

**HAPPY 6th BIRTHDAY  
'CENTRE STAND'**

# **CENTRE STAND**

**SEPTEMBER 1990**



**OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS ASSOCIATION OF S.A. INCORPORATED.  
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# MRA

MOTORCYCLE RIDERS'  
ASSOCIATION INC.

SEPTEMBER 1990  
VOL 6. NO. 4

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MRA:

Phone: (08) 264 9810

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COVER PHOTO:  
SIDE CAR CLUB

PUBLICATION: QUARTERLY - MARCH  
- JUNE - SEPTEMBER - DECEMBER

## BRANCH COMMITTEE 1990

|                  |                   |            |
|------------------|-------------------|------------|
| Chairperson:     | Tom Griffin       | 269 6741 H |
| Secretary:       | Michael Giesecke  | 352 5097 H |
| Stock Control:   | Harald Lindermann | 260 4461 H |
| Magazine Editor: | Harald Lindermann | 260 4461 H |
| 4 B's:           | Daryl Jonathon    | 264 9810 H |
| Register Liason: | Wendy Polljonker  | 45 8841 H  |
| Samrats:         | Les Dicker        | 262 2209 H |
| Spokeperson:     | Peter Mount       | 339 5400 H |

GENERAL MEETING: 8:00pm, St John Ambulance Centre  
180 Tynte Street, NORTH ADELAIDE  
See Calendar for dates

### MID NORTH

|            |                 |               |
|------------|-----------------|---------------|
| PRESIDENT: | Tom Bunnet      | 086 36 3348 H |
| SECRETARY: | Greg Stevens    | 088 65 2120 H |
| TREASURER: | Malcolm Hill    | 086 35 2397 H |
| VICE:      | Trevor Bowshire |               |

POSTAL ADDRESS: P.O. Box 37, SNOWTOWN 5520

MEETINGS: 4th Thursday in month, venue rotates.

### SOUTH EAST:

|            |                 |               |
|------------|-----------------|---------------|
| PRESIDENT: | Andrew Butler   | 087 33 4646 H |
| SECRETARY: | Vicki Eales     | 087 35 4287 H |
| TREASURER: | Heather Butler  | 087 33 4646 H |
| VICE:      | Graham Blackall | 087 24 2837 H |

POSTAL ADDRESS: P.O. Box 909, MILLICENT 5280

MEETINGS: Last Wednesday in month, Tiger Hotel, Tantanoola, 7:30pm

## - EDITORIAL -

Every issue of Centrestand contains a membership form. This is for the benefit of those people who read Centrestand and are not members of MRA. It is also for the benefit of members who have forgotten to renew their membership and have misplaced the form which we have mailed to them.

If you know someone who reads Centrestand and is not a member point out the benefits of getting their own copy mailed to them and then point out the benefits of supporting an organisation which works on their behalf. Then show them how little it costs to become a member.

The MRA needs members and membership funds in order to operate and this becomes more important if membership continues to drop as it currently is. The cost of Centrestand for example is not covered by the advertising you see in its pages.

If you do nothing for the MRA this month but encourage someone to become a member then you are ensuring the survival of the MRA in South Australia.

Ride Safe  
Harald



# MRA SA NOTES

\* Correction to a notice in last issues MRA Notes. General meetings are now being held at the St John Ambulance Centre, 180 Tynte Street, North Adelaide not 18 Tynte Street as advertised. I wonder why so few people were turning up. So now you know.

\* In order to facilitate better decision making and to get more people interested in the nuts and bolts of running the MRA there will be no more Committee meetings. All meetings will be General Meetings at which all current General Business will be discussed.

\* The MRA SA has been invited to provide food and beer for the Rolling Thunder Motorcycle Show in October. This could be a successful fund raising venture for the MRA if we can do it right. The MRA will also be setting up a stall at the show so it is clear that we will need lots of help in setting up, staffing the stalls and clearing up. If you feel that you can volunteer some time on 26-28th October 1990 then let someone on the Committee know. No experience needed and you only need to do what you can commit yourself for.

\* The final results of the survey were promised for this issue. Unfortunately Peter Mount the MRA SA Spokesperson, who has been doing most of the collating of the results has been busy preparing a submission regarding Lights On for the Federal Government. That submission is due as Centrestand goes to print so we are unable to deliver the results as promised. We apologise for this and ask that you look forward to the next issue.

\* Centrestand needs photos for publication, please send them to the Editor — return is guaranteed. Anything to do with motorcycling will be accepted. You might even make the front cover!



## GENERAL MEETING

### ANNUAL GENERAL MEETING

Notice is given that the Annual General Meeting of the Motorcycle Riders Association of SA Inc, is to be held on Monday, 24th September 1990, at 8:00 p.m., at the St. John's Hall, 180 Tynte Street, North Adelaide. All financial members are requested to attend. Nominations for all committee positions will be accepted at any General Meeting prior to this date.

**BE THERE!!**

#### POSITIONS OPEN:

|                       |                            |
|-----------------------|----------------------------|
| President             | Register Liaison Rep       |
| Vice President        | Publicity Rep              |
| Secretary             | Road Safety Rep            |
| Minutes Secretary     | Third Party Rep            |
| Treasurer             | Centrestand Editor         |
| Membership Officer    | General Committee Reps (6) |
| Stock Control Officer |                            |

## MRA PRESENTS DR. ROD COOTER

The Annual General Meeting will be held on the 24th of September. Preceding the meeting will be a talk by guest speaker Dr. Rod Cooter. Dr Cooter is the man behind the research into deaths caused by full face helmets. His research was conducted as part of his PhD and his presentations of slides and accompanying narrative will explain the research that led him to the study of deaths caused by full face helmets. He will also touch on a helmet design which he thinks may overcome this problem.

The talk will start at 8:00pm and will be held in the St John's Ambulance Hall, 180 Tynte Street, North Adelaide.

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# MONEY MATTERS

TREASURER'S REPORT 1.5.90 - 14.8.90

OPENING BALANCE: \$2543.07

RECEIVED:

|                                |          |           |
|--------------------------------|----------|-----------|
| Various Memberships            | \$779.50 |           |
| Sale of Stock                  | 475.30   |           |
| Interest from State Bank       | 161.94   |           |
| Postage Received               | 4.50     |           |
| Donation (Hash House Harriers) | 100.00   |           |
| National Rally Proceeds        | 200.00   |           |
| Fund Raising Committee Funds   | 275.56   |           |
| Samrats Funds                  | 200.00   | \$2196.80 |

EXPENDITURE:

|                                   |          |           |
|-----------------------------------|----------|-----------|
| Publicity                         | \$104.40 |           |
| Australia Post                    | 227.92   |           |
| General Insurance                 | 291.60   |           |
| Personal Incapacity Insurance     | 131.25   |           |
| Public Liability                  | 216.00   |           |
| Dishonoured Cheque                | 21.50    |           |
| Photocopying                      | 10.00    |           |
| Publication of June "CentreStand" | 150.00   |           |
| Stationery                        | 27.40    |           |
| F.I.D.                            | 5.18     |           |
| F.G.T.                            | 19.70    | \$1204.95 |

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# 'GOANNA'

- \* Who washes his tentpeg, then uses WD40 to stop them from going rusty?
- \* Is it true that the Vice-President (President for two years) of the BMW Owners Club has two BMW's and wears a Harley Davidson beany?
- \* Who was seen coming out of the Revenue Department of the SA Police Force mumbling about being \$134.00 poorer?
- \* Why was Dave Rault seen walking? He claims that he is in training for next years Twenty Four Hour Trial. No, he's not going to use the Yammi! He wants something more reliable!
- \* Did the BMW Owners Club cheat for the Club trophy at the BMW Vic. Rally?
- \* How come the SA Sidecar Club got a trophy at the Crow-eater Rally?
- \* Q. How many bikes has Mike Dight owned in 18 months.  
A. Five
- \* How many bums did you recognise in the last issue of Centrestand?
- \* How many people were offended? Who Cares?
- \* Is Tom still off the grog?
- \* Sorry to see the 'Motorcycle Touring Club of SA' close shop due to lack of membership! Is the MRA going the same way? Do you care?
- \* Why is Tom whinging about the size of the fuel tank on his new bike? How do you increase the size of a 35 litre tank?
- \* Michelle Rault escapes yet again.
- \* Peter Mount where are you?
- \* Chris Fenech showed up at a meeting without the station wagon and then disappeared again.
- \* Now for the 4B's! You thought I forgot, didn't you?
- Are the 4B's going to take over the running of the MRA, as they appear to be doing more than their fair share of the work?
- Daryl, got the Kwaka back yet? How long was it sick?
- Vanessa, what can I say? This is a family magazine. I believe that there is a law against that sort of behaviour.
- Now Ken Hogan, how fast did you say you were going when the big Honda got a wee bit twisted?
- Is there much 4B's Port left? It seems that there is too much sampling going on. (It's called quality control - ED)

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## STATE CONFERENCE

### MY DAY AT A STATE CONFERENCE.....

It was arranged for Saturday 28th July, from 9:00am to 5:00pm (approximately). Daryl and I arrived at the St Johns Motorcycle Ambulance in Tynte Street, North Adelaide just before 9:00am to open up. No one was there waiting. That was fine, or so we thought.....

9:15 came, Gary Bonnet (4B's) came. He had volunteered to be gopher just two days before, because I told him we had no one to run around for us.

9:30 no one arrived. Just after 9:30 Andrew (Crazi) Butler, President of the SE Register came. I said "we were told 9:00 start". He said Peter Mount told him from 10:00. So far we thought, lack of communication. That's cool. About 15 minutes later Bill and Vicki (also SE Register - Vicki is the Secretary) arrived. Told them no one else had arrived and about "mix up in time".

Daryl and Gary left to do a bit of running around (new tyres for the Kwaka).

10:00 came and went. 10:30 came and went. By now we were all getting a bit irate, but kept our cool and started to see the irony of it all. 11:00 came and went. By 11:30 we thought "that's it!" Left a note on the front door, locked up and retired to the pub for lunch.

1:00 and still no one came. We left the pub and went back to the hall to at least try and get started with the "State Conference" (at this stage I say this with tongue in cheek).

We started the Conference at 1:30 and finished at 2:30 Below is what we discussed:

Meeting opened 1:30pm

- 1) SE Register report submitted
- 2) 4B's report submitted.
- 3) MEMBERSHIP

SE Register would like allocated Serial Numbers as soon as possible plus a computer print out. They would like to handle all their own memberships and numbers. All renewals by MRA should be sent out by Main Branch, but Register would like to keep a record. All relevant information will be forwarded to Adelaide, however they should also send information to SE.

#### 4) NATIONAL RALLY

Going by previous two years National Rallies by West Coast and SE Registers, the numbers catered for should be lowered to about 200 or 300. The MRA host should handle all gate takings and booze. Catering by someone else, eg Apex, etc.

Meeting closed 2:30pm. Thanks to all who turned up.

It seems no one was interested even in phoning someone with an apology. No one from the Mid-North Register or Main Branch came. Personally I think the Main Branch should reimburse all expenses to everyone concerned, but then hey, who am I to say how things should be done?

People wonder what is wrong with the MRA but if the State Conference is any indication of the way things are done we now know what is wrong. Someone else will do it!

Vanessa Jonathan

*Support Those  
Who Support Us*

## THE STATE CONFERENCE?

The day started off drizzly but what the hell, on with the wet gear and out to meet Bill and Vicki. The ride to Adelaide was reasonably uneventful with only a slight fuel problem (5 minutes) with the Honda and the Kwaka's stuffed ignition (throw away), that was Friday arvo, with us separating at Eagle-On-The-Hill to our respective camps for the weekend. See you at 10:00am at the hall.

Partied with friends Friday night (hic) and awoke Sat'dy morn with plenty of time to spare (is that my guts???)

Arrived on time at the hall and greeted by Vanessa with "you're supposed to be here at 9:00am" but sorted the problem out (communications). 10:30 am where's every-one else? No Main Branch or Mid-North. 11:30am adjourned to the pub (til further notice). Had a few ales and lunch, with the 4B's Reps giving moral support.

1:00pm back to the hall — all six of us (3 SE Register, 3 4B's). Started the Conference without any others. Went through the Agenda rather rapidly — about an hour — then drinks at the pub.

What the hell happened to everyone else?

I wanna know!  
Crazi  
SE REGISTER

---

## COMPETITION TIME

---

In last months issue members were asked to draw cartoons with a Lights On Theme. Two of the offerings are presented below. The winning entry is from Andrew Goodwin and is titled "Caution - Motorcycle Without Lights Following" and takes us back 100 years in the history of motor vehicles. He wins a Motorcycling Is Magic singlet for his efforts. If you let me know your size Andrew, I'll send you your singlet. Another offering from Andrew is also reproduced below and serves as a timely warning for us all.

Also received is a copy of a poster drawn for the Gippsland MRA Register by A Hood. The doctor in the cartoon seems to be more aware than most.

For the next issue I am looking for cartoons with a Toy Run theme. The winner will receive a complimentary 1990 Toy Run t-shirt and the entry will be printed in the December issue of Centrestand. Deadline is November 1st 1990.



## THE DODO PRINCIPAL

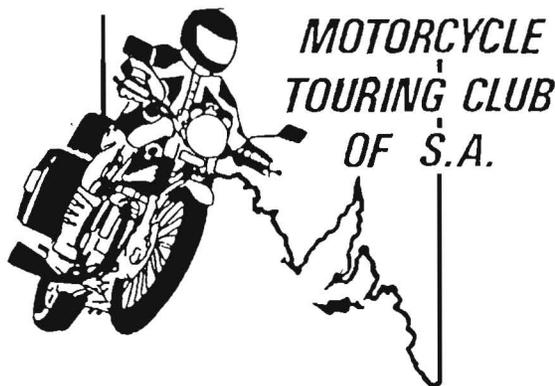


But Doc. he must have seen me. I had my  
**LIGHT ON!**



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# LETTERS TO THE EDITOR



Dear Sir,

**MOTORCYCLE TOURING CLUB OF SA INC  
WORLDS END RALLY - OCTOBER 1990**

This is to advise readers that due to continuing decline in support the above club which hosted the Worlds End Rally for the last 15 years has been officially wound up.

Please note that any rally called the Worlds End Rally or any rally held at Warren Gorge near Quorn in South Australia will not be the responsibility of the above club unless or until it has been reformed.

The committee of MTC thank all motorcyclists who have supported the club and its rally in the past.

Yours faithfully,  
MTC Committee

## 4B's REPORT

Well another three months has been and gone.

We have invested in a 5 year old Tawny Port from the Stoneyfell Winery and sell it for \$6.00 per bottle. All profits go to the St Johns Motorcycle Ambulance Division.

We are arranging for another Bed Push this year, our third. It is to start from the Lighthouse, Port Adelaide to Bonython Park again, followed by a barbeque. We hope to collect more than we did last year, however we can only do this with support from people — especially MRA members.

We take the 4B's Trailer out to Race Meetings and help pick up the bikes. This way we are promoting the MRA and the Recovery Service. We also take the tent and stock to raise money and help promote MRA and of course promote 4B's.

We can always do with more 4B's members so if you are interested in helping us, please call 264 9810 or see any of our members at MRA meetings.

Congratulations to Andrew Butler for his support (which has gone unnoticed until now) to the 4B's in the South East. A 4B's patch has been sent to him. Congratulations Crazi.

Vanessa Jonathan.



## WORLDS END RALLY 1990

SEPTEMBER 29TH - 30TH

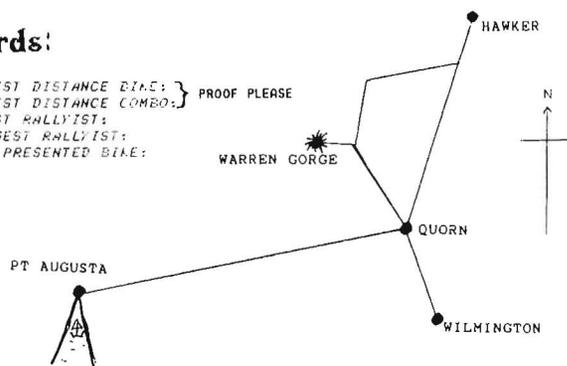
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# MOTORCYCLISTS AT RISK

(In More Ways Than One)

The following article was found in the May/June issue of the SA Motor published by the RAA. Thanks to the RAA for permission to use the article in Centrestand. It raises an issue of concern for motorcyclists as well as car drivers. The article was originally titled "Car Passengers At Risk".

It's not unusual to see passengers getting out of cars stopped at traffic lights. Nor is it unusual to see motorcyclists weaving through lines of vehicles waiting at the lights. The District Court recently considered a case in which a motorcyclist hit a door opened by a front seat passenger.

In a manoeuvre which the trial judge described as "commonplace" and also "a dangerous practice", a motorcyclist rode through a narrow gap between the near side of a car and the kerb.

As the motorcyclist passed the car the passenger decided to get out and the motorcyclist hit the opening door. The motorcyclist was injured and sued the driver and the passenger for damages. The judge assessed the motorcyclist's damages at more than \$85,000.

In reference to the passenger getting out of the car the trial judge made two important findings. The first that while it was not unusual for the driver to give the passenger a lift to the train station after work, it was not the usual practice for the passenger to get out unless the driver had pulled in close to the kerb for that purpose.

Secondly the judge noted that the passenger acted spontaneously, giving little warning to the driver.

The judge found that the driver was in no way negligent and the passenger was one-third responsible for the accident because he should have foreseen the possibility that someone would ride past on a motorcycle. The judge found that the motorcyclist was guilty of contributory negligence to a substantial degree in that his passing manoeuvre was both dangerous and unlawful. The motorcyclist was held to be two-thirds responsible for the accident and accordingly his damages were reduced by two-thirds.

The end result was a judgement against the passenger for \$28,000. But because the passenger was not the owner nor the driver of the car, the driver's compulsory third party insurance did not cover him. Compulsory third party insurance covers the owner, or any other person who drives the vehicle, against claims for death or bodily injury to any person, caused by or arising out of the use of the vehicle. Policies do not give cover to a passenger who causes an accident through his own fault. Therefore the passenger was personally liable to the motorcyclist for the \$28,000.

The insurance industry is currently looking at getting legislation changed to cover this anomaly but until that happens it means that motorcyclists will be at risk in any similar situation. By being deemed as partially responsible (now set by precedent) the motorcyclists will lose considerably in the damages stakes and with such an incident not automatically covered by insurance the injured party cannot automatically assume that being granted damages will mean the collection of those damages. So ride carefully.

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# Lights On:

## LIGHTS ON – THE DEBATE RAGES

Members may have noticed recently the debate in the Advertiser newspaper regarding "Lights On".

Mr Anthony Ryan of the Road Accident Research Unit of the University of Adelaide wrote a letter to the Editor supporting the compulsory use of headlights as an effective "injury counter-measure". His comments raised the ire of a number of South Australian motorcyclists who wrote in to reply to what they considered to be his somewhat suspect comments. The Advertiser is to be congratulated for supporting the debate by printing no less than five replies to Mr Ryan, all of them critical of his comments.

My own experience has shown that the type of letter written by Mr Ryan is the kind that the non-motorcycling public is most likely to read and remember. It is handy, therefore, to have ready a few arguments for the ignorant when embarking on a course of enlightenment if you ever have to explain the MRA's stand on the issue.

First of all, the MRA is not against Lights On. We believe that it should be a motorcyclist's choice whether he or she rides with their lights on. Statistics show that over 60% of riders already ride with their lights on by choice. This fact seriously weakens any argument that compulsory Lights On will have a significant effect on the road toll.

Secondly, the MRA has little faith in the research quoted (usually overseas research) that Lights On actually works. Much of the research findings are contradictory or open to contradictory analysis, - certainly not sufficient on which to base legislation. Our 4B's statistics indicate that nearly 80% of riders who end up in hospital after an argument with a car had their lights on. It can be seen from

these statistics that it would be safer to ride with lights off.

Many arguments about motorcycle safety are based on the unspoken premise that motorcycles are dangerous. It is a small step from this premise to see an accident in terms of the motorcyclist being at fault – hence the readily accepted (although not by motorcyclists) excuse "I didn't see him". There is a perception that the motorcyclist will be to blame for the accident even though the car driver is at fault (over 70% of car/bike collisions are the driver's fault). Motorcyclists also make up a much smaller proportion of the accident statistics than the publicity given them would have the general public believe.

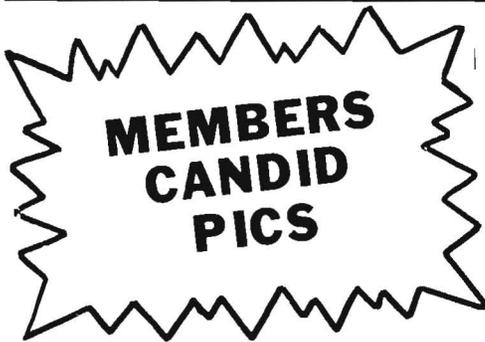
The MRA believes that the energy and funding being put into Lights On should be used in more effective road safety measures – better rider and driver training for example (especially driver training.) Let's teach them to look for motorcyclists and not allow bad driving habits to go unquestioned.

Finally, any accident has many contribution factors – the mental state of the driver/rider, the state of the road, weather or visibility. Drawing attention to one aspect of the situation ignores the complexity of the issue and supports a quick fix solution which, for the government, is suitable in the short term but for the motorcyclist, is untenable in the long term because the real problems in road safety will continue to be ignored.

Compulsory Lights On is not necessary and cannot be supported by current research or the MRA. If you feel safer riding with your lights on, then you probably are. Just remember that it will not be as useful in all situations, ie at twilight, with the sun behind you and when drivers aren't looking for you.

The letters mentioned earlier can be found in the Advertiser of the 20/8/90 and 29/8/90.

Harald Lindemann



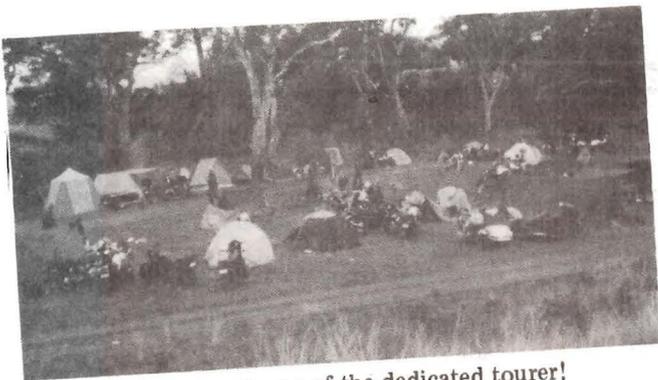
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# NATIONAL RALLY

Well, the National Rally this year again was not supported by many MRA members, although some did come a long way eg. Rockhampton, Canberra, Tassie. I feel that these people would have been disappointed with the lack of attendance. I hope they enjoyed themselves anyway. Fortunately we kept our expenses to a minimum, and had some good sponsors, so financially the rally was a success.

The organising and running of the rally was made much easier by all our members who were more than willing to pitch in. Mac Namara Park was an excellent site as they have new toilet and catering facilities, with their own social club handling all of the catering.

The people who brought their leatherwork stalls to the rally certainly wouldn't have gotten rich through their sales, but enjoyed the social side of the week end.

Now the Band! We'd like to say how much we enjoyed their music, but due to circumstances beyond our control and a malfunction within their equipment, we didn't hear much of it. So, back to the campfires. There was plenty of fun and conversation there.

We hope that those that did manage to make it enjoyed it and had a safe trip home.

Vicki Eales  
Secretary SE Register

# RADIATA RALLY REPORT

Well, another Radiata Rally has just passed and again we are pleased with the attendance. We feel that everything went as planned. Thanks must go to our many local sponsors who always give something willingly towards our raffle. Plus a thank you must go to the 'Hurricane Design Co.' for their parcel of KEVIN MAGEE items to be raffled at the rally and was won by Lee Matthews of Melbourne.

The weather couldn't have been better, the rally being held in mid-July and often falls victim to the Winter winds and rain, but this year it was sunny and reasonably warm (except for Saturday night, that was bloody cold).

Gymkhanas are hard to organise these days, that is to get people motivated. I remember years ago most gymkhana events involved bikes. Events such as slalom, slow race, and others would have people queuing up to enter, but nowadays with bikes so expensive to buy and maintain we tend to leave these events out of the gymkhana. Is this the real reason for the lack of people wanting to participate? People also seem to lose interest in the gymkhana if it goes on for more than half an hour.

A community bon fire always proves popular. It's great to gather around a large bon fire and just rave on with other bike riders. You always meet up with people whom you have meet at other rallies. To those who were at the Radiata Rally this year, we hope you enjoyed yourselves and that we see you again next year.

Vicki Eales  
Secretary SE Register.

# CALENDAR

## MRA CALENDAR SEPTEMBER - DECEMBER 1990

### SEPTEMBER

- 10th General Meeting, St John Ambulance Centre, Tynte Street, North Adelaide 8:00pm
- 13th-16th Australian Grand Prix, Phillip Island
- 20th 4B's Meeting
- 24th ANNUAL GENERAL MEETING 8:00pm
- 26th South East Register AGM, Tiger Hotel, Tantanoola
- 27th Mid-North Register AGM
- 29th-30th Modern & Historic road racing, Mac Park, Mount Gambier
- 29th-30th World's End Rally

### OCTOBER

- 4th 4B's meeting
- 8th General Meeting
- 14th 4B's Bedpush fundraiser, Port Adelaide Lighthouse to Bonython Park. Leaves 10:00am. Pushers and liars welcome
- 18th 4B's Meeting
- 20th Bushpig Rally (Mid-North Reg), Hugh's Gap (off Gladstone/Crystal Brook Road)
- 22nd General Meeting
- 25th Mid-North meeting
- 27th Blood Run, meet K-Mart Kurrulta Park 8.30am
- 27th-28th Bike Show, Hamilton Hall, Wayville, 10-10 Saturday, 10-6 Sunday
- 31st South East Meeting

### NOVEMBER

- 1st 4B's Meeting
- 5th General Meeting
- 11th SA Road Racing Championship, round 2, Mallala (Phoenix Club)
- 15th 4B's Meeting
- 19th General Meeting
- 22nd Mid-North Meeting
- 28th South East Meeting
- 29th 4B's Meeting

### DECEMBER

- 3rd General Meeting
- 9th Toy Run, leaves Glenelg Carpark 12 noon sharp
- 13th 4B's meeting
- 17th MRA Christmas breakup party
- 26th South East Christmas party?
- 27th Mid-North Christmas party?
- 27th 4B's Christmas party/get together?
- 29th-30th Modern & Historic road racing, Mac Park

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# LIFE: A CALCULATED RISK?

A bloke I know asked me the other day what I thought about his son buying a motorbike — it's a risky business you know. That got me to thinking about risks and risk taking. I'd rather be on the road on a motorbike than on a push bike. For starters you're likely to be wearing more on a motorbike and if a car hits you there's not much in it as far as injuries are concerned except for the protection offered by jacket, helmet, jeans and boots. Yet people who shake their heads at the folly of motorcycling accept the fact that their children ride push bikes.

Anytime you're on the road you are taking a risk. People are dying out there! Moving through traffic is a bit like boating. In a boat if you are under power you can move faster than the tide. This gives you control over your vehicle that you just don't have if you are drifting. On the road the tide is the rest of those morons who surround you. If you are moving slightly faster than the rest you can manoeuvre more easily and have greater control over your vehicle. If on the other hand you are travelling with the traffic you are simply stuck in place at the mercy of the traffic eddies that whirl around you. The only problem is that most other people also want to control their destinies, so everyone slowly speeds up until they either no longer trust their ability to control their vehicle and feel at great risk from this factor than from the tidal effect. On the other hand perhaps the fear of hidden radar traps becomes the governing factor. It is a system of balancing one risk against another or alternatively balancing the gain (of not being late or getting a few more minutes free time at the end of your trip or even just the gain of the sense of adventure associated with speed) against the risk. How the opposing forces balance depends on many things, and changes with mood, health and just about everything else.

Every living thing takes risks, and the reason mankind gets to be boss beast in the animal kingdom is that we thrive on risk taking. We like taking risks. Just getting up in the morning is a risk, who knows what might happen today. Going out to work is risky, you might make enemies or mistakes. Let's face it, living is a risk. You can get hurt so dying is also a risk. No-one knows what happens then!! The way we handle this dilemma is summarised well in the concept of "acceptable risk". If everything is seen to involve risk then the thing to do is to weigh up the gains and losses and keep on taking those risks which offer some advantage while avoiding those where the gain is not "worth the risk". This juggling act is very subjective. I think bike riding is worth the risk for the freedom and pure sexual pleasure it gives me, but be buggered if you'd get me on an ice hockey field or bungyjumping.

If you can accept that the desire for risk taking is what sets us above the other animals (and what other beast plays sport or races horses?), then it becomes obvious that the primary human right must be the right to take risks. From here it becomes a crime against humanity to prevent the taking of risks by another human. If I want to risk my body riding on two wheels instead of four or risk my soul by watching blue movies, then that's my business. Not yours or anyone else's. This extends to it being my right to ride without lights or even without a helmet. I wouldn't as a matter of interest but it still grieves me that I must ("must" only because the risk of legal action exceeds the pleasure of

saying "up you" to the bastards who DICTATED to me that I must).

This concept of acceptable risk throws light on many of the strange things you see: the Volvo driver (this car is so safe accidents are no risk), the Cop (who's going to pick on me for antisocial behaviour?), and the criminal (even if they get me I'll be out in two weeks!). It explains why the road toll doesn't depend on the safety of cars and roads as much as it might (if the driver feels safe driving at speed he sees less risk in doing it) and at the same time it explains why a bad stretch of road can kill so many (but my car has never spun out of control like that before!!). It explains why so many bikers speed (even at 190K those tyres feel good) and why so many die (pity that truck pulled out, another 20 metres and my twin front disks would have stopped me before I hit him).

The big question that keeps philosophers and religion going is "why are we here?", the classic "meaning of life". Doctors talk about "saving life", but the most they ever do is prolong it. I'm dying, you're dying, who cares!! The important thing is not how long you live, but how well you live!! I see no value in living a long long life in a padded safe sterile environment avoiding any and all danger. I'd rather go out into the jungle and roar with the other beasts! For some crazy reason our illustrious leaders have got this fixation about safety. Fun and freedom are sacrificed just so we can die old and decrepit in bed (I believe it's because they can't tax you if you're dead) You can't live if you are so worried about dying that you won't take risks! Life is a risk, if you are taking risks then you are alive.

So keep on taking those risks, show the bastards that you are alive! I hope you keep on winning, but if you don't well hell, you'll die sooner or later anyway.

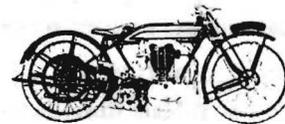
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 TIME: Meet at 8:30am



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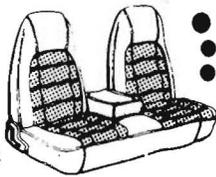
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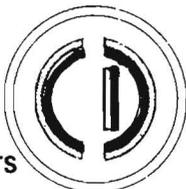
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