

CENTRE STAND

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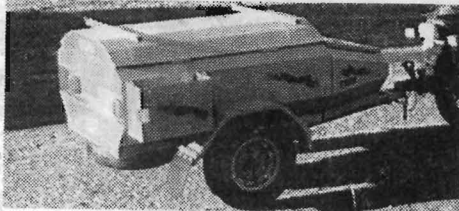
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Photo - Harald Lindemann

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EDITORIAL

Christmas is nearly here and we will as usual spend time with our loved ones, our friends and our bikes. Do them all and yourself a favour and remember that for the next couple of months there will be on the road an assortment of people who will have had one too many, will be filled with the holiday furies, will be more tired than usual, will be unfamiliar with your roads, don't know you to recognise you and will be taking less care than they would at home. Don't get tangled up with them and don't become one of them.

So watch out for the temporarily crazied and for those of you who will be on the road, if you are tired - slow down or stop, if you are riding all day, have a rest while the sun goes down and don't ride into the sunset. Come back to us with some great stories to tell.

Ride Safe Harald

MRA SA NOTES

TODAY TONIGHT

- For those of you who missed out the Channel 7 presented a segment on Thursday 30th of November on the Toy Run. This consisted of an interview with Paul Morgan, our 1995 Toy Run Coordinator, some film of past Toy Runs and the adventures of Harald and Paul as they wended their way around Adelaide collecting money and gifts from Adelaide businesses for the Toy Run. Thanks to Windmill Toys Norwood, Nick from West End Meats Thebarton, and John Martins and Harris Scarfes in the city for their donations. Thanks also to Jacinta, Steve and Danny from Channel 7 for their help in setting up the day and putting up with our ham acting.

MOVING HOUSE

- The MRA will be moving the venue of our meetings in 1996. The Peppertree Restaurant, which has been our home for a number of years has been sold and the new proprietor has decided to replace us with pokies. At the time of writing we have not yet found a new meeting place but will notify members through the Advertiser Club Notes in the new year. Thanks to John and staff for looking after us so well over the years. We will miss the old place.

CHRISTMAS DRINKS

- Don't forget that the MRA Christmas drinks will be held at the Peppertree Restaurant at 8 pm Monday 18th December. That is, Monday week after the Toy Run. All members and their families are invited to come and partake of some Christmas cheer with the Committees and celebrate the end of another successful year.

Supper will be provided and I hear that there may be some awards presented to various Committee people who have, one way or another, distinguished themselves during the year.

INTERNATIONAL WOMEN'S DAY

- The organising collective for the 1996 International Women's Day March to be held on Saturday 9 March is looking for women motorcycle riders to lead the march. Any women members interested should contact the Women's Studies Resource Centre on 267 3633 or call Marg Mc Hugh on 270 4398.

10 YEAR BADGES

- The Christmas drinks are also a time when we are able to honour our long term members. Ten Year member badges will be presented to some of our members. A relatively up to date listing of members who were eligible to apply for the badge was printed in the June issue of Centrestand. If you think that you are eligible but are not sure Give Membership Secretary, Ken Skelly a call on 018 803 665 or call the MRA number 262 2150. A charge of \$5 is made for the badge.

CONGRATULATIONS PETER MOUNT

- Members will be interested to know that after many years of operating in the motorcycle world in a volunteer capacity well known MRA personality Peter Mount who is a former President of the MRA SA and former Chairperson of the AMC among other things, has landed himself a real job. Peter is now the General Manager of Motorcycling Australia SA. Motorcycling Australia is responsible among other things for all motorcycling competitions and competitor licensing. When asked about his new job, Peter noted that he has spent the last 15 years preparing for a job like this and they suit each other to a T. He hasn't stopped smiling yet.

RALLY REGISTER

- Are you sick of missing out on rallies because your notice of them is too late or they clash with other rallies? Steve Tyler of the MRA is compiling an advance rally register which we will publish to help you. Call Steve on (08) 261 7971 with any information on regular rally dates and rally organiser information and we will get it together.

PRESIDENT'S REPORT

On the 7th and 8th of October a number of us trundled down to Government House on the invitation of the National Trust to set up an MRA display for the Open Weekend being held. The magazine cover photo shows part of the display which was made up of members bikes specially cleaned and polished for the occasion. The 4Bs pickup trailer was there as well.

We gave away stickers, posters and information about the MRA and motorcycling and everyone seemed to be happy to see us there. Many oldies (and not so oldies they would have us believe) came up to talk about the days when they used to ride.

The highlight of the concourse were a 1924 Matchless with wicker chair ridden down to Government House by owner Terry Parker and an immaculate 1964 Jawa 250 belonging to member Igor Trnovsky I must state at this point that the R80RT also came in for its fair share of admiration.

Five year old Scott Atkinson from Snowtown won the free raffle (out of over 300 entries) and a new MRA Toy Run t-shirt. Was he thrilled.

Over 5 000 people visited Government House that weekend and gave the Association exposure to many people who would not otherwise have noticed us. Thanks to all the members who gave their time and/or their bikes for the weekend.

1996 will at this stage be similar to 1995. We will continue to have our runs, the Rally Committee is already starting to consider the Great Escape III, and of course the Toy Run will also be there again at the end of the year. Again we will be only be doing those activities for which we have sufficient person power available to do the jobs - so far that has not meant that anybody has not had anything to do, so if there are things that you want to see happen then consider how you can make it happen - we will help.

Some of the things which we are considering are; twilight rides along the coast in the early months of

the year, ending at a pub somewhere for a meal; a Roadcraft Day at Mallalla, theoretical and practical training at staying upright and alive, followed by a supervised scoot around the circuit; compilation of a rally register for South Australia; and maybe anything else you can think of. Like the sound of that? I do.

In October the Advertiser published an article titled "Ban on Pillion Passengers Urged" It is essentially a forum being used by the Director of the Spinal Injury Unit of the Hamstead Centre, Dr Ruth Marshall, to sling off at motorcycles as dangerous. She says "*Nobody seems to be doing anything about stopping something that's inherently so dangerous,*" and "*It is my impression ... that pillion passengers are more likely to be injured and more likely to be seriously injured.*"

Dr Marshall and her ilk reminds me of Max Gillies caricature of the Pope " Stop it or you'll go blind." They have to realise that many of the activities in which members of the community engage are inherently dangerous, some insidiously so. This will not stop people from doing them. Depending on your point of view, rock climbing, sitting in the front passenger seat of a motor vehicle, Australian Rules Footbrawl, military training, sailing, surfboarding, walking across the Simpson Desert, bungy jumping, overseas travel, etc, etc are dangerous.

All life's activities carry an element of risk. We recognise that and we take our chances with what we want to do. The significant thing is that we will always make our own choices for what suits us. If we don't or can't, then we will stay indoors, becoming couch potatoes. And yes, sometimes things come unstuck and people get badly hurt. That is a tragedy - and the Lockheed may also land on our house while we are safely at home watching television.

The MRA supports any road safety program which is based on research, reasoned argument, is practical and has a training component which involves all classes of road users and cannot accept knee jerk, feel good solutions to what are quite complex problems.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Motorcycle Riders Association of South Australia was held on **Monday 25th of September 1995 at 8.00 pm** at the Peppertree Restaurant, North Adelaide Hotel, Tynte Street, North Adelaide.

Before the AGM started, Dan Farden, Special Investigations Engineer from the Department of Road Transport gave a talk and slide show on Road Side Barriers which gave rise to much discussion among members present. Our thanks to Dan for making the time to come and speak to us.

Ten year member Tony Potter was presented with his Ten Year badge. Congratulations Tony!

Peter Mount acted as Returning Officer, Thanks Peter.

Elected to the 1995/1996 MRA SA Committee were:

President	Harald Lindemann
Secretary	Paul Morgan
Treasurer	Ian "Milo" Marlow
Memberships Secretary	Ken "Oath" Skelly
Centrestand Editor	Harald Lindemann
Stock Controller 1	David Vaselli
Stock Controller 2	Paul Morgan
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Register Liaison Officer	Steve Tyler
Publicity Officer	Michael Schneider
Run Coordinator	David Povey
Minutes Secretary	Ken "Oath" Skelly
General Committee Member	John "Herbie" Raggart
	Rob Wells
	Jeff Gaden
	Dean Murch
	John Gazzard
	Lois O'Sullivan
	Aidan Hanafin

Les "Uncle Pervie" Dicker

Thank you all for making a commitment to the Association for the next year. This is what keeps us going.

SOUTH EAST REGISTER AGM

The members of the South East Register of the MRA SA met at the Beachport Hotel recently to elect their Committee members for 1995/1996.

Elected were:

President	Alan Masters
Vice President	Vicki Eales
Secretary	Heather Butler
Treasurer	Ellen Koennecke
Stock Control	Ellen Koennecke
4Bs Coordinator	Kevin Marshall
Public Relations and Publicity	Frank Koennecke
Rally Coordinator	Andrew "Crazi" Butler

TOY RUN REPORT

With only a week to go, all the main organising has been completed and only a few loose end to tie up. All we can do now is hope that the weather will be kind to us.

When you come up to the oval we will have bands playing, food and drink stalls for you to imbibe in, free games for the kids and a host of trade stalls for you to visit. So far we have a number of the premier Adelaide bike shops coming along to show off their wares : Kessner Suzuki, Docteur Desmo, The Honda shop, Yamaha Pitmans and Honda World. Also Freewheelin Enterprises, Link Products and Horka Marketing for all that motorcycling paraphernalia that bikers always love and a few other people of interest to keep the colourful. Thanks to all of them for coming along

Glen Dix will once again flag us off and we will be led by the restored police Chrysler Royale. On the day, please take note of any directions from the marshalls, they are there for your safety, and wave to the photographers, there will be a dozen or so scattered along the route.

See you on the Run!

Paul Morgan
1995 Coordinator

4Bs REPORT

So, what's news with the 4Bs?

We decided not to have a meeting in August nor September for various reasons, but resumed in October on the second Thursday as usual. During this meeting we included our "AGM"; basically a casual affair during which we considered our "managerial" positions for the next year. The status quo persists with yours truly as Coordinator, Rosemary as secretary/Treasurer, Les Dicker and Jeff Gaden continuing to represent us on other MRA Committees.

Hospital visits are still going ahead of course. Andrew has visited Hamstead and Julia Farr as well as the RAH; Steve and Dave have Flinders under observation; Sammi and Guy have also been regulars at the RAH which has unfortunately been busy in recent weeks.

MRA BLEEDERS

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Blood Run



Our Blood Run on October 21st was a small one and to our dismay we were informed at the Bloodbank that from now on Saturday morning donations have been discontinued. The erosion is that funding cuts prevent staffing at that time. Other times for donations have been curtailed as well.

So what of Blood Runs now? Well obviously the traditional Saturday run is no longer viable. However, the Bloodbank will still be open on Thursdays 4pm to 7pm so after discussion among the 4Bs, this is what is proposed. 4Bs members will be donating blood at Pirie Street between 6pm and 7pm on the second Thursday of the month every three months starting from February 1996. That means that the donation dates for next year will be :

Thursday February 8th
Thursday May 9th
Thursday August 8th
Thursday November 14th

This arrangement is convenient for 4Bs as we have a meeting on those nights anyway. But it would be nice to think that other MRA members can still maintain the discipline of a regular donation. Even if you can't make it on those dates it is important that you continue life-giving blood donations and if you can be at the Blood bank on the dates suggested, you're bound to see other MRA members doing the same.

It was gratifying to hear from one of the Bloodbank nurses that the MRA is the longest continuous group of donors that they have! So let's not spoil the record - keep up the blood giving and mention the MRA when you do. By the way, blood donor badges will still be available for \$5.

It's now that time of year when we wish everyone a Merry Christmas and a Happy and safe New Year. MRA members are invited to join the 4Bs at their Annual Christmas Dinner. It will be held on Saturday 16th December, 7pm for 7.30pm, at the Flagstaff Hotel, Franklin Street, Adelaide. A comprehensive menu of excellent food is available for \$24 but we would like a \$5 deposit per person. If you are interested in coming along then call me on 346 8068.

Meanwhile, our next 4Bs meeting is on the 14th December, 8pm at the Flagstaff Hotel.

Cheers! Greg.

BLOOD RUN

We are meeting at K-Mart Kurralta Park to ride to Red Cross House, Pirie Street, City to donate BLOOD!

Why not come along - first time bleeders welcome.

DATE: Saturday October 21

TIME: Meet at 8.30 am

HELMET SAFETY - ANOTHER VIEW

The more a helmet covers, the better the protection it offers. That's the safety slogan of the Queensland Department of primary industries which has vast, first-hand experience of the problems and benefits of protective headgear.

Senior OHS consultant Dennis Stocks says the department's OHS policy stipulates that anyone exposed to the risk of head injury while riding motorcycles or similar vehicles must wear suitable crash helmets conforming to AS1698.

Although helmets which provide protection for the whole face are preferred, open face helmets are permissible if a risk assessment shows that a full-face type is not absolutely necessary due to the nature of the work.

However, complaints have been received from some research station staff claiming that wearing motorcycle helmets places wearers at risk for a number of reasons. We are all aware of the resistance to wearing personal protective equipment, especially in hot and humid conditions, Mr Stock explains.

Reasons for not wearing helmets included the wearer:

- becoming hot and uncomfortable and having lapses in concentration.
- suffering neck and shoulder fatigue from the helmet's weight and the continual side to side movements needed for proper vision.
- having restricted hearing.
- being visually impaired.

As a result, staff asked if wearing skullcap, cycle or canoe-type helmets with a brim or brimmed hat could be considered for motorcycles travelling at speeds of 40 km an hour or less or when performing animal related work.

But Mr Stock stresses that research by the Australian Agricultural Research Unit at Moree, NSW, shows

that about two-thirds of off-road accidents involving motorcycles involved speeds of less than 24 km per hour - and that farm motorcycles are involved with up to 11 per cent of on-farm injuries.

This tragedy supports the unit's statement that helmets with chin bars offer important additional protection. In general, the more a helmet covers, the more real protection it offers.

The unit reports that research took place in 1993 on new motorcycle safety helmets suitable for tropical climates, such as those in India.

"Even this modified helmet has been provided with sides, since earlier studies have shown that more head injuries involve the sides than the top of the head."

According to Mr Stocks, the research also clearly demonstrates that helmets do not obstruct critical vision or interfere with critical hearing. Nor do they build up dangerous temperatures inside the helmets or cause fatigue contributing to crashes.

He concedes that, because this research was done in the coastal area and north-west plains of NSW and in the La Trobe Valley, Victoria, it could be argued that the hot, humid conditions of Queensland present particular problems.

Thanks to Worksafe News, August 1995 for this item.

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1995 TOY RUN SUPPORTER

LIFESTYLE

Banker Carole Anderson, 36, picked up her brand new BMW a couple of weeks ago. A resident of Sydney's North Shore, financially independent and "ex-married", she is typical of the growing band of professional women who want - and can afford - a liberated "wind in the hair" lifestyle.

But Anderson's BMW is not a sports car, it's a motorbike. And that's not because she cannot afford a car - she has a Mazda 121. The 800cc BMW Boxer cost her more than \$11 000 and is the finest bike of its type that money can buy. Her interest in bikes started when she was 17, riding pillion behind males. Now she "Prefers to be in control".

Walter Hasselkus knows a lot of Carole Andersons. Not personally mind you, but they are a customer profile of profound and growing importance to his company. Hasselkus is president of the Motorcycle Division and a director of BMW AG in Germany and women are increasingly his business.

BMW only sells big, expensive, high technology bikes, eschewing the small capacity and scooter markets dominated by the Japanese. In Australia they can cost anywhere from \$11 000 to \$24 000. According to Hasselkus, who recently visited Australia, 15% of his buyers worldwide are now female - up from 8% just five years ago. Within a few years he expects that one in four buyers will be women. "The girls want to do what the men are doing and why not?"

Here in Australia, says local BMW bike boss Chris van Wyk, women account for 5% of buyers, but he is in no doubt that they will follow the European trend. "In reality the proportion is probably 95% because in most situations the male is not allowed to ride without the female's consent. So the female, we think, is a very important decision-maker", he suggests.

Powerful: The one concession made by women buying big bikes is to opt for the lighter models, but with engine capacities of at least 800cc these are still powerful machines. The smaller Japanese bikes are "too jumpy, to tricked up, look faster than they go" for Anderson. Like the male big bike buyers, women want the low down performance, or torque, for comfortable touring, not high speed.

The market for large motorcycles is expanding and is clearly predicated on recreation, not day to day transport. Except in Japan, big bikes are increasing their share of the total market at the expense of the under 500cc runabouts. BMW sold 46 000 bikes worldwide last year, up 10 000 on the previous year, which was also a record. Sales in Australia rose 31% and further growth will be constrained only by supply.

The other major player in big bikes with a "heritage" - Harley-Davidson - reports a similar picture. Fraser Motorcycles, which sells Harleys in NSW and Western Australia, increased sales by 5% to 10% last year. The American Harleys are even more expensive than BMWs. About 50% of Harley buyers are business people and yuppies, according to Fraser's Bruce Walton. They have at least one statistic in common with their BMW counterparts - women make up 5% of buyers and the percentage is growing.

The burgeoning market, says BMW, is all about discretionary spending on "toys". Competitors are not only other motorbike brands, but holidays, jet skis and house extensions. Van Wyk quotes the example of a West Australian mine worker who wanted to trade in a light aircraft. Others offer boats. Hasselkus also points to a "quite dramatic" increase in the social acceptance of motorcycles in Europe.

"It's about fun" says Hasselkus. "[Motorcycling] is obviously more dangerous than cars, but who would have thought about bungy-jumping a couple of years ago, or parachuting? People are looking for excitement and motorcycling plays a role in it."

Van Wyk adds: "We're in the leisure business, the hobby business. Nobody *needs* a motorcycle per se. They *want* the motorcycle. They may *need* a new car because their old one's broken down."

Income: The average income of a BMW buyer is \$50 000 and he or she is 40 plus. Customers are doctors, lawyers, executives in industry. "Quite a cross section - but not only people who have an awful lot of money, also to a certain extent enthusiasts who have been saving for quite a while," Hasselkus says.

Why does BMW, which makes 600 000 cars a year, persevere with motorcycles which account for only DM700 million (A\$635 million) of its DM30 billion turnover? "BMW started with bikes in 1923 so it's a question of tradition, a question of heritage. It is accepted on the car side that the bikes contribute to the overall brand image and brand value of BMW," Hasselkus says.

But there is a second reason. "Strategically, the two wheel business will gain momentum and importance because of the traffic situation, congestion, air pollution. All these problems mean that we have to think about creative solutions for the future," he says. "The car will always play a major role but the two wheelers don't need so much space, they consume less fuel. The two wheel vehicle will play a more important role in the future ... it is a major strategic challenge."

Thanks to the Bulletin : Article by Harvey Grennan "Two Wheels and time to Play" February 28 1995

LETTERS

Dear Harald

Motorcycles are invisible, right? The SA Department of Transport obviously still thinks that way. Another intersection to add to our motorcycle unfriendly list is where Old Port Rd meets Grand Junction/Bower Roads. Lights aren't activated when you approach from Old Port Rd. You end up having to race across when you think no-one will turn across your path opposite, or wave a car alongside you to activate the lights. Thanks engineers, don't try brain surgery.

Hindmarsh/Woodville Council some months ago spent some time playing on Bartley Tce. Semaphore Park, tending to the gutters. New kerbsides were put in (the others looked okay) but Council has forgotten to return to bitumen over the patches of pebbles, dirt and gravel which has spread up and down the road like the callici-virus. A call to Council reveals that the chaps have been waiting for a spate of warm weather to asphalt the section of road - they say it will happen in coming weeks. The Council were unaware that stray gravel could cause problems but were grateful to have their attention drawn to it. Thank goodness for phone calls to Councils!!

Friends recently holidaying here from Melbourne commented on the vast number of access hole covers gathered together at various points on roads, many excessive centimetres above the road surface, causing nasty bumps

if you don't manage to miss them with your wheels. It never occurred to me that these things were congregating and indeed increasing in number: in some places, there are up to 5 or 6 in one spot. Is this a conspiracy? Are access hole covers hiding something sinister and threatening for Adelaide's road users? Is this like the exploding shopping trolley menace, which has still not been totally controlled in some areas? Or perhaps it's a rare example of Telstra, SA Water, SAGASCO, ETSA Corporation and two other anonymous agencies all getting together and agreeing on something for a change? One thing's for sure: they're still damned slippery and many are unevenly placed in the roadway, causing bone shattering results!!

Phillipa Waite

ROOM FOR A FREE PLUG
Interested in a good product?
Read on.

Three and a half years ago, I bought a Belstaff Driza-Bone Eagle jacket distributed by Galvin Marketing. I was impressed with its light weight, compactability (I can stuff it and my gloves into my helmet) and of course, its style. Since then as an everyday, all-weather rider and tourer, I have subjected this jacket to the full gamut of Australia's weather conditions and stayed warm and dry whilst doing it.

I have even tested its resistance to speeding asphalt, which is very good and sent the jacket back to Galvin Marketing for repairs.

They fixed it and returned it free of charge. Just recently, a shoulder seam opened up, it needed a couple of extra belt loops and a new velcro on the collar. I sent the jacket away again and it came back fixed, with their compliments.

I'm not saying that they will fix everybody's for free, but Galvin Marketing do offer exceptional backup service that is very rare elsewhere. Give them a go.

Brendan Sinnott

RALLY TALES

* Who is the MRA member caught with his pants down at Parilla? Hint - he's not a former Prime Minister, but was once knocked off his bike by an AMBULANCE!
* Something funny is going on. The second half of '95 has been "Let's drop the Kawasaki" season for MRA members! A shiny new 600 went down on the way into the Radiata, followed by a not so new 1000 tipping in the sand trap at Parilla! Then came the spectacular Domino Drop at the Bush Pig! One little ZZR went down onto a 750 which also hit the deck. Finally, yet another ZZR capsized with a guard full of mud at the Redback!

* Which couple have been having domestics most of the year at motorcycling events? They've been noticed and reported by various members who have seen their antics at Balaklava, Rennick, Snowtown, Overland Corner and so on. .Shades of Sylvania Waters!

AMC REPORT

by Peter Mount

ROADSIDE BARRIERS

Many motorcyclists around the country are justifiably upset that wire rope safety fence (WRSF) is being erected at a rate almost exceeding the speed limit and that it appears to have greater potential to cause bodily harm than any other barrier system.

Standards Australia is currently developing standards for barrier systems (there are none at the moment) which address this and other problem areas before they get out of hand. The Barriers Committee is aware of motorcyclists' concerns and is trying to devise standards that allow barriers to do the job for which they are intended without causing even greater harm to people or property than if they had not been erected. They must also cater for all road users and be cost effective.

The difficulty in developing the standards is that the Committee is trying to marry a number of different people and responsibilities in a number of different ways and with a number of different objectives and parameters with which all must comply.

This means that barriers must stop a 40 tonne truck and a motorcyclist without damaging either. This is easy. A steel or concrete barrier covered with a thick, soft, absorbent material, with no posts, sharp edges or projections, set 50 metres off the road, with a buffer of soft, fluffy shrubbery for 30 of those metres. Cost and space might be a problem though, especially in the hills.

The suggestions at the October Standards Committee meeting were very positive. In areas of high danger for motorcyclists it might be cost effective to use a double row of Armco. Specific top treatment might also be feasible, such as an extra rail. Exposed posts could be enshrouded in polystyrene. The posts and possibly the cables of WRSF could be given a similar treatment (this product is being tested in Germany and other countries and the Committee is testing it further).

English research on the effectiveness of bushes planted between the barrier and the road will be examined, as will a semi-rigid concrete barrier developed in British Columbia. Higher barriers, smaller gaps (<20mm to stop limbs and heads going through), and frangible posts will be considered. Guidelines for road racing circuits are being examined.

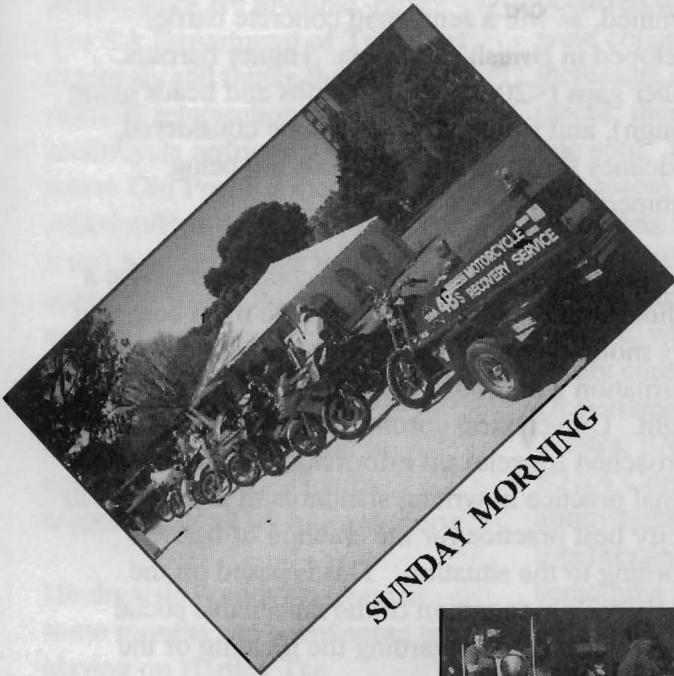
The AMC suggested that it is necessary to devise a method of crash testing based on the most common ways motorcyclists strike barriers. Research information from motorcycle groups (eg 4Bs) will be sought. Universities, coroners and hospitals will be approached for relevant information. Although not normal practice in writing standards, it is intended to specify best practice for the erection of barriers according to the situation. This is based on the Committee's recognition of the inalienable social responsibility it has regarding the melding of the moral and the material :

- The Committee (and therefore motorcyclists) should be looking at outcomes, not necessarily materials.
- The parameters of the system must be what a reasonable person would expect.
- The more one tries to define the Standard, the more complex the issues which arise.
- When the final Standard is determined it will not be the final Standard. It must be a living Standard which, while not having the capacity to be abused, has the flexibility to be adapted to new technology, technology which may eventually provide a barrier system that will stop a truck and a rider with equal gentleness.

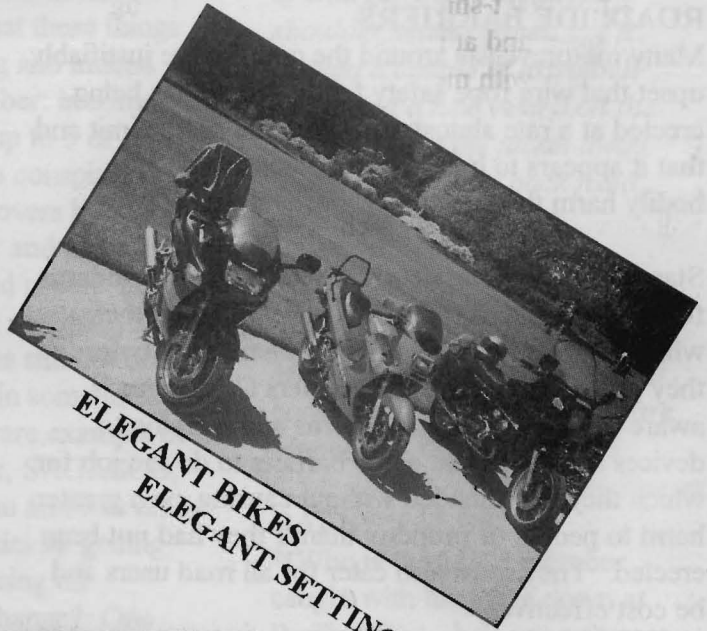
Now, what happened to those plans for a force field...

Peter Mount

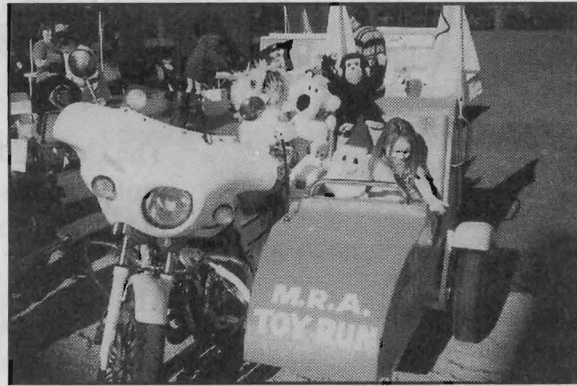
GOVERNMENT HOUSE VISIT



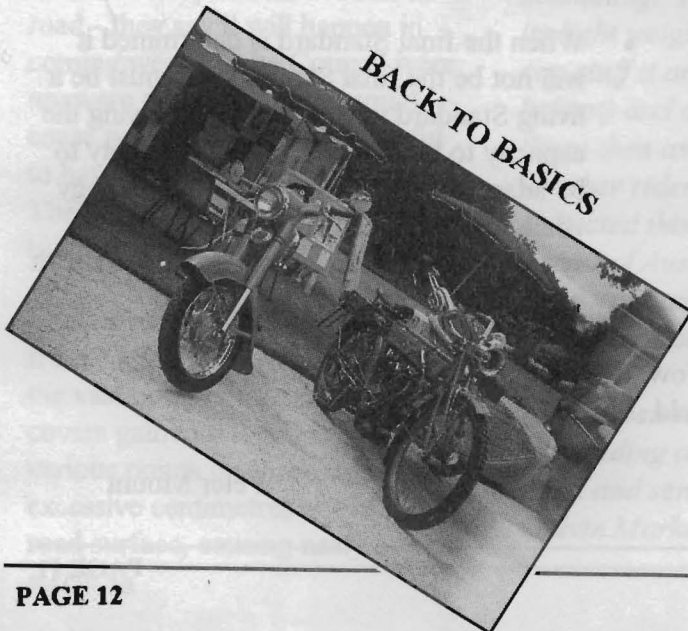
SUNDAY MORNING



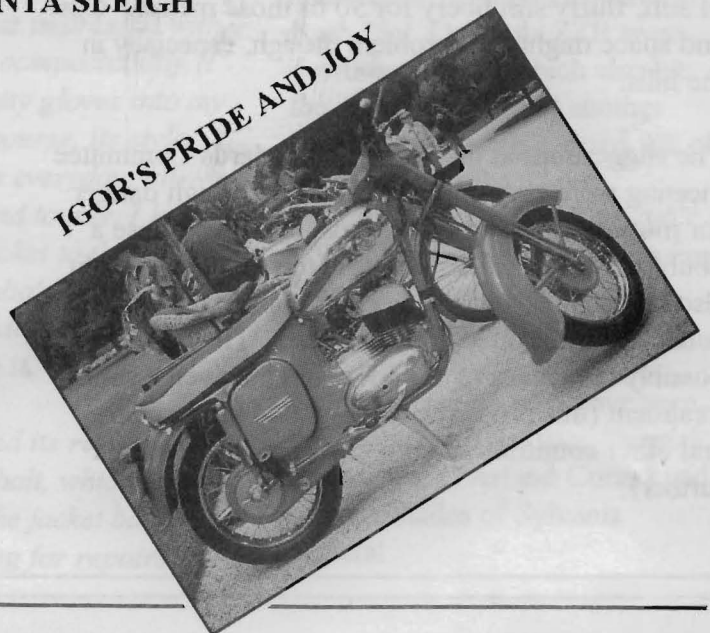
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BACK TO BASICS



IGOR'S PRIDE AND JOY

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MOTORCYCLE SONGS

For those of you who want songs to sing around the campfire here is an up to date listing from member John Todd.

She's a Bad Motorcycle	- The Crestones
Gimme A Harley	- Bob Van Dyke
Black Denim Trousers and Motorcycle Boots- Cheers	
Leader Of the Pack	- The Shangri Las
Ride Away	- Roy Orbison
The Motorcycle Song	- Arlo Guthrie
Motorcycle Mama	- Neil Young
Johnny's Gone	- Catfish
Terry	- Twinkle
Motorcycle Mama	- Sailcat
Motorbikin'	- Chris Spedding
Born To Be Wild	- Stepenwolf
Motorcycle Madness	- Tony Caso
Motorcycle Mystics	- Dave Stewart
Little Honda	- The Hondells
Gone Ridin'	- Chris Isaac
Night Rider	- Elvis Presley
Silver Dream Machine	- David Essex
Motorcycle Irene	- Moby Grape
Motorcycle Bitch	- Skyhooks

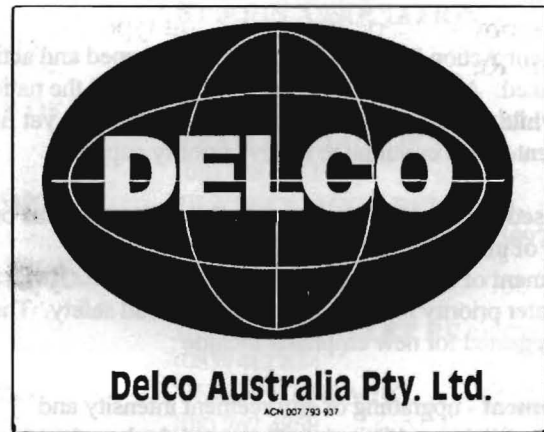
RIDE THE MOTORCYCLING NET

The tecnoheads in MRA ACT have connected themselves to the Internet with a Home Page which allows you, if you're connected, to download information about the Association. The WWW (World Wide Web) address for MRA ACT is; <http://150.203.38.162/servers/mra/mrahome.html>.

AMC Secretary, Peter Deighan, can be sent electronic mail on: deighanp@ozemail.com.au. The AMC has made moves toward a connection with the Internet but not made a commitment to a final address as yet. meanwhile, you can call up the Federation of European Motorcyclists on: fem@demon.co.uk on their Home Page and the Motorcycle Action Group, UKs Overseas Liaison Officer, Rob Stack, on blobby@mag4.demon.co.uk.

TOY RUN REPORT SE REGISTER

The South East Register Toy Run was held on 2nd December and runs from Naracoorte to Penola to Mount Gambier to the Valley Lakes. The run supports the local Society of St. Vincent de Paul and the Baptist Church.

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NATIONAL ROAD SAFETY ACTION PLAN

By Peter Mount

OUTCOMES OF THE JUNE 15-16 1995 NRTC REVIEW CONFERENCE continued from Sept. CS

The Review Conference agreed to reformat the existing National Action Plan. The new document would highlight target areas with a focus on national action. It should target specific priority issues that are measurable and provide leadership.

The current Action Plan will be reviewed, reshaped and actions cross-linked. A few priority actions will spearhead the national effort, while other actions already under way, but not yet fully implemented will continue to receive priority support.

The revised format of the National Action plan will focus on a package of initiatives which target enforcement and management of speeding, drink driving and fatigue. It will also give greater priority to rural and pedestrian road safety. The areas suggested for new emphasis include :

Enforcement - upgrading of enforcement intensity and supporting publicity in regions with bad crash records.

- systems for regional monitoring and evaluation of enforcement intensity and outcomes including speed distribution, RBT distribution and seat belt usage rates.

Speeding - increased safety through improved compliance with speed limits that better reflect relative safety of different roads and well publicised reduction of road enforcement tolerances.

- rationalisation of speed limits ie higher on low risk sections and lower limits where risk is high.
- review demerit points for speed offences to better reflect risks involved eg. possible increased penalties for urban offenders.

Rural Measures - implementation of measures coming from the recent Wodonga Rural Road Safety Seminar.

Drink Driving - upgraded and continued emphasis on drink driving enforcement and public awareness generally and targeting of drivers who continue to drive at high BACs.

- a proactive program could include initiatives such as license checks for all drivers with BAC over .02.
- compulsory carrying of licenses and periodic random license checks at RBT tests.
- license revocation and publicity to deter unlicensed driving.

Pedestrians - development of programs to reduce the number of pedestrians killed or seriously injured.

Driver Fatigue - causes of driver fatigue and ways of correcting it will be addressed.

Older Road Users - development of programs that address the problems and vulnerability of older road users.

Information Flow - development of a process for reporting at local community level about national road safety and trauma strategies, policies and actions.

Other ongoing actions supported by the review Conference :

Community Awareness - provide the community with a better understanding of police role in road safety programs.

School Education - accelerate development of school based programs and involvement in the national strategy.

Young Driver Training - comprehensiveness of driver training reviewed and competencies for new drivers identified.

Data Linking - accelerate the establishment of effective linkages between data bases held by health agencies, police, roads & transport and insurers.

Data Management Plans - development of management plans by States/Territories to facilitate improved data quality between agencies and between jurisdictions.

Resourcing - identify additional (non-government) resources for road safety and trauma programs.

Safety Audits - complement road safety audit programs.

Intelligent Transport Systems - monitor new cost effective safety related technology and intelligent systems.

Vehicle Standards - Action Plan will place increased emphasis on vehicle and road safety standards.

Employers and Fleet Purchasing - employers to adopt road safety codes being developed by authorities. Large fleet owners to adopt purchasing policies with emphasis on safety of vehicles.

Blood Testing - mandatory blood testing for hospital admissions in fatal and serious accident victims and enhanced methods for drug testing.

The *National Road Trauma Advisory Council* has completed its five year term of office. It will be replaced by a newly constituted body with a different membership, titled the *Australian Advisory Committee on Road Trauma*, whose role will include the ongoing monitoring of the National Strategy.

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This is as complete a listing of SA motorcycle clubs and organisations as we could compile. Clubs should advise of preferred information and of any corrections. As space permits more will be added. Thanks to Tom Griffin for the compilation.

BUSH PIG RALLY REPORT by Steve Tyler

Traditionally the second weekend in September is Bush Pig rally time. The Bush Pig is the third and final MRA organised rally of the year. It's put on by our oldest Register, the Mid North at a great little private land site a few ks out of Snowtown. It's a pretty laid back affair with an emphasis on families. Cars are quite welcome so long as they contain spouses and/or children of rallyists. Another tradition is the pig on a spit, which was again present this year.

Due to the bane of every rallyist, WORK COMMITMENTS, Friday was not an option. Damn! I really do prefer to do the Friday of a rally as the extra night away and extra time in the rally atmosphere makes for a more enjoyable weekend. Got going a little later than planned on the Saturday morning and as this was the first rally for my little 500, I figured that the direct route would be best. Pretty windy and boring stuff until Port Wakefield, after which the road, winds and scenery become much more pleasant.



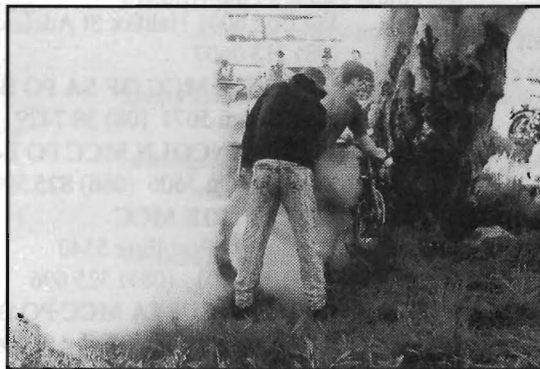
Entering the property from the dirt road we are greeted by a cute little sign on the fence warning "Beware of Motorcycles". The track in wasn't too bad although the short bit cut through the crop was a bit unusual. Got to the control tent, right down the back of the site (where there's a rainwater tank and electricity) and was welcomed by the ever affable Greg 'Don't you need a ladder to get up on that thing? Stevens who was in charge of taking the money and issuing the badges. Some-thing different from other MRA rallies, the Bush Pig badges are numbered, so you're automatically in a draw for prizes. Finally got to meet the elusive "Toot' Bunnett, the Mid North's often missing President, who was in the tent with Greg selling booze. The guys did a sterling job, staying in the Control tent most of the weekend, up to about 3 am keeping the rallyists filled up and payed out.

The site was pretty green and lush, although the grass hid a few errant rocks. I did some catching up and meeting people, many riders bringing their families along and the kids seemed to be having a great time. The site lends itself well to a family rally. Not such a big crowd this year but despite the numbers it was an excellent rally, if you didn't go then you missed out badly.

Mid afternoon was Gymkhana time, with separate events for the kids. Despite the numbers at the rally, there was no shortage of contestants for the gymkhana events. Rob and 'Bugle' of the Yowies did rather well - they didn't need to buy any port! Malcolm Hill of the Mid North again won the slow race and the Stoneman family also won their share of the port with success in the relay and the donut competition. The slippery grass made for some pretty spectacular riding and some interesting drops. Certainly the best gymkhana I've seen this year!

Then it was on to the burnout competition. I realised then that I had picked the wrong spot to pitch my tent! Right in the firing line! I closed it up and hoped for the best. Yowie Norm couldn't get the ZZR1100 to smoke up, fellow Yowie Rob had a good try by needed the extra rubber to get home. A few other triers had a good go but it was left to Trevor on his XS 650 to show them how it should be done.

As light turned to dark, the stomach started to rumble and the mind turned to thoughts of food. I knew that the rally would be catered again this year. The traditional Pig on a spit was there along with some other goodies courtesy of the Mid North's Cockburn Brothers. For \$4.50 I got this over-filled plate of pork and vegies and a baked potato the likes of which I've never encountered. I never knew baked spuds could be that good! Excellent value.



After all that good tucker it was time to turn up the port intake valve! Did the usual fire crawl and jabber jawed my way through the night helped by copious quantities of whatever came my way. Greg Stevens did his best to make

sure that every one with a fire received the usual (fire bomb) blasting and by 3am most of us had crawled into our tents.

Got woken up in the morning by the Redbacks packing up and got up for salvation in the form of a cup of coffee. No trophies at the Bush Pig, just a raffle draw and a give away of left over beer and softies as prizes.

The Stiff Shit Award should go to Lyn Tyreman who came off on the way in, lost an argument with a Tek screw while at the rally and hit a horse on the way home. Well that was the Bush Pig! Keep early next September free, don't miss out.

RADIATA RALLY

by Steve Tyler

I finally got to the Radiata! After years of prompting and coercion from the South East Register, it came together.

The weather at this time of the year is always a bit iffy and the ride down to Rennick, just over the border in Victoria, was overcast and cold, but thankfully dry. I took it easy and got there in just over 6 hours on the now unfaired Z. The track in felt fairly firm, not as sandy as its reputation! Crazi had been out the previous weekend to clear it up for the rally.

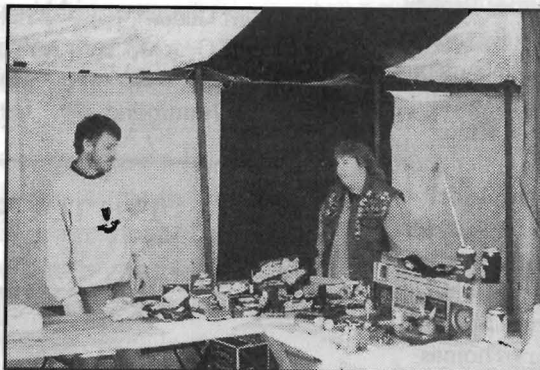
I was met at the control tent by Crazi and Heather, who did an admirable job of manning it for the whole rally. After plenty of catching up I pitched my tent and caught up with a few people. This was the tenth Radiata and so a special one for the Register. There were many faces from the Register's past, including their founding President, Greg "Spider" Morrison, John "Crittter" Critchley, Roger Williams, Chris "Cadbury" Hortop and even "Coogee" came to visit.

The Friday evening went down quite well with much entertainment to be had at the expense of "Spider" who had recently undergone surgery of a very personal nature. Even though the "H" word was taboo, the conversation always managed to move around to "Piles of bikes" or "Piles of firewood" etc. We also had Bob at our fire. He had ridden his beautifully restored 1942 WLA Harley all the way to Rennick and later almost picked up the Longest Distance Award and took away the Best Bike and Oldest Bike and Rider Combo.

While we were revelling Acting Register President, Alan Masters, was running around welcoming people in, trying to keep the site organised and letting off fire bombs and getting inebriated like the rest of us.

Saturday morning dawned fine with quite a few riders taking the opportunity to get out and do some sightseeing in the surrounding area.

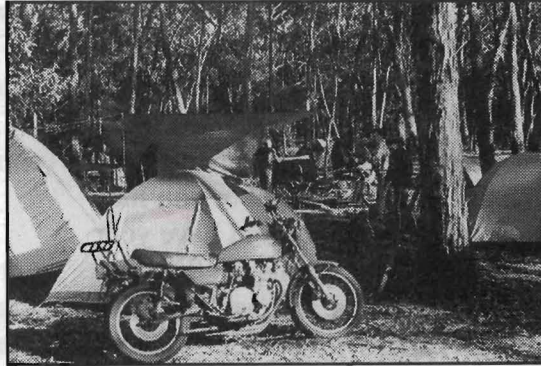
Although there was already a good crowd on Friday night, the rest came pouring in, notably the Roadrunners and the South West Tourers, two Victorian clubs which always support the Radiata well.



The ages and varieties of bikes were many and included modern Harleys, plenty of BMWs and Goldwings, many with

chairs or trailers. There was a pre RD type Yammie twin, an old Z200 from Warrnambool, a nice 1971 BSA 650 fitted with a '64 model engine, plenty of old Honda Fours and a few old Z type Kwakas. Others noted were a six cylinder Goldwing, a ZZR600, a Fireblade and a Ducati with an outfit.

Due to the landscape of the Rennick site, a gymkhana is pretty well impossible, aside from the burnout block. However, the large crater makes a terrific amphitheatre for non-bike events like the bungee-pull. Pastie tried to MC, but



the loud hailer was on the blink. His voice crackled out of it in a manner decidedly like a Dalek and was shouted down with calls of "EXTERMINATE! EXTERMINATE!"

There was not much enthusiasm for the

burn out competition this year, so it became a non-event. Due to the cold there was even less enthusiasm for the wet jock and t-shirt competition.

After many tries, including the use of fossil fuel additives, the bonfire got started. Although the weather was dry, the wood was damp, but once it got going, the fire was huge. This year there was a musician for extra entertainment, but unfortunately he cooked his amp, but being a trouper he continued without it, sometimes having helpers coming up and singing with him! Come Saturday night, we enjoyed the camp oven cooked roast dinner and accompanying lubricants.

The South East Register certainly put a lot of effort into the Radiata every year. The raffle prizes were the best I've seen, all sorts of motorcycling gear, plenty of rally type stuff and even a smokeless griller! Most of them were donated by local businesses in the area. Thanks to them for their support.

Sunday morning seemed to come along all too quickly, especially for those with hangovers. The raffles were duly drawn and trophies handed out, in pretty comical fashion with Pastie MCing. I had bought more tickets than I usually do as many of the prizes were very desirable and would have come in handy for future rallies, but didn't win a bloody thing!

Another Radiata has come and gone and an excellent event it was. See you all there in 1996!

10 YEAR MEMBER BADGES

Christmas has snuck up on us once again which of course means the MRA SA Christmas drinks celebrations will also soon be coming up, so I have compiled a list of members who may be eligible to receive a Ten Year Membership badge, which we will be presenting at the Christmas drinks. As much as we would like to give these badges to our long standing members, we are not in a financial enough position to do so. However, these badges are available at a minimal cost of \$5 per badge and \$1 for postage and packing for members who want their badges but are unable to attend the presentation. If you are a register member you may like to approach your own committee and have your own register presentation and if this is the case please contact Harald Lindemann and we will make arrangements for your badges to be sent to your committee and they can present them to you in person. If your name appears on the list below and you have already received your badge could you also please contact Harald as no accurate record has been kept for recipients of badges and therefore this list is ever growing.

Andrew Adams	David Gunner	Peter Morris
Robert Allan	Aidan Hanafin	Stephen Mutton
Robert Alfred	James Hanafin	Craig Nesbitt
Anderson	Malcolm Hill	Garth Offe
Renfrey Ansell	Harvet Holberry	John Parsons
Brian Bayley	Christopher Holmes	Henk Polljonker
Peter Bernado	Chris Hortop	Joyon Porter
Kenneth Binns	Robert Jarvie	Raymond Potter
Alan Boreham	Geoffrey Jenke	Charles Brown
Daryl Jonathon	Christopher Prosser	John Reynolds
Stuart Bunnnett	Christopher Jones	W. Richardson
Ian Buys	Trevor Jones	Barry Rowelt
Peter Charlson	J Kampouropoulos	David Rutter
Bob Charman	Gordon Kerr	Alexander Scott
Roger Clothier	Greg Kessell	Loren Seidel
Ian Crichton	Mike Ketteridge	Antony Shanks
David Daley	Stephan Laister	John Somers
Allan Dawson	Craig Liebelt	Greg Stevens
Adrian Dormer	Phil Lock	James Strachan
Sandor Eszenyl	John Lynn	Gary Thomas
David Fisher	Russell MacKenzie	Richard Thomas
Steven Fry	Chris Madigan	Dale Tremayne

David George	Leslie Mc Millan	Igor Tmovsky
Lance Gillies	Geoffrey Mc Rae	Roger Trudgen
Ron Godfrey	Francis Milligan	Stephen Wade
Richard Graney	Robert Mills	A Wesolowski
Bryan Greenham	Gordon Milne	Peter White
Thomas Griffin	Ian Milne	Raymond Witty

Ken Skelly Memberships Secretary

NEW MEMBERS - WELCOME

On behalf of the MRA and it's members I would like to take the opportunity to welcome our new members who have joined up over the last 12 months.

Colin Arbon	Michael Henderson	Mark Schild
Kelvin Aslin	Shaun Henderson	Mike Schneider
John Bates	Mark Himsworth	Brendan Sinnott
Mick Bienke	Graham Hodgson	Mike Spiteri
Paul Billingsley	Ross Kennedy	Gary Stalenberg
Colin Blackhall	Andrew King	Terrance Stoter
Alan Bradley	Alexander Kuske	Peter Szermenda
Sydney Brereton	Damian Larser	Bronwyn Taylor
Greg Butler	Barry Leddy	Craig Thompson
Curt Cizakowsky	Peter Lee	Ian Thorne
Jan Cornish	Daryl Lloyd	Ron Tiessem
Phil Crompton	Dave martin	Paul Trudgen
Jim Crosbie	David Mather	Murray Tune
Gary Dagnall	Frank Mohan	Allan Tyreman
Rick Davidson	Eric Newsome	Nicci Viney
Brett Davidson	Etienne Odwell	John Watson
Bill Davies	Merridee Parker	Rob Wells
Trevor Deen	Jonathon Peterson	Alan Whitaker
Barry Edwards	Siegfried Pohlenz	Harvey Whitelock
Barry Etheridge	Stan Pollard	Lewis Whittaker
Brenton Fountain	Stewart Pope	Andrew Whyment
Jeff Gaden	Peter Quee	Peter Wilmshire
Jeff Gear	Trevor Rainsford	Mark Wood
Mark Habel	Jamie Roy	Richard Woodgate
Ian Hammond	Laurence Ryan	Phillip Youl

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REPORT FROM THE AMC CHAIR

Today I attended on behalf of the new-look Motorcycle Safety Consultative Committee. The meeting was staged by the Federal Office of Road Safety at their offices in Canberra.

I was joined by our new Secretary, Peter Deighan who attended as an observer. Other groups present were from NSW Motorcycle Council, NSW Police, HART, MRAA, Federal Chamber of Automotive Industries, Australian automobile Association, a representative of the banking industry and various FORS reps. Pat Giles from the Parliamentary Secretary's staff and Neil O'Keefe, the Parliamentary Secretary attended.

We approached the meeting with some degree of concern that by making it bigger, it would be less effective. I am not sure that those concerns have been satisfied, but we will see how things work out.

The Terms of Reference of the new committee were agreed upon. From some comments made later in the meeting, it seemed that some of the rider reps present did not realise that this meant that the new committee had now changed from being a rider forum into a rider/industry/community forum on motorcycle safety. AMC has no problem with this, but we do think that there is a lack of other federal Government bodies present. We also have to be aware that this is not the only forum for having a say where it counts.

FORS tried hard to get the people present to agree on a work plan, which is something that the Parliamentary Secretary wants. The idea is that the committee should think about what it should do over the next three years. They did not have a lot of luck, but some items came up as being issues that needed to be looked at in depth. These are alcohol, speed (kph), youth, inexperience and non-compliance with licence laws and restrictions. Some items that came up but were not popular were; motorcycle design, driver awareness of motorcyclists, general education about riding and improved accident data collection.

FORS were also asked to put together a list of what has been done in the past by the previous committee, so that we know our starting point. FORS will write a draft plan in the next three months and the plan will be considered at a meeting on 13 December 1995.

Public education was discussed. We had already commented on some proposed advertising campaigns last year. More work had been done on those. The agency doing the testing explained that it was very difficult to get messages to both riders and drivers in the one campaign. The favoured campaign seems to be one based on billboards on service station forecourts, aimed at riders and drivers and explaining why we use the road the way we do.

Ausroads is doing a research project into roads and roadside furniture. Peter Mount is the AMC Rep on the working group. The project will take about a year and the outcome will be a monograph for the use of road authorities on motorcycle aspects of such things as road surfaces, road markings, traffic devices and traffic barriers.

FORS are sponsoring a study of crashes in Melbourne carried out by the Monash University Accident Research Centre. This will include interviews with riders who have not had crashes. Part of the aim is to get some idea of what the differences are between riders who crash and riders who do not. This sort of case control study has been lacking up until now.

The Queensland Government has a paper circulating that seems to be suggesting that the voluntary rider training scheme in that state be wound down. FORS will follow this up. There was general agreement at the meeting that rider training is a good thing.

Perhaps this new forum will prove to be a good thing for us, but either way we have to be involved in any forum which discusses issues affecting us riders that are not covered by other committees on which we have representation. The future will reveal all.

Hal Caston AMC Chair

FROM THE AMC BULLETIN

The Australian Motorcycle Council has published the first issue of its quarterly magazine which will consist of what's on in the motorcycling road safety scene, the political scene, interesting snippets and what the AMC members are up to in their home states. The Centrestand will be lifting information and articles from the Bulletin for your edification - so here goes

AMBO BIKE TRIAL SAVING LIVES

A 12 month trial by the NSW Ambulance Service has found that paramedics on motorcycles reduced response times by almost five minutes in inner city areas and cut travel costs by \$6 846 a year.

As a result of the findings, the Service has established a Motorcycle Rapid Response Unit, with two K1100 BMWs converted to the purpose. The CEO of the Service said that the response times were crucial in cardiac arrest cases where the patient needs attention within four minutes. The use of bikes has led to a 28% success rate in such cases - the accepted success rate in the US is 1% to 2%. "The bikes have worked beyond expectations", he said.

The Sydney Ambo Service are so pleased with the success of the trial that they have decided to continue the use of motorcycles in the CBD, increase the number of bikes to three and expand their use to the Western suburbs. (Sydney Morning Herald April 1995)

VIC SPEED CAMERAS TO PRIVATISE

Police speed cameras are set to be put to tender in Victoria by the end of this year. Speed camera operations raises %50 million annually - an average of \$1 million a week - for State Government coffers, with 23 million cars monitored and 442 278 infringement notices issued in Victoria during 1994/95. Victoria Police operate 54 Speed cameras at 2 500 sites.

The Victorian Police Assistant Commissioner for traffic and operations Support, Graham Sinclair, supports the 'outsourcing' of speed camera operations with operators, technology and staff to be provided by an outside agency. Supervision, policy

development and hours of operation will remain under police control.

"We have steadfastly said that [speed cameras] are not a revenue raising exercise and as far as we're concerned that's the way things will stay," he said.

Mr Sinclair also said there are no plans to privatise other traffic management operations. (Herald Sun August 1995)

RIDER TRAINING UNDER REVIEW

By Ken 'Flapper' Terry, MRA Tasmania Vice President Well, who would have thought that from having virtually no political activity prior to the AMC Conference we would suddenly be thrust into a battle with the Department of Transport and Works?

The rumours about pay cuts to the Rider Training instructor's salaries became reality and MRA Tasmania saw this as an opportunity to attack the government on a whole range of subjects. These ranged from the instructor's pay cuts to the Review into the Rider Training Scheme as a whole and of course, the long running issue of the \$7 levy on motorcycle licence holders.

After attacking the Minister, Mr. Braid, in the media, he surprised us all by coming clean and releasing much more than we could have hoped for. He revealed that the review was highly critical of the way his department had managed this scheme and also intimated that a form of privatisation was now a viable option.

He then shocked us further by stating that he was considering scrapping the \$7 levy which had been paid by all Tasmanians holding a motorcycle extension on their licence for the last six years. he also stated that all accumulated funds raised by the levy would only be spent on rider education and that he would be actively seeking help from all interested parties, including the MRA.

So as you can see we're going to be rather busy but we will endeavour to keep you up to date.



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- Falsely represent that goods are new.
- Represent that goods or services have sponsorship, approval, performance characteristics, accessories, uses or benefits they do not have.
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