, traversing the town will often wake up the rider or driver enough that they are less inclined to pull into the rest stop than if they had known of its existence much earlier.

Conversely, there seems to be a dearth of rest stops within proximity - say, 100 km - of major cities, yet this is often the period when people would dearly appreciate a break, not only due to the distance already travelled, but because of the higher attention required in the city and the considerable time involved in getting through it.

It is also notable that travellers on minor interstate routes are much less likely to encounter rest stops than their counterparts on the national highways. Whilst it is reasonable to expect a relationship based on traffic density, there appears to be a disproportionately low number of appropriate areas on the less-travelled roads, despite the uniformly harmful effects of fatigue.

2. Road Surface

A proportion of motorcycle crashes are reported as single vehicle crashes (SVCs). Some of these are genuine SVCs, while possibly 30% or more are thought to involve another vehicle which did not stop. Excluding the latter and those of the former which can be attributed to interaction with animals, road furniture, infrastructural components and the like, it can be seen that the state of the road surface can play a very important role in motorcyclists' safety; hence, it is evident that a poor road surface and a fatigued rider together can produce a potentially lethal situation.

Road maintenance therefore becomes integral to motorcyclists' safety, not only in terms of keeping the road in good repair, but in ensuring that paved surfaces are kept free

of gravel, oil, sap and so forth. Gravel on corners is thought to be a contributing factor in about one-third of country and rural crashes (all vehicles), with motorcyclists most at risk. An adequate local road maintenance program combined with shoulder sealing on corners will reduce the crash risk of fatigued riders and drivers.

Roadworks can significantly contribute to fatigue in rural areas, primarily where extensive projects are under way which dictate very low speeds over what can be many kilometres. Anything which disproportionately increases the duration of a journey is likely to increase the level of fatigue.

Fatigue should not be thought of as the exclusive domain of the long-distance traveller: metropolitan and regional centre shiftworkers, for example, can suffer extremely high levels of fatigue, and would also benefit from an efficient road maintenance program.

3. Other Fatigue Contributors

If "fatigue" is considered to encompass "tiredness" and "sleepiness", perhaps it is appropriate to consider the current trend towards isolating still further the car driver from the road environment. Vehicle quietness, automatic drive system, seat comfort, cruise control, airconditioning - all contribute to a state of relaxation, and will exacerbate any degree of fatigue experienced by the driver.

This is not to say that this trend is necessarily counterproductive to safety (or we would all be driving open-top cars or riding motorbikes - which might not be a bad thing!), for, as outlined in the introduction, exposure to noise and the elements can also be fatiguing. However, although compensatory measures have been introduced, such as audible edge lining, audible road surface changes and road humps (or bars), these are not always in the best interests of motorcyclists, whose vehicles are inherently more sensitive to changes in road surface than cars.

For example, although motorcyclists would endorse audible edge lining and surface changes, humps, bars or other protuberances could prove inimical to their safety, not just when they are alert, but especially when they are tired.

Given the proven value and wide acceptance of audible edge lining, it is interesting that it is, as its name implies, only used on the outside edge of a dual carriageway or on the inside and outside edges of a multilane carriageway or divided road. Considering the number of head-on crashes, and their greater potential for harm than running off the left side of the road, it seems logical to place it along the centreline as well, coloured black to avoid confusion with other road markings.

Further development of intelligent transport systems (ITS) has the potential to address this issue in a discriminatory, interactive, interventional manner.

4. Promotion and Education

There is a low level of awareness within the general community of the causes, incidence or effects of fatigue, except within those groups or individuals who take an interest in or have experience of the syndrome and its consequences.

This can be attributed to an almost total lack of promotion and education at every level of the relationship between the road user and the road environment, from learner rider/driver to the general motoring public.

Clearly, any progress in road infrastructure, road maintenance, ITS, vehicle design and roadside facilities can only be effective with integrated, supportive and ongoing promotional and educational programs firmly established.

Recommendations

- Increase the number of rest stops, particularly on minor state highways and in closer proximity to cities.
- Develop a national code for rest stops which stipulates minimum facilities of water, shade, seating and safety.
- Extend advance notice of rest stops from 500m or so to 20km or more. People who are tired and want to stop need to know how much further before they can relax their vigilance.
- Place clear signage on the outskirts of towns directing people to parking or camping areas.
- Ensure local jurisdictions have in place efficient and effective road maintenance programs, and are particularly aware of the relationship between poor programs and motorcycle crashes.
- Confine the extent of low-speed (i.e. <60kph) roadworks on any one road to, say, 10km.
- Accelerate and nationalise the shoulder-sealing program currently in train in some jurisdictions.
- Extend white audible edge lining for the full distance of all major country roads and areas where fatigue is a known or potential contributor to crashes.
- Place black audible edge lining along the centrelines of these roads.
- Eliminate rumble strips, humps, bars and other raised devices placed transversely across the carriageway to awaken motorists: they are not safe for motorcyclists. Where appropriate, they may be replaced with contra-textured road material.
- Encourage further ITS fatigue-orientated research.
- Introduce information on fatigue into driver and rider training curricula, and include it in the written tests.
- Develop both short term and ongoing promotional mechanisms aimed at increasing awareness and knowledge of fatigue within both the general and motoring public, utilising all media and avenues such as schools, post offices, local councils, registration and licensing divisions (a brochure could be sent with every licence and registration renewal), companies which employ shift workers, and so forth.

The Australian Motorcycle Council has an abiding interest in the safety of all motorcyclists. As riders necessarily interact with other road users whose safety has a direct bearing on their own, this interest translates into the broader arena of the safety of all those on the road. Consequently, although some of the comments here are not specifically related to motorcycling, riders will stand to benefit from improvements in fatigue management within any sector of the motoring community provided those improvements are not detrimental to their welfare in any other way.

“PICK YOUR DATE”
Motorcycle Riders Association of S. A.
Calender of Forthcoming Events : July - Oct. '99

Thursday 26 th
 Mid North Register Meeting
 Crystal Brook MC Clubrooms

Sunday 29 th
 South East Register Meeting
 Frances

Monday 30 th
 Social Sips 7:30 pm
 Gepps Cross Hotel Main North Road.

Tuesday 26 th
South East Register AGM
 Commercial Hotel, Mt Gambier, noon

Monday 27 th
Annual General Meeting 8:00 pm
 Gepps Cross Hotel Main North Road.

Monday 27 th September
ANNUAL GENERAL MEETING
OF THE MRASA
 For details see page 16

JULY
 Monday 26 th
 General Meeting 8:00 pm
 “The GOV”Port Rd Hindmarsh.
 Mick Doohan Poster Raffle Draw

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

Monday 9 th
 Committee Meeting 7:30 pm
 Gepps Cross Hotel Main North Road.

BUSH PIG RALLY
ANNUAL RALLY OF THE
MRA MID-NORTH REGISTER
 Held at Crystal Brook
 17, 18, 19th of Sept.
 Details on Page 17

Monday 16 th
 Toy Run Meeting 7:30 pm
 Gepps Cross Hotel Main North Road.

Sunday in August
 to be Confirmed
The Rocks Poker Run
 For details check the Club Notes
 in the Advertiser

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

Monday 13 th
 Committee Meeting 7:30 pm
 Gepps Cross Hotel Main North Road.

Friday 17 - Sunday 19th
BUSH PIG RALLY
 By the Mid-North Register

Monday 20 th
 Toy Run Meeting 7:30 pm
 Gepps Cross Hotel Main North Road.

Thursday 23 rd
 Mid-North Register Meeting
 Flinders Tourers Clubrooms Port Pirie

OCTOBER
 Monday 4 th
 Toy Run Meeting 7:30 pm
 Gepps Cross Hotel Main North Road.

Tuesday 5 th
 4B’s Meeting 7:30 pm
 Flagstaff Hotel Franklin St City.

Monday 11 th
 Committee Meeting 7:30 pm
 Gepps Cross Hotel Main North Road.

Monday 18 th
 Toy Run Meeting 7:30 pm
 Gepps Cross Hotel Main North Road.

Monday 25 th
 Social Sips
 Gepps Cross Hotel Main North Road.

Thursday 28 th
 Mid North Register Meeting
 Wirrabara



1998 WORLD ROAD RACING ROUND UP.



WORLD 500CC CHAMPIONSHIP

SUPERBIKE WORLD CHAMPIONSHIP

<u>Dates</u>	<u>Grand Prix</u>	<u>Circuit</u>
August 8	Reserve Date	
August 22	Czech Rep.	Brno
September 5	San Marino	to be announced
September 19	Com. Valenciana	Valencia
October 3	Australia	Philip Island
October 10	South Africa	Welkom
October 24	Rio	Jacarepagua
October 31	Argentina	Buenos Aires

<u>Dates</u>	<u>Race</u>	<u>Circuit</u>
August 29	Europe	Brands Hatch
August 29	Austria	A1 Ring
September 5	Netherlands	Assen
September 26	to be announced	
October 10	Japan	Sugo

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- C & D Motorcycles** 10%
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- Honda World** 10% **Parts/Accessories**
- Kessner Suzuki** 10% **All except specials**
- Peter Stevens** 10%
- Pitmans - North & South** Available on request
- Redline Exhausts** Discount On Request
- Red Lion Motorcycles, Whyalla ...** negotiable
- Shannons Insurance** Club Discount Available
- Victor Motorcycles** 10% **Genuine pts & Acc**
- Walden Miller Leather** 10% (bring the ad)

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

← A Guide to Cold Weather Riding Continued from page 9
Rule Number 4: KNOW WHEN YOU ARE GETTING COLD. Stop often to warm up, every 150 to 200 kilometres is good. Don't force yourself to go that extra few ks. It will only take you longer to warm up. You will warm up slowly and will need to warm up inside as well so stop where you can get a hot drink. If that is not possible then stop and walk about a bit. Go for a hundred metre jog a few times; eat something. The objective is to get the blood circulating and warming the extremities.

Some tricks to know about. If you get a table in a road house take your jacket off. It will be colder than you are and you will warm up quicker in the higher restaurant temperatures. Leave your gloves on the engine while you are inside - they will warm up and if wet dry out quicker. If you think it will rain, carry spare gloves with you. Get warm before you fill up with petrol. You will then know what you are doing.

Don't forget, when it rains you will get colder, so don't treat every cold day as the same and don't be a hero, no one is watching. Safe Riding.

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Male Female

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..... Postcode

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GORGE ROAD REPORT

A road safety audit was recently carried out by BC Tonkin and Associates and the Road Accident Research Unit of the University of Adelaide at the behest of Transport SA. The following is a summary of their findings on the road, motorcyclists attitudes, accident statistics comparisons and recommendations. Other contributors to the audit were: the MRA SA which provided in depth discussions and a bike's eye view of the road; motorcycle users of the road who filled out an extensive survey and Ray Newland of the Federal Chamber of Automotive Industries who rode the road and provided some personal comments.

Primary Recommendations Summary

- Line marking should be reinstated as a matter of some priority, ensuring suitable skid-resistant paint is used;
- Install road safety barrier protection in areas of significant roadside hazard and remedy deficiencies with existing barriers;
- Monitor developments with road safety barriers systems and ensure installations use "current technology" to minimise injuries to motorcyclists;
- Assess practicality of reconstructing curves with irregular geometry to establish consistent curve forms and correction of inappropriate superelevation (*ie fix cambers*);
- Remedy sight specific pavement deformations and fractures, with particular attention to dip/curve combinations and longitudinal rutting;
- Remove roadside vegetation and undergrowth to maximise sight lines on approaches to junctions and through curves (vegetation removal will also provide suitable clear widths for normal motorcycle negotiation);
- Examine sign posting and treatment of the junction with Torrens Hill Road to maximise, as far as practicable, sight distances and advance warning. Alternative treatments that should be considered include junction widening and geometric alterations to increase sight distances;
- Strategically review placement and sign posting of parking bays/litter bays and rationalise as required;
- Widely promote motorcycle issues amongst road safety practitioners and engineers;
- Consider the formation of a motorcycling advocacy group as one way of progressing further discussion and the development of inter-agency road safety programs.

The report comments that m/cs use the road differently than car drivers due to their specific structure and handling characteristics. Motorcycles tend to move around the road more to avoid obstacles like road markings, road damage and road rubbish. The same when cornering where the bike and rider envelope changes. Motorcycles pick a best line for smooth riding and carefully choose the braking areas. Mostly these concerns are not an issue to four wheels. These kind of issues should be understood by road management and road safety experts.

The road itself has come under a rigorous inspection and much of it, particularly the lower section could do with a high

degree of what is essentially road maintenance. Lines of sight are poor due to close winding sections and overgrowth; few run off areas and in some places where there are vertical drops, no crash barriers. Some of the barrier systems in place are unsuitable and incorrectly installed. Road rubbish is allowed to accumulate, especially near the quarry. Where this is a problem exit grates could be installed.

The report notes that whereas crashes involving m/cs were decreasing statewide, they were increasing on the Gorge Road and whereas about a quarter of m/c crashes were classified as single vehicle incidents statewide, on the Gorge Road half of the incidents were classified as single vehicles. Most crashes occur on the weekend between in the 3 hours of 2-4 pm in the finer weather months (mostly J/F/M) and have a greater risk of fatality and being subsequently treated in hospital than crashes around the state. Most crashes involving motorcycles on the Gorge Road are head on, hitting a fixed object, a roll over and leaving the road out of control (87.5%) compared to 26.3% of m/c crashes elsewhere in SA.

The motorcyclist who has a crash on the Gorge Road will tend to be male (97.4%), aged between 20 and 29 (63.4%), have a full licence and be riding a m/c less than four years old (63.7%). He will be travelling straight ahead (83.6%) and will come off due to inattention (30.3%), a failure to keep left (20.5%) and excessive speed (13.1%).

The bikes favoured by riders of the Gorge Road are 600cc - 1000cc in capacity and are most likely to be Hondas. Most riders were familiar with the road and the most popular reason for riding the road was the cornering it offered. Other reasons given were the scenery, the ease of access to the hills or their home. Given the previously mentioned defects of the Gorge Road it is surprising that many riders saw it as a good road with a good road surface even when recognising the non-vehicle hazards.

The Report acknowledges the characteristics of m/c culture and its relationship to the dual aspects of speed and danger (which in isolation will contribute to the risk of crashes) and the motivation of the motorcyclist to control both these aspects. The conclusion is that given the characteristics of some of the riders and the road the margin for error on Gorge Road is lower than on other roads and any rider could come unstuck.

Our hope is that the government will, by virtue of this report, acknowledge that road design and maintenance, rider and driver training have important roles to play in managing the road toll and that a concentration on managing speed alone will not suffice. Hopefully it will also make available the funds to improve the road. Otherwise we can look forward to more quick fixes (which really avoid the problems) and expect to see more attacks on motorcycling from non-motorcyclists with tunnel vision.

Harald Lindemann

Check out our Website in a couple of weeks for a more detailed report.

SPEED KILLS - THE PROOF

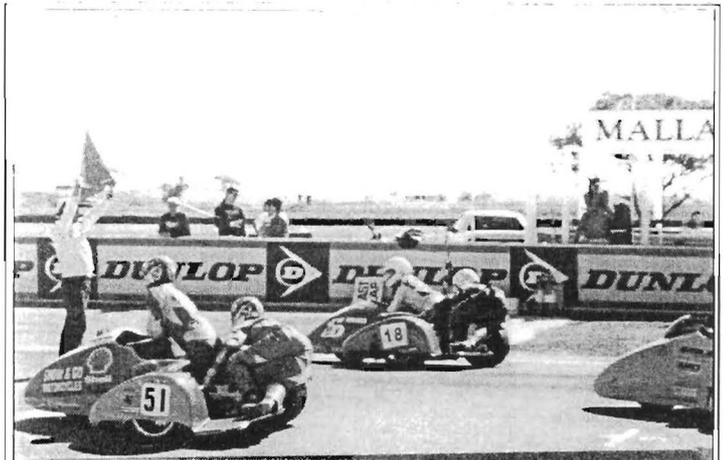
Arizona Highway Patrol police, piecing together evidence after finding a pile of smouldering metal embedded in a roadside cliff, finally deduced it was the remains of a Chevrolet Impala travelling at jet fighter speed.

The deceased thrill seeker who had been driving (if that's the word) found the answer to what happens if one fits a JATO (Jet Assisted Take Off) unit as an automotive accessory. (JATO is a solid fuel rocket used to give heavy military transport planes an extra boost to get airborne.)

In the case of the Impala driver, he had attached the JATO to his car before embarking on the ultimate ride. After accelerating normally he engaged the JATO unit.

Experts surmised that in the next 5 seconds the Chevy reached speeds well over 560 km/h, with full power continuing for another 20 plus seconds. The results were spectacular

Somehow the car remained more or less on the highway for about 4 kilometres, during which time the driver tried applying the brakes - to no effect - they melted. In the last 2000 metres of its trajectory, the car became airborne and continued at high speed until it buried itself into the cliffside.



Sidecar Start at Mallalla : Photo Aidan Hanafin



Wheelstand at Mallalla : Photo Aidan Hanafin



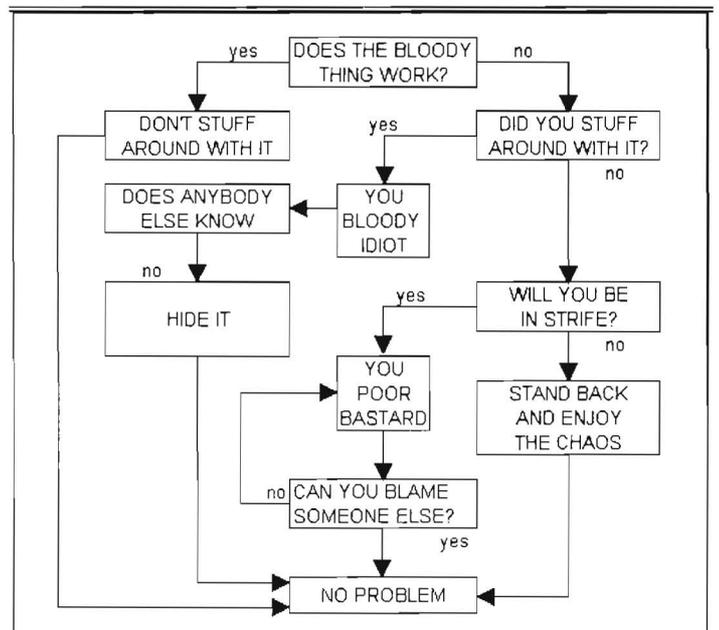
Burnout at Mallalla : Photo Aidan Hanafin

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Mary Kerin

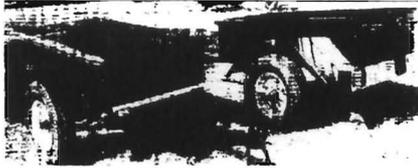
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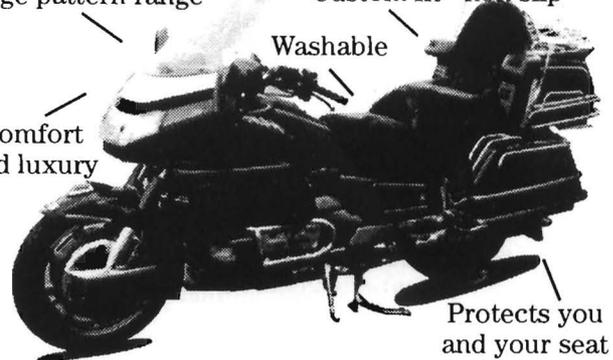
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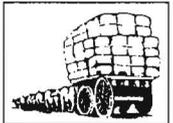


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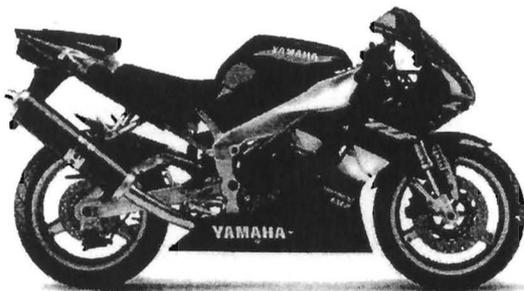


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