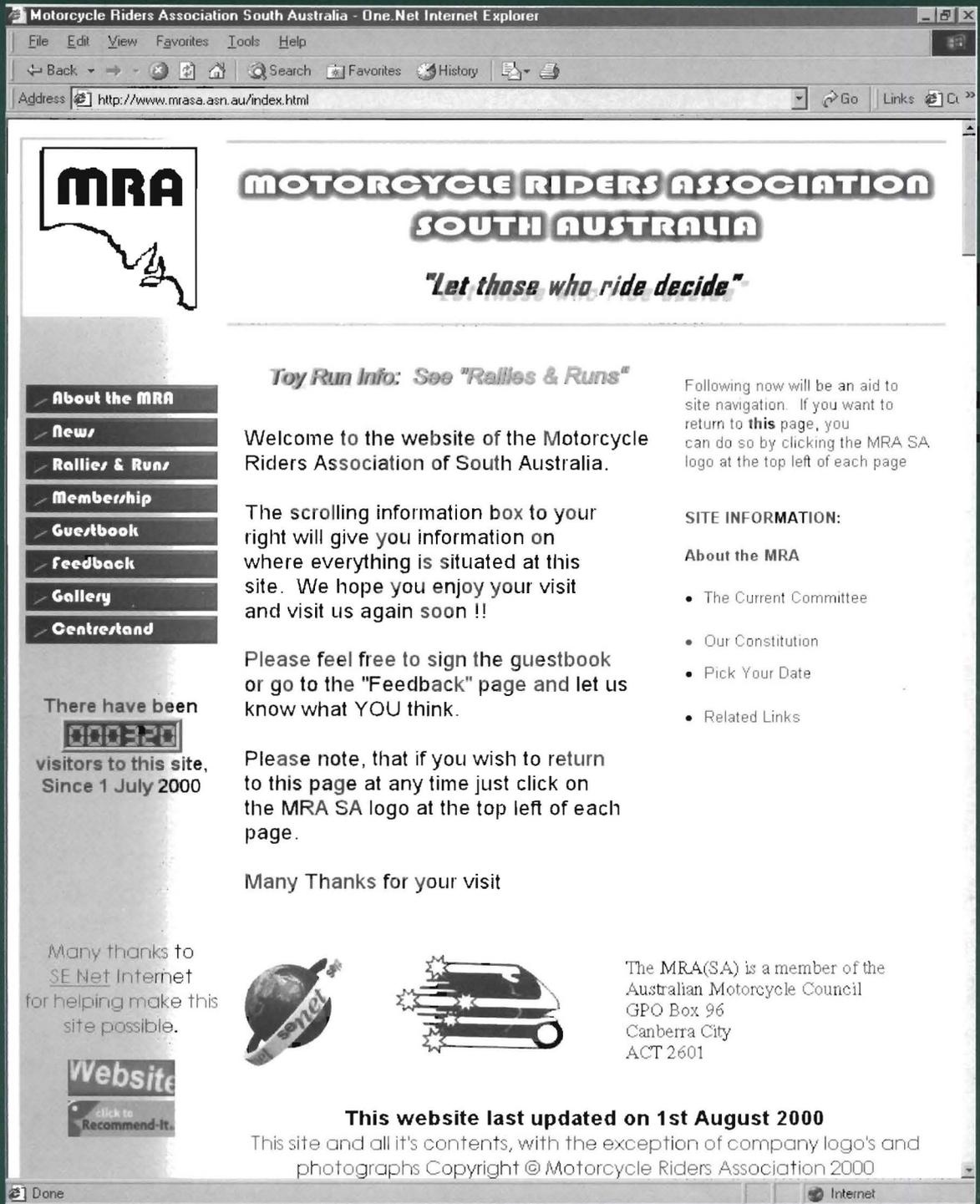


September 2000

CENTRESTAND



MRA

**MOTORCYCLE RIDERS ASSOCIATION
SOUTH AUSTRALIA**

"Let those who ride decide"

Toy Run Info: See "Rallies & Runs"

Following now will be an aid to site navigation. If you want to return to **this** page, you can do so by clicking the MRA SA logo at the top left of each page

WELCOME TO THE WEBSITE OF THE MOTORCYCLE RIDERS ASSOCIATION OF SOUTH AUSTRALIA.

The scrolling information box to your right will give you information on where everything is situated at this site. We hope you enjoy your visit and visit us again soon !!

Please feel free to sign the guestbook or go to the "Feedback" page and let us know what YOU think.

Please note, that if you wish to return to this page at any time just click on the MRA SA logo at the top left of each page.

Many Thanks for your visit

Many thanks to SE Net Internet for helping make this site possible.

There have been **000320** visitors to this site, Since 1 July 2000

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SITE INFORMATION:

About the MRA

- The Current Committee
- Our Constitution
- Pick Your Date
- Related Links

The MRA(SA) is a member of the Australian Motorcycle Council
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ACT 2601

This website last updated on 1st August 2000

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- ▶▶ MRA Website: Live & Online !
- ▶▶ Radiata Rally Photos
- ▶▶ RoSCoG Report



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MOTORCYCLE RIDERS ASSOCIATION Inc

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.....from the editor.....

Its that time again, as it creeps up from behind & nips you in the bum! Winter, that's what I was referring to, (oh and of course that fact we are another day older & another dollar shorter!). Well I will confess to being a complete wuss when it comes to riding in the winter. I take my hat off to all you year round riders! Not to mention you have to endure the most horrendous sleepy car riders & phone yakking! I think this is an opportune time to have a beef about P platers on 4 wheels. Ridersafe are fantastic when it comes to driver education, so when are the Gov going to catch a wake up call & implement professional car training like the Ridersafe? These youngsters have a license to kill! Armed with only their P's", Mum's 4x4 & gallons of testosterone. A deadly mixture, destined to leave a trail of destruction in their wake (if they live to tell the story!) which they invariably do! Do they learn? I'm not so sure.



Anyway, I have a bone to pick with all of you! Where were you guys when we had the 'Share the Warmth' run? Humm? A mere 5 of us pitched & St Vinnies had catered for a large turnout. POOR Show methinks! I will at this point commend the CMA for their excellent Winter Solstice run, and the support they received. It was some godforsaken time like 05.30, bloody freezing and ripper of a turn out. Get my drift? Come on people, give support where it is needed. Tell you what, make an extra effort for the Toy Run & all will be forgiven!

Ashley



Residents Report



Mobil and Helmets

We have been getting comments from bikers who have been hassled at Mobil 'service' stations for not removing their helmets when entering the shop to pay for their fuel. On one occasion related to us the biker had trouble getting the cashier to take their money. He was informed that it was company policy and didn't he see the sign at the entrance to the shop. Now it is true that Mobil stations do have a sticker (similar to those at the doors of banks) displayed. This begs the question of why? What is the problem? Have Mobil servos had a spate of helmeted thieves riding off with the takings? Other companies' servos do not seem to have the same problem. I thought initially that they are covering all

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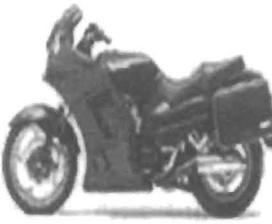
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bases just in case. But that begs the question as to why there are no stickers asking customers to remove their balaklavas, false moustaches and other disguises and leave their weapons including guns, knives, pipes, syringes etc before entering the premises? My guess is that someone in the company feels that motorcyclists for some reason are undesirable customers and somehow put the company at risk and we are therefore are being singled out for special treatment. Sounds reasonable does it? I didn't think so either and a letter has been sent to Mobil to 'Please Explain'. More on this when we get a reply. If unsatisfactory we may consider asking motorcyclists to boycott Mobil but let's see what they have to say first.

Went to the Radiata Rally

It was wet, it was cold and we had a good time and a great ride there and back. The fires (big, BIG fires) helped and so did the wine. Team MRA went down to the West Coast Tourers in the tug of war (but we held our own for the best part of about 15 seconds), but individual members came home with some prizes. Congratulations to the South East MRA for putting it together and thanks to Animal and Sean for the 2.00am floorshow.

(Continued on page 6)

PERCEPTIONS

(Continued from page 5)

Hello there! Something truly bizarre happened the other day, which just confirms my beliefs that there are no such things as coincidences.

Ashley Knöote-Parke

About 2 months ago, I had very definitely decided that I was going to conquer my 250cc, come hell or high water! So, one fateful Sunday morning, I got kitted up & ready to rock. I stood in front of the 250cc and we stared balefully at one another. The 250 in its innocence, gloated, knowing it would win this round. My resolve dissolved and I burst into tears, blubbering about how I could never get onto this beast again! (remember, I can hardly even get the 250 off the Centre Stand, I simply don't have enough weight!)

So! After pulling myself together I decided there & then this was the perfect opportunity for us to part ways! Not 2 hours later, the phone rings. It's Don from the cma, and he asks 'howzit going with the 250 Ashley' I said bloody awful and I want to sell it. Really? That's the reason for my call, I have a buyer, & I say lets talk turkey'.

Later that day, Sean McP phones, and tells me, that he has a friend who has a Yamaha DX100cc, 2 stroke, kick start for sale. Sean reckons it would be perfect for me. It was love at first sight. Not only are we both little (I can actually touch the ground flatfooted!), we are both precarious, red & completely unfathomable! The perfect match! Later that evening, the 250 went to his new Dad (who was wrapt), and 'JellyAnyDots' came to her new home.

We got a fantastic bum bag for her which I put all my business gear, shoes, clothes etc. Now JellyAnyDots & I go to work everyday (except when its really cold & miserable). I kit up in all my gear & off we zoom into the distance. When we get to work, JellyAnyDots has her own private parking in the factory next to my office, where is she warm, cosy & safe. I get changed into my business suit, and it business as usual. I have now encouraged Graham, our Operation's Manager to come in on his bike, and now Colleen, our really, totally glamorous hip Nana can't wait to learn to ride and get wheels of her own! (She'll be at the Toy Run boys, with the marshals, and Perv, stay away!)

So what have I learnt from this? Well, I now understand the relationship thing everyone has been talking about, and its not a reflection on the persons ability but more about having the right match & feeling comfortable. So when I have finished this magazine & we get our weekends back, I will be tackling my 'P's' with much more confidence. Will keep you posted.

Ashley

Biketober

We have agreed to get involved in a national event similar to those held many years ago. Although not yet finalised, suggested events for SA Biketober are an Awareness Ride through the City, a bike display in Rundle Mall to raise awareness of motorcycling issues, a Movie Night, a Quiz Night. Keep an eye on the Club notes and the MRA Web Site for more details as they are decided.

AGM

This will be held on Monday, September 25th at the Maid and Magpie. So come along and say hello and maybe consider getting involved one way or another. There is always enough for another person to do for the Association. See you there.

Celebration of Australian Motorcycling

This is a rally which will be held in Canberra on the weekend after Australia Day in January (27-28) 2001. The MRA SA has agreed to handle the publicity for South Australia for this event and to organise a run to Canberra. So think about what you might be doing around then. Fancy travelling interstate with a mob of bikers?

Stay Upright
Harald

WHAT IS LEATHER?

Michelle Eustace

It is the preserved skin of any animal, bird, fish or reptile. And to preserve it there are two main methods:

Vegetable Tanning - a slow traditional method which produces leather for saddlery, Footwear/Soles and craft work. It can be moulded when wet or carved and stamped.

Chrome Tanning - using mineral/chrome salts produces a soft flexible leather suitable for clothing, footwear and upholstery.

Cow - Most commonly available leather for a wide variety of uses. It has a large area is, strong, excellent abrasion resistance, & a nice visual appeal.

Kid/Goat - Thin, soft, distinctive grain pattern, mostly used in high quality shoes.

Pig - Durable, good wearing, soft, very distinctive hair follicle pattern, many varied uses.

Sheep - exceptionally soft but loose fibre structure makes it the weakest of all leathers, tears easily.

Kangaroo - small hides but the strongest leather relative to it's weight. About one third lighter than cow hide. It has a unique fibre structure which makes it exceptionally tear and abrasion resistant. Main uses have been footwear and wallets/bags but good garment quality is

increasingly available.

Bird/Reptile/Fish - some types light weight, usually small skins main uses would be fashion accessories and footwear.

WHAT KINDS OF LEATHER ARE AVAILABLE?

Full Grain - the best leather selected, the grain has not been affected, has all its natural characteristics. Many uses.

Splits - suede both sides, is the middle layer of the hide, mostly used in fashion.

Suede - skin is finished on the flesh side, soft supple, main uses fashion and footwear.

Nappa - has been drummed and is very soft and supple, garment quality.

WHY WEAR LEATHER?

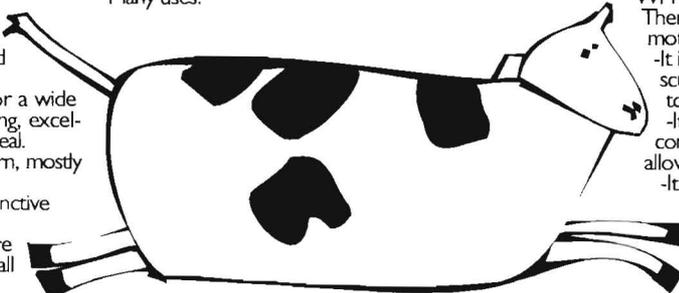
There are as many reasons as there are motorcyclists, but the main ones are:

-It is strong and abrasion resistant, better to scuff up your leathers in a "come off" than to scuff up your skin.

-It is natural and breathes, if kept in good condition it will be "shower proof" but will allow perspiration out.

-It is more comfortable the more you wear it, as it moulds to the shape of your body.

-It looks good, well usually, depends on how it is cared for, but is always develops character over time.



Corrected Grain - has been buffed to remove shallow blemishes, sometimes left smooth but often coated with polyurethane and then "printed" with grain pattern.

Mostly used in upholstery and footwear.

So next time you are tempted to get on the bike in T-shirt and shorts, stop and think a bit first. A good quality leather outfit may be a substantial amount of money, but think of it as an investment in your protection and then it all makes sense.

WEBSITE: LIVE & ONLINE!

Dale Knöote-Parke

So there we were, on 1st July, the MRA(SA) Web Site was Re-launched in a blaze of glory. Or something. Yes, well anyway, the Editor cornered the MRA committee in the General Meeting t'other night, and whilst we were all cringing in fear, demanded that we sign in blood that we all promised to have articles for this Quarters Centrestand to her on time. Before I knew it, my wrists had been slashed, and my blood was being used to sign an undertaking that there would be an article on the relaunch of the web... the Nazi Witch had struck again.

It had been decided that our Website needed a revamp, and beings I made mention that I sort of knew how a website was put together, I took upon myself the task of redoing the Website, and had 6 weeks to do it in. "MORE than enough", I thought... until I delved into what we currently had, and what it was perceived we would need. Suddenly, 6 weeks didn't seem like such a long time.

The idea was to give as much information as possible to the reader, whilst not becoming to "texty" and boring. Achieving this required balancing the use of some nifty graphics with the information required.... Too many graphics, and the page is slow to load, leading to frustration, too much text, and.... Borrrriiiiiinnngggg.

We can now boast that the MRA(SA) Website offers a very wide range of services to members and non-members alike, from the obligatory ability to Join or renew your membership online, through being able to order stock online and sign the guestbook, and send feedback using the feedback form, to giving information on Rallies, Runs, Events, News etc. etc. PLUS there is a photo Gallery, which not only displays photo's but gives you the ability to download and view the segment the MRA did on Winter Riding Tips for Channel 10... not to mention that articles from each quarters Centrestand are now readable on the web. For those of you that have visited the site, but didn't quite know where to find anything, if you give the front page a chance to finish loading, then a scrolling information box on the right will start to appear, and will explain where everything is... for those of you who HAVEN'T yet visited the site... take a look at <http://www.mrasa.asn.au> Your comments, and suggestions would be most welcome, so if you feel you would like to have some input, please contact me by emailing webmaster@mrasa.asn.au, or use the Feedback form on the site...

'Cos I am nice as well... here is a very swift site navigation guide. The items in bold are the Buttons, and bulleted underneath you'll find the information contained there...

About the MRA – here there is a description of the MRA and what we are about

- **The Current Committee**
- **Our Constitution**
- **Pick your Date** – this is a copy of the fridge magnet that was sent out at the beginning of the year to existing members, giving dates / times of meetings etc.
- **Related Links** – these are sites that we link to, such as other MRA's in Australia and around the world, and other sites of interest

News – Club news, events and anything else that isn't a run or a rally

- **AMC Reports** – this is where you can catch up with all the contentious issues that the AMC are up against – like front number plates
- **Road Safety** – See what Sean McPherson, our Road Safety Officer has to say

Rallies & Runs

- **Forthcoming Rallies / Runs**
- **The MRA Toy2k Run** – Information on this years Toy Run

Membership – this will outline the benefits of becoming an MRA member

- **View available discounts** – See who gives what discounts to MRA members
- **Join the MRA Online** – use the online Membership form to join or renew your membership
- **Change of Address** – Notify the MRA if you change your address
- **View and Order MRA Merchandise**

Guestbook – View and sign the MRA Guestbook

Feedback – use the feedback form to get in touch with us

Gallery – Download and view the Winter Riding Tips MRA / Channel 10 segment, and view the photographs that are there

Centrestand – read articles from the past 4 issues of Centrestand

Dale - Webmaster



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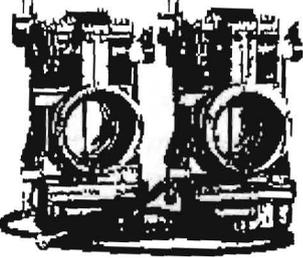


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FROM THE SECRETARY

Robyn Gaden

For those of you who actually read Centrestand, you may have noticed that in the last issue, I had suddenly changed my name and gender....but no, it was a genuine misprint.

The AGM is upon us this month, as I'm sure you would have already read in Harald's report.

All the current committee members get to stand down, and a new committee is elected.

Let's see if we can get some new blood to take on positions this year. It isn't difficult. You get to come along to the Maid & Magpie at least twice a month, and see your friends, with the added bonus of perhaps being able to make a difference in the life of fellow motorcyclists.

You obviously know the positions of the committee. If not, take a look in the back of the magazine. We are all a big happy friendly group, and I promise that none of us bite (not in any places that show anyway...)

So come along, and show your support for a club that is trying to make a difference. We would really like to see you.

Robyn Gaden
 Secretary

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ROAD SAFETY REPORT

Sean McPherson

0.60mm

That's the size of the spacer that I left under the circlips on the needles in my bike's carbies. This was chewing up sparkplugs at 3000km's intervals. So much for telling everyone to keep their machinery in top notch condition. It goes back to the Aussie adage "if all else fails, read the manual" and pay heed to the diagrams.

I've noticed a couple of things on a few runs and rallies lately and I'm guilty of them too! Firstly if you're going to remove the springs from your sidestand or de-activate the lockout switch get into the habit of visually checking your side stand before moving off. I've seen someone have a very near miss lately. My first X-7 had none of that and I still look down on the GSX-R even though it's got a lock-out.

On the ride itself, remember that it's a ride, not a race. We've got two good tracks at Mallala and Mt Gambier for that, so the only reason to overtake someone is for safety or comfort reasons (i.e.: smokey exhausts!). If you are on a run and you start to bunch, try to stagger yourselves on the road. Don't follow each other in a single file, as even though we've been riding for a while, don't forget even mighty Mick crashed and following one another after another can cause a domino affect if something goes wrong.

Double white lines are painted on the road for a reason. Usually on corners & on crests, which means that visibility is poor and it's not a safe place to pass or do U-turns. I saw two near misses on the one run due to doing a U-turn on a double white line.

If by some mischance a car gets into your lane and you're in a multiple lane road, move into one lane and slow down. Let the car pass you. Car drivers are an unknown quantity as they've no skills and basically taught by amateurs. So you get the unknown out of the equation and the ride will be much safer.

Rally signs! Well this is a bugbear of mine and I think it's a safety issue if you have someone coming from afar. You would want them to find your rally sight with ease because most of us do the run to the rally in one hit and are usually on the verge of fatigue. So you want your signs large enough & easily legible at night & in the wet. Ours are good (MRA SA's). Ulysses Mallee branch are great, it's just a sheet of galve painted, you can't miss it. Also make your signs weatherproof (not cardboard!) and firmly fixed so they don't get blown away.

Lastly, I rode home from work in the wet a few nights ago and I had a narrow miss with a rather large Tek-Screw. I was lucky to be looking down for the white arrow at the intersection. At \$250 for a rear tyre, someone else's sloppiness cost me quite a bit.

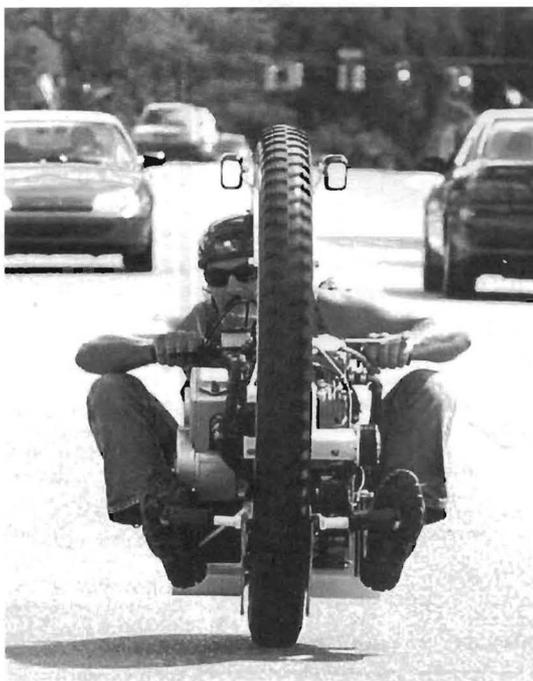
Okay go out & check your tyre pressures and keep the rubber side down.

Sean

AWESOME!



Kerry McLean, designer and builder of this unique one wheeled motorcycle, cruises through Walled Lake, Michigan. It's built for speed. The tyre, specially shipped from a tractor trailer used in a vineyard in France, is about 4 feet tall. A seat inside faces a 40 horsepower, water cooled snowmobile engine. a rider, curled in the foetal position can reach speeds up to 165 km. (AP Photo/The Oakland Press).



Really
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websites

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www.motortraders.net
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www.cowleys-motorcycles.com.au
www.rightstart.com.au

If you have found any cool sites worth sharing, please e-mail me the URL, Ed

OCHRES PIDDLE PUDDLES

I got

a smack, it wasn't my fault we had a visitor from the ewe ess of hay (I have seen ewes and hays, but dad says I am a cattle dog, not a sheepdog!) Anyway I helped myself to bikkies and cake for our visitor and dad caught me. I tried to hide under the new couch, but dad grabbed my tail and pulled me out... ouch! My tail still hurts.

Dad crashed Suzi too - it serves him right for being mean to me. Uncle Dale came over to help put Suzi back together. I like Uncle Dale - he gives Jedda and me lots of scratches and pats. I told Dad he needs to buy Mick's bike, uncle Dale sez he should too! Dad grumbled and went inside and got another beer.



What's really, really good is Troy has got a new bike and he does good too - it doesn't have that nasty word in it's name... it is called a caterpillar - no, it is a sasarilla - no... it's a Prilla. Troy can do good monos on it. Dad cannot do monos when we go for a ride. I tell Dad I tell him "do a mono Dad do a mono" but he grumbles about too much wait on the front end... I tell dad "but I am STILL waiting for him to do a mono"

How did everyone go with my question about animal names on bikes... if you looked in January's Two Wheels, you would have cheated liked Dad did! Boy's and Girls, don't forget the colouring competition... I've sneaked some more prizes that dad doesn't know about yet, so do your bestest and I will say whose won at the Toy Run, don't forget to buy lot's and lot's of presents for older boys and girls this year.

HEY!! Does everydog know Aunty Linda runded in the relay with the flame. I don't play with matches because I burnded my nose on a smoke when I helped the Ambassadors with their pie cart... they gave me lot's of pies! Aunty Linda can ride a bike and hasn't crashed lots like Dad does all the time, I like Aunty Linda lot's and Lot's. This is a friend of mine - she is a tanked rider as well, her name is Becky and she come from Entee. She is a Shetland Sheep dog that is OK coz I am a Cattle dog. She likes meat and chockies like me, but she has been caught pinching food as well. I hope she didn't get a smack as well, Becky has some good toys too! Her mum's name is Jan but I do not like her nickname, it is like that nasty word - it is Kat and she rides a Kwaka ZX-9R and they won longest female rider and pillion at the Swaggie Rally. Becky has a nice Husky friend Jimmy, I have not met him yet but he does not ride

Bye Woof!



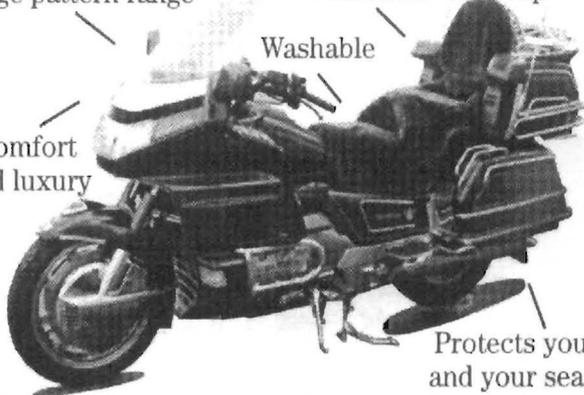
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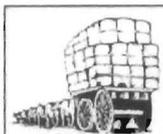


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RoSCoG REPORT

As

Peter Mount

a member of the SA Road Safety Consultative Group, the MRA has been invited to comment on issues relating to speed that have been identified by RoSCoG and to provide opinion on any other pertinent aspects. Below is the essence of the MRA's input.

Traffic Calming Devices

Motorcyclists need to be considered when these are used to control speed, e.g.

- Slow points - high central plinth can foul footpegs
- Speed humps - can upset a rider's balance: suggest a single unelevated path for cyclists and motorcyclists (or two to accommodate buses). Humps should be unnecessary with reduced urban speed limits.

Speed Limits

- Should be realistic and have sound rationale, or there will be little compliance, i.e. should be adapted to the road (therefore might increase or decrease in given areas).
- Where this process is utilised, limits should be advisory rather than absolute; this allows for variation in vehicle handling characteristics, vehicle types and driver competence.
- Where limits are related to the state of the road (rather than the environment, such as mountainous regions), it is imperative that the road is maintained at least at that standard.
- Where a road is improved its limit should be reassessed.
- Some roads could have a dual limit, e.g. higher late at night when traffic density is minimal; lower during fog.
- The 85th percentile must be used in determining limits or they will have little credibility.
- Multiple changes to limits over any given road can be confusing and can lead to lagging or speeding. Either minimise changes or clarify signage.
- Speed limits within given jurisdictions and governed by certain conditions should be promoted more widely to increase general knowledge and awareness.
- Derestriction signs rather than speed limit signs should be considered for appropriate areas/roads.
- Studies in California indicate that more realistic speed limits have a good effect on driving, with improved compliance and a concomitant reduction in crashes.
- Australian states with lower speed limits fare no better in crash frequency and severity than those with higher limits.

Information by Signage

- SA utilises a generic "steep descent" sign to advise truck and caravan drivers to select a low gear; however, this conveys no specific information. Appropriate gear selection and improved safety could be achieved by signs advising of the specific gradient either in degrees, or as a ratio or percentage.
- Potentially hazardous situations should be identified and drivers advised where speed might need to be adjusted, such as areas of fog, ice, glare and high wind (although these are applied in some areas of SA, greater consistency would be beneficial).

40kph Urban Proposal

- Limited acceptance and effectiveness: average speed in these areas is 49kph, compared with 55kph in 50 kph zones. Suggest SA adopts 50kph urban limit.

Enforcement

- Should not be seen as the solution to speeding problems.
- Cameras and radar should only be used in areas with a high crash history otherwise police credibility suffers and the public equates enforcement with revenue-raising, not safety.
- Temporary signs currently placed after cameras should be placed before them for above reason and if genuine objective is to slow down traffic to predetermined "safe" level.
- Cameras should only be used in areas designated as such, whether or not cameras are actually in use in such an area at any given time.
- Any reduction in revenue through adoption of these initiatives would be more than offset by a reduction in road trauma and hence cost to the community.

Community Education (and Promotion)

- All road users need to be adequately educated regarding the speeds that might be appropriate for given conditions.
- Any given road user group should understand the handling and braking characteristics of other vehicles, e.g. reduced braking and cornering of motorcyclists in wet weather; braking space required by laden trucks.
- "Scare tactics" have been proven to have reduced effect over time; people respond more positively to logical argument and "real world", humane presentations; people must be able to relate to scenarios.
- Promotion should target all road user groups.
- Media promotion should be accurate and factual; people are resistant to hyperbole and distortion; loss of credibility induces negativity.
- Driver training should include much more information on appropriate speeds for certain conditions, with a strong emphasis on developing skill in a variety of road and weather conditions covering different speeds.
- Any strategy must include an educational component.

Share the Road - Cyclists

- Similar problems to motorcyclists, with exception of speed differential. Higher driver awareness required.

Speed Limiters for Heavy Vehicles

- Disagree that these improve safety: they affect acceleration and can hold up traffic for many kilometres when trucks try to pass each other; a fast truck is not by definition a dangerous vehicle; on a pro rata basis trucks have fewer speed-related crashes than cars.
- Speed limited trucks can cause speed differential problems in traffic.
- Speed limited trucks may be viable on roads of 3 or more lanes.

P-Platers Speed Limited

- This used to be applied to novice motorcyclists and riders with pillion passengers; it was highly dangerous due to the speed differential with other traffic, and was discontinued.
- Experienced drivers only go back to Ps when convicted of drunk driving. This is supposed to cause embarrassment but as people cannot distinguish between novice drivers and these others, a more effective expedient would be to award the latter a "D" plate for a similar period of time.

Accident Marker Posts

- A very good idea, but motorcyclists are generally more aware of their existence and meaning than drivers (not because more riders than drivers crash, but because riders are more aware of their vulnerability and hence of what is within their immediate environment).
- The solution is more promotion targeting driver education.

Lower Arterial Speed Limits

- Disagree as there would be a likelihood of more crashes due to impatience and frustration.

Speed Signposting

- Should be easily read and not confusing.
- Should not be obscured by foliage or juxtaposed to other signs (information overload, especially for older people).
- Advisory speed signs are a good idea, but there must be consistency throughout Australia regarding criteria.
- Important to keep in mind the trend towards prolific road signage, particularly that which is not related to the road or traffic.

Bike Lanes

- Fully support, but current trend towards relocating them from major thoroughfares to minor, longer routes should be curtailed in favour of promotion of more environment-friendly approach, e.g. increased use of bicycles and fuel-efficient vehicles such as motorcycles.
- Bike lanes could be incorporated into transit lanes, which would only be used by bicycles (in a dedicated lane), motorcycles, buses and cars with 3 or more occupants.

Pedestrians

- Need to be educated to be more alert, to understand vehicle braking limitations in the wet, and the difficulty drivers and especially motorcyclists have seeing them at night and in wet weather.

Collation of Speed Data

- This would assist in determining with greater accuracy the degree of correlation between speed and crash risk, crash severity, (bodily injury and vehicle damage) and crash causal factors, amongst others.
- Methods of collation should reflect a national consistency to facilitate national collation and utilisation of such data.

Defensive Driver Training

- "Defensive driving" is not synonymous with "competent driving", although the latter would include the former. Appropriate and cautious usage of the term "defensive" is advised.
- Significantly higher standards of driver training would increase competence (there is much room for improvement), leading incontrovertibly to improved safety.

In addition:

- Many roads are wide enough for two lanes yet have only one.
- Many footpaths are wide enough to allow indented bus stops, thereby improving traffic flow.
- Stobie poles should be set back from their customary proximity to the carriageway to reduce crash and injury risk.
- People turning left could give way to those turning right across traffic to minimise vehicles queuing behind the right-turning driver.
- "Courtesy" should be included in all training programs and safety campaigns to educate people to adopt this unusual behaviour.
- People are being taught that they live in a culture that accepts speeding, that this is wrong, and that they must be controlled for their own good because they cannot be trusted not to speed. However, if people felt that they were trusted, they would be more likely to adopt a responsible approach to their road behaviour.

We must be willing to support new ideas and those which do not appear to conform to the old, rigid ways of thinking, especially now that the effectiveness of current initiatives appears to have plateaued.



The Wrap &

TOY RUN REPORT

Paul Morgan

Things are really starting to move along now.

We have invited Daryl Beattie as our special guest, he has indicated that if his wife has had the baby, which is due early December, he will attend. We are also inviting the mayors of Adelaide, Holdfast Bay and Mt. Barker, plus a couple of State MP's.

The two bands have been confirmed, they are Paul Rundle and the Maulers and FreightTrain. Hopefully we will have some cinema advertising prior to the run to generate public interest and pick up more motorcyclists.

The Kiwanis Club will once again be helping at the oval, but still need marshals to control the run, see the advert inside back page, fill it out and send it back. We are also looking for volunteers who can help us set up at the oval on Saturday afternoon from 4.00 p.m. to 6.00 p.m. If you want to stay overnight, there is camping available in the clubrooms. In the morning you can have breakfast in Hahndorf and then head down to the Bay for the run.

Once again we are aiming for toys for the 12-15 year olds, not the fluffy kind, I know they look great on the bike, but not really suitable for teenagers. You can always bring both, so get this message out to your friends who are coming on the run. Last year we got just over 3000 toys and with 14,000 on the run there seems to be quite a few who are not getting the message that this is a **Toy** run and entry to the oval is a toy.

Paul Morgan,
Toy Run Co-ordinator.

The Pres on his hands & knees begging me for forgiveness!



Michelle rapping! (don't hate me!)

Sean McP & The Webmiser!



Tony Smith receives his "I wasn't there for the Great Escape" badge. (Ermm he was apparently a week late!) - Whoops!

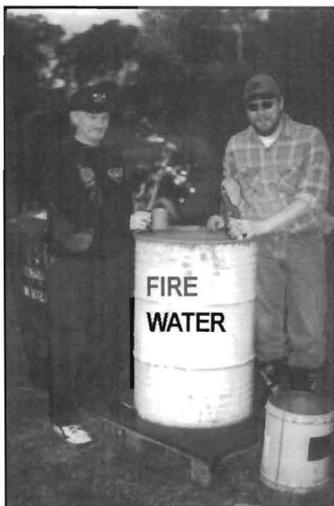
The gang at the Radiata Rally, in all their (cold) glory!



Radiata Rally



Pitstop!



Firewater for the braves!

Long distance awards went to Robyn & Scott! Well done



Scotty & Sean show how to 'Roll out the Barrel'



Fizzy Sparks Fuhrer & Webmeister (thank you Sean!)

REVEREND RITES REVEREND RITES REVEREND RITES

I think we concentrate too much on practical matters. What brings me to this assertion?

I think that as a society we feel that everything has to be justified in a practical way, either in terms of financial benefit, health and safety benefit, or just plain usefulness. Take the front number plate debate. The police want to bring them back. They justify it by saying that with the forward facing speed cameras they now have, they are missing out on a piddling (compared to the overall amount they fleece I mean fine us) amount of money from motorcycles with no front number plate. The ground rules for justification in a debate such as this mean that we have to argue either on the finances or, as we have largely, on the health and safety grounds. Now there is a bloody good case against front number plates on the aforementioned health and safety grounds, and it should be knocked back on that alone. But I think there is another issue at stake here. Aesthetics. No, not putting people to sleep, that is the sole domain of the politicians, no I mean the look, the beauty of something. This is super important in my opinion. We have an ugly enough world already. What can spoil the look of a motorcycle's smooth lines more than a bloody number plate jutting out of the front mudguard (although I do concede it would not make a lot of difference in the case of the BMW cruiser - it's fugly anyway). A collection of cheap tin brackets, rusting bolts and pressed steel numberplates you can slice steak with. No way. Keep my guard smooth thanks.

Then there is the noise debate. In an Australian Motorcycle magazine there has been a debate going on, encouraged by the good editor, about the noise a motorcycle should or shouldn't make.

The major justification given is "audible conspicuity" - meaning if they can't see me, they can bloody well hear me. Now I have a bit of a stake in this argument, as does any motorcyclist who has a non-standard exhaust. They are almost all loud. (Is there any other point to an after market exhaust?)

The noise can be a safety feature. But I like to approach it from the sense of aesthetics argument. A decent exhaust is needed to make the bike sound good. Most new bikes these days sound like electric mowers. Maybe I'm being an old fart, but when I grew up, a bike sounded like a bike. A bike didn't have to actually go fast, so long as it sounded like it was going fast. If the exhaust actually

added to performance, it was a bonus. I recently stuck a short reverse megaphone muffler on my long-suffering FT500, in

(Continued on page 19)



TRIBUTE TO CRAIG KERLEY

Life's tragedy is not so much what we suffer, but what we miss. Most people are experts in seeing the negative. Break this habit and learn to see the bright side of life. This came easily to Craig Kerley who sadly passed away suddenly on June 1st 2000. Craig was his own person. Someone who was put down from time to time because he looked different and did things a little differently. Sometimes we care too much for things and not enough for people. Craig will be sadly missed by the members of the Flinders Touring Motorcycle Association and our thoughts are with his family. Craig was a mate and a gentleman. He enriched our lives by giving us something special- his friendship. See you later old mate...

Jeff Walton Vice President FTMA



Don't

4

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G'day Editor

Being a former member of the proud profession of the production of a publication such as Centrestand (as Devil will tell you) I am pleased to see a bit of variety in the latest publications. Congratulations and keep at it. (thanks—Ed)

I am now a renewed MRA member following the slight mix-up of memberships over the past year, so I look forward to again receiving my edition of Centrestand in the future.

I am currently in the Small Passenger Transport industry and I must tell you that it does not surprise me the Government is attempting to have number plates on the front of bikes.

Recently, as I am sure you have noticed, all taxis and hire cars in Adelaide had a plate change. This, we were told, was to make a better impression of South Australia to our visitors with more "pleasant looking plates" with logos and slogans. In fact the old plates were better for that purpose because they were very different and therefore distinctive from normal black and white plates.

Of course it had nothing to do with the fact that the old black and yellow plates were non reflective and therefore did not photograph very well for the speed cameras.

I resent the implication that I, and my fellow South Australians, are idiots and cannot see through this deception when it is really for revenue raising purposes.

Finally, may I say, that as an 8 year old riding homemade bikes around the farm, when I inevitably fell off my bikes, apart from pride, the only things that would hurt were the handlebars and other parts which protruded from the bike. Now that I am over 50 and have been riding bikes for "some time," my interests are more

life preserving. I also do not wish to have an unsightly number on the front of my K100 simply because the powers that be do not have the brain power to photograph the irresponsible few from behind.

As far as being a "high risk group" the vast majority of riders are in fact more safety conscious than a large number of motorists. This, I am sure, is experienced by all riders whenever they take to the roads. Your statistics are very informative, however they do not take into account the many times we avoid accidents due to the inconsiderate and unsafe driving habits of so many motorists.

Please do not rest on this issue.

Thank you for your time
Yours Sincerely
Bill Deer

Dear Editor,
I attended the Radiata Rally in Mt Gambier. Great Rally Thanks South Eastern MRA.

I was awakened by the Safety Officer Sean arriving at midnight! Due to the fruity sound of his exhaust it sounded as if he parked in my tent. That's OK I like the sounds of motorcycles even Suzuki's.

What worried me was his safety warning: that the signs were a little deficient was not taken well by some body. What I heard was not welcome at Rallies. Sean was threatened with this someone kicking over his bike, NOT ON! Then he threatened to punch Sean, not on! As I understand MRASA members controlled the situation very well, THIS IS ON. As I heard, Sean was not in the mood for a fight and wanted to set-up camp and sleep. I would be a little pissed off and tired wandering around for 2 hours in the rain looking for the signs for the way in too.

I looked at the signs on the way out and noticed that they were only facing one way. I noticed most people going in & out the other way so the signs are critical. Maybe more thought should be put into the signage into the Rally next year. This will save the agro which why we go to rallies. I go to rallies to get away from the agro of everyday life and to talk bikes.

My two cents worth!
Ride safely and see you next rally.

Kym (thanks Kim, the sign were rather obscure, we got lost too! -going out! -Ed)

Dear Editor
I've just received my membership package from you, and I'd like to say thanks for the additional information and associated stuff that came with it.

I'm just back onto a bike after twenty years in the wilderness

(courtesy of a Valiant) and am consequently going through the Learners' struggle (again!) I have to say though, that I am impressed by the professionalism and dedication of the instructors at the Rider Safe venues. I had forgotten just how often you need to rely on slow-speed drills. Any monkey can climb onto one of the new rocket powered machines and do 180kph, but you need all of your concentration to crawl along at 8kph in heavy traffic and still keep the box pilots at bay!

My congratulations at a good magazine too. With luck and further support of members this will develop into a very good and informative journal. I look forward to receiving the next edition.

Keep up the good work, and I'll hopefully have the pleasure of meeting you somewhere on the road.
Stay upright,

Dave Gabel (5143) (Dave— thanks for the compliments, pity the next letter isn't as complimentary!)

Editor!

I've had a gutsful of this! What's all this rubbish about a woman's touch! And the new improved Centre Stand? What was wrong with the way it was? As the old adage goes, If it aint broke, don't fix it! And while I'm at it, why has a dog got his own column? This is bordering on ridiculous! Everyone knows that women & pets have their place!

Why can't the MRA get their collective acts together and get onto serious issues like filthy pigs throwing cigarette butts out of car windows - we all know car drivers have no clue what so ever!

Why haven't we had a protest ride lately also? Why do we have to sit down & put up with what our government is doing to us and why aren't we making our presence known out on the street?

It seems to me that the MRA committee hasn't got its act together and even letting a woman in charge of the Centre Stand is the thin edge of the wedge that will lead to the total breakdown of an already mediocre institution!

Kris
Kris - You are just a big girls blouse!
Ochre can spell better than you too!
Editor

Geoff has kindly shared this letter that he sent to Ezi-Parke

Dear Ms Allen

I refer to our telephone conversation on the 29th June 2000. I confirm I regularly park my motorcycle in the EZIPARK car park located in Union Street, Adelaide. There has been a flat rate of \$2.00 for this, ie \$2.00 per day if entered once during the day. A

receipt for yesterday is enclosed as requested.

Staff of this parking station have advised that as from 1st July 2000. There will be an increase in fees for motorcycles. The fee will increase from \$2.00 to \$3.00 and there will be a GST cost of \$0.30 resulting in a total charge of \$3.30. The staff member made it clear that the increase in fee was not a GST charge but the management had reviewed fees for when GST was to be implemented. I was shown a sheet of paper listing charges from 1st July 2000 that confirmed the charges as I had been advised. I was also informed that there was to be no change for other fees within the parking station.

The increase in fees of 50% is a very large increase at one time. As a regular user or the parking station, this represents to me a yearly increase from about \$500 per year to about \$750 per year excluding GST.

I am not sure how the management determine a charge for motor cycles as The parking station was designed motor cars. Four cycles could fit into one space required for a motor car if parks were designed for motor cycles. As it is, motor cycle parks within parking stations tend to be in odd Corners or areas that can not be used for cars. In the Union Street park the motorcycle park is in a small area next to the fire escape stairs, two cycles at times use this space which is about half the size of a car space and the access gap to this area is about 1.5 meters wide. If motor cycle(s) did not use this space it would be wasted space and yielding no income. There is not an overwhelming demand for this area as usually there is one motorcycle using it.

As advised, staff did not attempt to use GST as a reason for the fee increase other than a review was done at the same time as GST implementation. I have no problem with fee increases when similar to CPI increases or perhaps double that every few years. I have got on well with the staff and there has never been disputes or problems of any sort. I would continue to use this parking station if it remained competitive. I bring this to your attention as I believe such a large increase is discriminatory against motorcycle users and unjustified.

Yours sincerely
Geoff Anderson
Thanks for that—Ed

Keep them rolling. — Ed



ON RUNS & THINGS

Dale Knöote-Parke

Rain.

Ahhhh Yes, Rain... That wet, cold, drippy stuff that falls from the sky JUST as you take your newly cleaned machine out for a run, and forces it's way down your neck, and finds the tiny imperfections in your 100% waterproof Trousers, not to mention making tyres treacherous on white painted lines on roads, and on manhole covers placed strategically at the point you want to exit a corner... magical stuff, Rain.

Unfortunately, it also seems to have the effect of adding weight to your average car drivers right foot, whilst destroying whatever is left of their situational awareness. How do I know all this? Well, having had a fair amount of the cold wet stuff recently, I have been able to observe first hand the already sad state of driving ability in South Australia degenerate into a lethal dog-eat-dog free for all. I have witnessed cars sliding through red lights, wheels locked, as the driver has not read the road correctly, and has braked WAY too late, only to find that, funny, it takes longer to stop in the wet. I have witnessed rear end shunts for the same reason. The rain pours down, and if you, on your bike, pull up next to the average car and peer inside the condensation-misted windows, you'll likely see the average car driver tapping his or her fingers in time to the music, cosseted in the warmth of a heater on full chat, and just not really taking much note of what's going on. The lights turn green, and they're away... do you think that they have seen you there on their right? Highly unlikely... you are on a bike, after all, and EVERYONE knows that the excuse "Sorry mate I didn't see you" is valid in any situation.

If it seems I am picking on car drivers unfairly, it's for two reasons – in all my observations, I never observed a bike rider displaying the same lack of situational awareness that has been in evidence by those driving cars, and also because I wish to make a point about the deplorable state of driving ability here... where am I going with this?

Driver Training is where...???

Now, before you clamber onto a bike, you first have to go to a *Ridersafe Part 1* course, and this is to earn to ride a bike with "L" plates. Then, about 6 months down the line, maybe less, you go back to Ridersafe and do your part 2

On successful completion, this earns you the right to display "P" plates on nothing more than a 250cc bike for the next 12 months... now, compare that to a car. You say "I want to drive". Very well, then either a friend, relative or a driving instructor can slap a pair of "L" plates onto a car, and that's it – your out into the void, on the road, no prior training, nothing – Ya, okay, with an instructor in the car, you generally are driving a dual control car – but with a friend or relative? Uh-uh, if there are ANY problems – your on your own there. Assuming you safely manage to navigate your tin box around, and reach the level of competency required to pass a test, then you take your test, and on passing, immediately earn to right to dive into WHATEVER vehicle takes your fancy as long as you display a pair of "P" plates... does anybody else see anything wrong with this? I mean, you have JUST passed your test in your Sisters Ford Escort, and you can go out and jump in a Nissan Patrol 4 by 4... frightening... Does the guy or girl who's JUST passed their test HONESTLY believe that on passing their test they have also been blessed with the experience to handle a very large and solid 3.5 litre Tank in all situations – including Wet Weather?



What we need is to stand up and make a call for MANDATORY driver training, both to qualify for "L" plates, and to do a test, and a Horsepower to weight restriction on "P" plate drivers. It's been done for Motorcycle Riders, and has been accredited with reducing the road toll amongst Motorcyclists... so why not do it with car drivers and make the roads safer for ALL of us? So WRITE to your favourite (or least favourite, as the case may be) Polly

NOW, calling for these measures to be instituted... you never know, when the rains fall in quantity again, maybe, just maybe, there could be one less hazard to contend with...



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RALLIES IN 2000

The Wintersun Rally was held on the June long weekend, and lived up to its name as the weather was very pleasant, although the nights were a little on the chilly side.

I cruised up to Mildura on the Friday afternoon on my own as I couldn't find anyone to ride with. The site is at the Olympic Sports Park at Mildura, and being organised by the local Ulysses Club has all the facilities that you could desire, toilets that flush, even hot showers, TV in the clubhouse, bands, a great gymkhana, and delicious catering. There's plenty of really good camping sites, but there's also motels and hotels close by so that some of the more sensitive rallyists can have a nice warm bed in which to snore!

The badge was the same as last year's but a little larger, and as I went in a transfer version of the badge was affixed to the screen on my bike, so I could come and go without being stopped as I passed the control tent.

I camped in my favorite spot which is on the grassy knoll that surrounds the speedway circuit, it's close to all the action and it's easy to erect the tent as the pins go in with a minimum of fuss.

I met up with many familiar rallyists there, the organisers of the Ghost Town Rally were there, as were the organisers of the Radiata Rally, and the Swagman Rally too. Also Greg from Renmark was there, I'd not seen him since he fixed the puncture that I got going to the Riverland Run, so there was much to discuss with all these confirmed rallyists!

Saturday I took a ride down to Merbein and visited the Motorcycle Museum there, and it's well worth a visit there's a lot of memorabilia from speedway and lots of old bikes in as is condition, so I can recommend a trip there if you're in the vicinity.

On both Friday and Saturday nights there were large bonfires to keep us warm and to enable the socialising this is a feature of all rallies to occur.

I rode back to Adelaide on Sunday in glorious weather having had a great time as well as giving the ZZR a decent run.

Ghost Town Rally 8-10 September

There are no actual ghosts at this rally, but there are a few frightening looking rallyists! This is another Ulysses function and is held at the sports park at Silverton. Fully catered with a good road all the way into the site, there's clean toilets, firewood, & all the usual awards. The attractions of nearby Broken Hill are to be enjoyed as well as the historic town of Silverton. Come and see where the first of the Mad Max movies was filmed!

Bush Pig Rally 16-17 September

The Mid North Register of MRASA once again invites everyone to their annual rally at the motorcycle track at Crystal Brook. There are plenty of good campsites available and a fabulous feast on Saturday night. There's food & drink available and all modern conveniences are also supplied at this great venue.

Alzheimer's Rally 23-24 September

If you remember nothing else this year, don't forget to go to this rally! It's located 3 kms from Springton on the Eden Valley Road, look for the signs. This is a back to basics rally as the organisers forgot to order in supplies, but don't worry there's a hotel & shops nearby!

Redback Rally 14-15 October

Once again the Redback Tourers will be spinning their web of intrigue at Overland Corner. This is also a back to basics rally but there's food & drink available from the local hotel, or from Barmera which is nearby. All the usual awards and a live band & big bonfire on Saturday night

Route 12 Rally 4-5 November

This rally is run by the Pinnaroo Motorcycle Tourers, thePMTs! Last year's was really good and this year's promises to be just a good with the theme being "the paralytic olympics", SOCOG please take notice! The site is located just out of the town and this is a fully catered rally with a sandy mallee camping site so the tent pegs go in easy!

Fish Holes Rally 10-12 November

This is the annual rage run by the Southwest Tourers at Portland in Victoria, fully catered and full on! This rally site has to be seen to be believed, the trees have fluoro lights in them! There's a bonfire at night in a huge brazier - no, not a brassiere, although there could be some of them laying around after the wet T shirt competition! Be careful going in as there are a couple of dodgy bits on the dirt track into the site.

Well that's all for now, hope to see you at one of these rallies soon.

Leslie Dicker (Uncle Pervie to you!)



FREE WEEKEND



All financial members at the time of the September 2000 AGM, will go into a draw for one years free membership.

Six current members will be picked at random, and put into a hat for a final draw of a FREE weekend for two in the Barossa Valley and five FREE memberships for one year.

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STOP FOR OTHERS

Sammi Ross

Do you stop for the motorcyclist who has pulled over on the side of the road? Perhaps it's partly dependent on how

many times your bike, or your body, has necessitated you pulling over on the side of the road.

With new bikes, that's probably a pretty rare occurrence: most likely tied in with the fact that new bike owners are less likely, and less able, to work on their bikes – the CDI unit has boxed into itself all those hours of gapping points, cleaning points, advancing and retarding points: starter motors have short circuited the skill of finding compression and kick starting a bike: even the new battery I just got for my Honda is supposed to not need to be looked at for at least a year.

Bikes are now for riding, not for fiddling with, squatting next to and fingering that drip of oil and tracing it back to its source. So, gone are the days when there was a prevalence of bikes pulled over on the side of the road.

But, when there is one, do you stop, or do you think, "I can't help anyway" or "They're probably just having a smoke." Perhaps you think, "If it was a girl, I'd stop." (Which puts a new dimension on it because there is an increasing number of girls/women getting their motorbike licences – an Australian-wide trend.) But, then you might know less than they do, and you don't want to show your ignorance. (It's interesting to note that I am writing this article assuming that you, the reader, is male – my apologies to female readers.)

I recall in the early 80s my Kawasaki had stopped on the Dawseley to Nairne stretch of road and I didn't know why – I'd only just purchased it and was practising my cornering. I pulled over and, as I got off the bike, a café racer went shooting past, towards Kanmantoo. I figured it'd be back soon – sure enough, a few minutes later I gave it a wave as it again zoomed past in the opposite direction. Then it slowed down, did a U-turn, and another, and pulled up behind me. "Sorry, I didn't realize you were a girl at

first," he said as he got off his bike. "It's okay, I've got help coming," I said, not knowing whether to applaud his chivalry, or to be annoyed at his lack of consideration for any bike rider, male or female, on any type of bike.

Regardless of whether I'm riding or driving, I stop for any wayside malingerers on motorbikes – well, I at least slow down and, if not given the "I'm okay" signal, I'll stop. So, driving along the freeway to go to Peter Mount's house to do the agenda for the recently held Australian Motorcycle Council's Annual General Meeting – a dark, cold Friday evening, I noticed, as I passed him, a biker walking around, and a Harley propped on its side stand – black biker, black bike, black night.

I turned off at the Bridgewater exit, turned back up the Freeway, off at the Hahndorf exit, over and onto the Freeway again – he was still there. He'd trained the bike from Alice Springs to Melbourne, ridden around Tasmania (in the middle of winter!), and was on his way back to the Alice – riding this time. He'd left Melbourne that morning, having got off the ferry, and had succumbed, in the bone-chilling cold, to the dreaded cramp in the legs, nearly dropping his beloved bike as he pulled over. He wanted to know whether I could direct him to a caravan park in Adelaide.

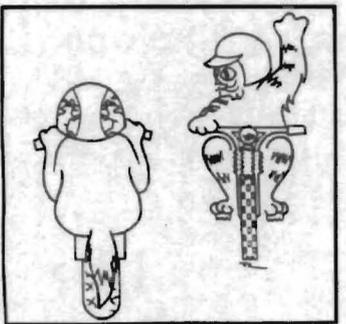
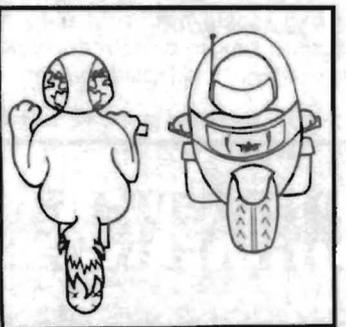
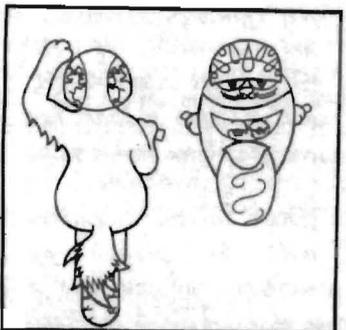
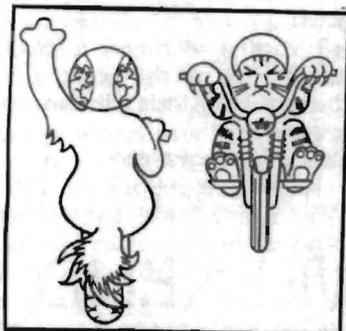
I figured that Peter could do a Good Samaritan act for the evening, so led the remounted Harley rider to Peter's house where he stayed that night, warmed by that best of the bestest showers – the hot shower after you've been on a long, cold, and often wet ride!

The next morning I rode my Honda down to Pete's house and, when the traveller had loaded up his bike, I guided him through Adelaide, out to the Port Wakefield Road, and waved him off on his way.

Perhaps I'm one of a dying race – showing my age – because, what with the advent of more reliable bikes, and the added advantage of mobile phones, fewer and fewer such situations will occur – it's still nice to know others care though.

Sammi

beh mfszg

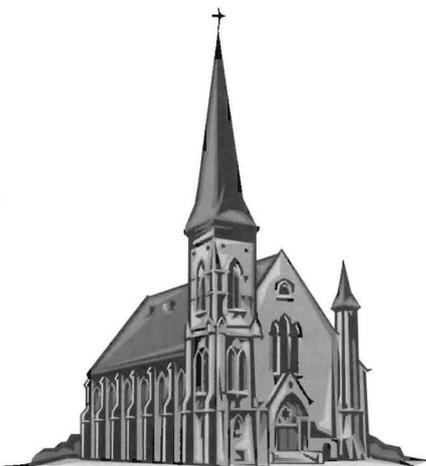


(Continued from page 14)

place of the standard which sounded ok, but was falling apart on the inside. The new sound was not quite right, (a little too loud) but after some slight modification, I got it right. Now it sounds like a single cylinder should. And, I scored the bonus, it actually goes a bit faster into the bargain. It is probably not legal, but it is safer in my opinion, and just as important it sounds good. That's all I require.

So maybe instead of demanding that everything be practical and safe, maybe we could ask that some things be beautiful as well. Beauty helps us to enjoy life, to gain some pleasure in the everyday boredom that is day to day existence. Beauty is spiritual. Beauty connects with us in a way that is

hard to explain. It touches nerves. (Makes you horny?????) Have you ever had the experience of seeing something that took your breath away? Or heard something that moved you to silence? The sound of a racing Guzzi at Winton did that for me.



The sound of Ian Drysdale's V8 motorcycle (you can download an mp3 recording from his website at <<http://home.mira.net/~iwd>>). Beauty is at the very heart of our beings. So why do we ignore it? Dunno. We all scramble for the material stuff so hard, I guess it just gets lost in the confusion. Maybe we need to take the time to think about what really motivates us, and recognise this element in ourselves. Allow ourselves to be moved.

Next time you hear that lunatic on the Duke go roaring up towards the Gorge, stop and savour the sound - with the way the noise police are going, it might be the last time you can. Ride safe, you beautiful people,

The Rev

Another unique rallyist is Turbo from Geelong, he gets around the rally site at night with a miner's lamp on his head so he can see things when everything gets a bit misty, and it usually does for him at a rally. I was glad to see him win the big bottle of Jack Daniels at the Wintersun Rally, it couldn't go to a more deserving person, but that bottle never made it to sundown!

Then, of course, there's Devil, who looks and acts like one! There's Trixie, who rides one, a TRX 850 that is! And the Whale who was named as such whilst emerging from the river at the Redgum Rally one year. And of course Blondie who is one, and knows every blonde joke ever made!

Of course there are many more well known riders with well known pseudonyms, and their legal names are unknown by most of us. Too many for me to detail in such a short article as this. It would take a dictionary of nicknames to do it justice.

A few years back a new boss I had at that time had a minor collision in her new car, and being new to Adelaide as well she was at a loss as to where to have it repaired. So, being the helpful person that I am, I sent her off to see a chap that I knew who had a large crash repair shop with the instruction to "tell him I sent you". The next day when the repaired vehicle was returned, he actually delivered it, and when he walked into the office and saw me there his reaction was: "Oh, it's you Uncle Pervie, I didn't know who she was talking about when she came in to see me, why didn't you tell her your real name!"

But I did! Ah well what's in a name anyway, as long as they spell it correctly! Stay upright and wear a name tag!

Leslie Dicker - who? AKA - Uncle Pervie.

AVUNCULAR TALES

I started

thinking about the large number of motorcyclists around that have nicknames that they have picked up and are better known by than their real titles. Yes, I'm not the only one that's been given an apt title, and I've had a few over the years which have now fallen into obsolescence since I acquired the current one when a former MRA committee member said I reminded him of one of Cheech & Chong's characters, and I've been called it ever since!

There's a rallyist that I really relate to with a kindred name like mine and he's called Sleaze, and I suspect that he does more rallies than I can get to, as he's at most of those that I attend. He also competes in the 24 hour trial event, a very brave and talented man indeed!

Three Legs is well known around rallies, and it's instantly obvious how he got the name as he walks with a cane because of an old injury due to a bike accident, although he was once called Chester after the limping deputy in the old TV series called "Gunsmoke".

The most famous and admired of all local rallyists is Witch, who has been known to leave his mark of a witch riding a broom on some favoured soul at a rally. I'm not sure if that's why he's called by that name or if he does dabble in the black arts of the occult!

Another famous rallyist and organiser of rallies is Meataxe, an easy name to analyse because his surname is Cleaver!

Likewise is another named Smokey because his surname is Dawson, I've not seen him for a while since he moved to the far north.

There was once a rides captain at the Ulysses club who became known as Wrongway, because well I suppose you've already guessed that he always got lost on rides! Even the ones that he organised!



Uncle Pervie

Annual Conference

The AMC Annual General Meeting was held in Melbourne on July 8/9. With over 40 items on the agenda plus 18 reports from representatives on various federal and national bodies and other areas of activity it was a weekend of intense discussion.

As it is impracticable to cover the outcomes in detail, the following few have been selected on the basis of their diversity or immediate relevance:

1. Wire Rope Safety Barriers

The WRSB Working Party has completed its investigation and the final report has been presented to the Minister for Transport for approval. AMC Members were advised to write to their local Department of Transport to address any incorrect installations.

2. Intelligent Transport Systems

It was felt that ITS can be beneficial provided its functions focus on enhancing primary and secondary safety and improving traffic movement. It should not be used to inhibit road users' freedom of movement or for punitive or discriminatory measures.

It was noted that motorcyclists have not been considered within the ITS framework and that they have had no input to the Canberra-based ITS research group. AMC will establish immediate liaison and arrange for a watching brief.

3. Front Number Plates

AMC Members unanimously resolved that they are opposed to the reintroduction of front number plates principally on the grounds of safety. It was noted that such a move would contravene state and federal design rules and is opposed by every motorcycle organisation and industry in the world.

4. Vehicle Collision Reports

These are not consistent throughout Australia, and do not enable a comprehensive description of all crashes, particularly those involving motorcyclists. Poor quality data corrupt the statistics which govern the development and implementation of countermeasures. Members will provide recommendations for a nationally uniform report form; these will be collated and presented to the NRSS panel.

5. Motorcycle Awareness Week

This has been confirmed for October 21-28 this year, commencing with an Awareness Ride in each state. The Australian Transport Safety Bureau will assist with publicity including the development of

posters for use by all rider groups. AMC Members will conduct various functions within their jurisdictions throughout the week.

6. Truck Tyre Blowouts

These are dangerous for motorcyclists, especially at night, but are difficult to monitor as the driver might not know a blowout has occurred. Members considered that road agencies should have a greater recognition of duty of care and more stringent cleaning and maintenance programs. AMC will contact national authorities Australian Transport Safety Bureau (ATSB), Australian Local Government Association (ALGA) and the Minister for Transport; Members will contact their state Departments and Ministers of Transport and LGAs.

7. Road Marking Paint

A problem has developed regarding local Transport Department subcontractors not complying with skid resistance standards for road pavement. Although there are no national standards, individual states and territories have their own, which may not be applied or monitored for a number of reasons. There are no such standards for paint, but anything applied to the road surface (which includes paint) must comply with the pavement standard. AMC has arranged for this matter to be raised at the Pavement Standards Meeting in Canberra.

8. Vehicle Recalls

It was noted that a better system of informing the motorcycling public of vehicle recalls and defective components is required. Methods are currently limited to the print media and the trade. AMC will contact the Committee to Advise on Recall and Safety and the Federal Chamber of Automotive Industries regarding direct notification to the AMC so that we can distribute it to Members and other relevant organisations.

9. AMC Membership

The AMC plans to broaden its membership base over the coming year, introduce more efficient information exchange systems, and develop promotional material, with a focus on topical issues.

10. AMC Bulletin

The AMC will recommence its biannual Bulletin, with the first edition scheduled for November. Sammi Ross, AMC Secretary, will be responsible for its production. Initially, it will be distributed to Members and other appropriate organisations.

11. AMC Website

The website has been in the pipeline for some time,

AMC REPORT AMC REPORT AMC REPORT AMC REPORT

National Crash Stats

Fatalities by road user group for 12 months to June 1999 and 12 months to June 2000

	NSW	Vic	Qld	SA	WA	Tas	NT	ACT	Aust
Drivers									
1998 - 1999	260	175	125	75	99	24	22	7	787
1999 - 2000	253	199	136	68	90	23	20	7	796
% change	-2.7	13.7	8.8	-9.3	-9.1	-4.2	-9.1	0.0	1.1
Motorcyclists (inc. pillion)									
1998 - 1999	46	52	36	12	31	5	8	2	192
1999 - 2000	56	41	38	17	19	2	3	0	176
% change	21.7	-21.2	5.6	41.7	-38.7	-60.0	-62.5	-100.0	-8.3

and thanks to Dale Knoote-Parke, the MRA Webmaster, it is now operational. The direct address is:

<http://www.mrasa.asn.au/AMCReports.html>

National Road Safety Strategy

The target for the Strategy is now a 40% reduction in the fatality rate over the period 2000 to 2010, with 8 core objectives for the 2001 -2002 period.

1. Improve road user behaviour
2. Improve vehicle compatibility and occupant protection
3. Improve the safety of roads
4. Use new technology to reduce human error
5. Improve equity among road users
6. Improve trauma, medical and rehabilitation services
7. Improve road safety policy and programs through research of safety outcomes
8. Encourage alternatives to motor vehicle use

Other issues being addressed by NRSS include:

- the Road Safety Black Spot Program
- a national strategy to improve road safety for international visitors
- a nationally uniform definition of "serious injury"

Europe

The European Transport Safety Council has publicised a recommendation of the European Economic Commission "that national, regional and local authorities give

Fatalities by road user group and gender for above period

	Drivers	Passen	Ped	M/cyc	Bicyc	All
Males						
1998 - 1999	590	215	217	179	31	1234
1999 - 2000	586	246	197	160	39	1228
% change	-0.7	14.4	-9.2	-10.6	25.8	-0.5
Females						
1998 - 1999	197	207	109	13	11	538
1999 - 2000	193	208	97	14	2	515
% change	-2.0	0.5	-11	7.7	-81.8	-4.3
Combined						
1998 - 1999	787	423	326	192	42	1773
1999 - 2000	796	464	302	176	41	1780
% change	1.1	9.7	-7.4	-8.3	-2.4	0.4

Fatalities by group 1985 - 1999

	Drivers	Passen	Ped	M/cyc	Bicyc	All
1985	1143	763	538	404	83	2941
1989	1122	781	501	299	98	2801
1995	874	491	398	204	48	2017
1999	817	428	298	176	40	1760

more weight to the fact that the cost of preventing accidents is generally much less than their economic cost. Accordingly the Commission recommends increased investment in road safety measures and the development of mechanisms that will enable those taking decisions and bearing the costs of their implementation to perceive more directly the benefits of road safety measures".

The Commission defines six prioritised measures which should be adopted: these will focus on the New Car Assessment Program, seat belts and child restraints, blood alcohol levels, speed limiters for light commercial vehicles, "Black Spot" management, and safer car fronts. However, it is notable that motorcyclists are not included in any recommendations. Perhaps this is because the Commission is not aware of any motorcycle-specific problems, there are no problems, or the Commission chooses to take no action on such problems.

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Pitmans	Available on request
Redline Exhausts	Discount on Request
Red Lion Motorcycles, Whyalla	Negotiable
Shannons Insurance	Club Discount Available
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Walden Miller Leather	10% (bring the ad)

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Reliable Marshals to help control the Toy Run

Duties of Marshals:

Saturday: 3.00 p.m. at Hahndorf oval to assist with setting up tents etc.

Sunday: 8.30 a.m. direct traffic and parking of motorcycles at Glenelg.

11.00 a.m. control traffic flow and participants on run.

12-00-4.00 p.m. duties at oval as per co-ordinators instructions.

(These will be rotating shifts so everyone gets a lunch break and free time)

4.30 p.m. help clean up, dismantle tents and pack up truck for return to Adelaide.

6.00 p.m. help unpack truck

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