

# CENTRESTAND

JUNE 1996



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INCORPORATED  
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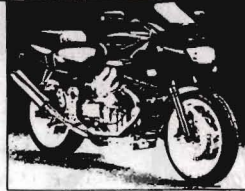
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Brenton Hounslow



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**MOTORCYCLE RIDERS**  
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**Swaggie Rally. Photo by Steve Tyler**

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**EDITORIAL**

With apologies to Mr Grahame, "There is absolutely nothing half so much worth doing as simply messing about with bikes". This is borne out by the time spent riding no where in particular, alone or with friends, on the spur of the moment or with an organised group, by the time spent cleaning bikes, talking bikes, reading about bikes, watching bikes and drooling over bikes. Sometimes it's just enough to be sitting in the shed with the bike, away from the cares of the world thinking of the times had and the times to come. Even non-bikers agree that we are on to something special judging by the number of heads we turn as we ride by. This is something we share with all riders - so enjoy!

**Ride Safe Harald**

## MRA SA NOTES

### 10 YEAR MEMBER

- Steve Tyler travelled from Adelaide and did a wonderful presentation to 10 year member Vicki Eales who ended up with a stiff neck from looking up to him. And yes, Vicki is taller than 4'6". Steve must have been wearing high heels. As well as being a long time member of the MRA Vicki has done service as President of the South East Register and in various committee positions. Congratulations Vicki!



### SOFT TOPS

- An Alabama state trooper arrested a motorcyclist who was wearing a plastic bucket in lieu of a helmet. If you think that this is a bit unbelievable, there was a lad in Darwin who bought a Yammie DT250 and couldn't afford to buy a helmet so he only rode the bike at night wearing a dark blue plastic ice cream container on his noggin. Yes, he finally got booked proving the old saw that you can only fool some of the people some of the time.

Then there was the woman who was pulled over by a motorcycle officer. She said that there were four motorcycles in front of her and she was trying to pass them. Since there was only one motorcycle she was arrested for DUI.

*(Thanks to MRA Tas newsletter)*

### A STATISTIC

- According to the RAA we make more than 3.5 million trips a year in metropolitan Adelaide. Of those trips 73.5% are by car and 0.5% are by motor cycle.

### THIRD PARTY RISES

- It has come to our attention that due to the recent massive motor accident payout to actor John Blake, that all third party premiums have substantially increased and that motorcycles have especially been affected. We will be following this up with an article in the next edition of Centrestand so that you will know what to expect.

### BUSH PIG RALLY

- This is organised by the Mid-North Register of the MRA and will be held on the weekend of **Saturday 14 and Sunday 15 of September at Shadwell Gap Road, 5 kilometres West of Snowtown.**

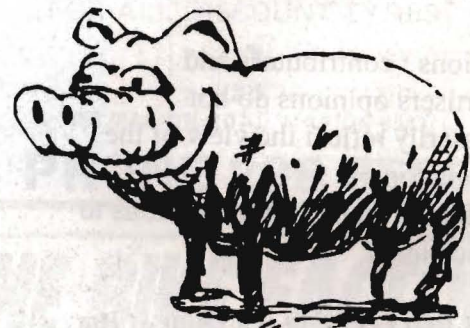
The rally is fully catered for with booze and food available on site. Plenty of wood and water will also be available. Only 100 badges have been struck, so be early. No attendance - no badge and that includes pre-paids.

Cost of the rally is \$10 prepaid for Boars and Sows, \$12 late entry and piglets are free.

Cheques to be made payable to :

Mid North MRA

P.O. Box 37, Snowtown, 5520



**NO GLASS - NO FIREARMS - NO AGGRO**

## PRESIDENT'S REPORT

Every now and again organisations need to take a good look at themselves and assess where they are going and what they are achieving. This is not collective navel gazing as some might think, but if done constructively, to identify areas of strengths and weaknesses, can help to provide an impetus to improve the effectiveness of the organisation and provide better services for its members.

The MRA is currently engaged in an assessment of the effectiveness in which it is achieving its aims. Essentially this has come about through Committee members questioning the amount of time and effort which the organisation expends on one event - the Toy Run.

It has been noted that most of the MRA's committees, the General Committee, the Toy Run Committee and the Rally Committee are essentially the same people and that deliberations of these committees often end up becoming Toy Run Committee meetings themselves. One committee member went so far as to say that the Motorcycle Riders Association was in danger of becoming the Toy Run Association as we seemed to do little else but prepare for the Toy Run. Now this was not the general feeling, but it highlighted a problem.

Some time, about four years ago, we held a fairly extensive survey on member characteristics and what they wanted from the Association. Members said that while the political side of the organisation was important, they wanted to see a more active social side. Since then we have worked on this and the result is more runs (at least four per year), a revival of MRA rallies, speakers at General Meetings (short lived) and social sips.

The Toy Run has also been seen as part of that and has been expanded to a larger social occasion for all bikers by the provision of more food and trade stalls.

It was fairly apparent that the biggest success of the MRA has been the Toy Run and it is therefore clear

why more people would want to spend their time working on it to make it all the more successful.

This has come however, at a price. The price is that as more of the working committee members spent time on the Toy Run, the less time they had for other matters, like chasing up the latest road safety developments, actively working with the AMC and attending to things like memberships and stock development. In short, we recognise that to a degree we haven't been taking care of business as we expected that we would.

The upshot has been that the General Committee (25 members) has asked the Executive Committee (4 members- President, Vice-president, Secretary & Treasurer) to provide some guidelines by which the Association can improve its performance. In light of the discussions on the above matters, the areas which it was asked to consider were :

- (1) to clarify the duties and performance requirements of officers of the Association,*
- (2) to formulate a reporting mechanism through the committee system which was more effective than that currently being used, and*
- (3) to formulate a standard meeting protocol for all meetings so as to make meetings more effective.*

The Executive Committee has met and come up with a number of suggestions which should, as a first step, improve the effectiveness of our meeting time and improve the quality of the time which active members are able to put into the Association.

Some basic rules of meeting procedure are necessary, a tightening up of allowing only committee members with portfolios to speak at committees and to do preliminary work, and limiting the number of sub-committees on which members of the Executive Committee can be actively involved are a few of the things which will help focus the activities of office holders and people who have nominated for jobs on sub-committees. More on this next issue

Stay Upright Harald

**TREASURER'S REPORT****GENERAL ACCOUNT 25/03/96 - 2/05/96****OPENING BALANCE: \$ 3 852.18****INCOME**

Membership	\$ 740.00
Sale of Stock	361.50
"Centrestand" Advertising	460.00

**\$1 561.50****EXPENDITURE:**

Telstra Service & Equipment	77.40
Calls	19.95
Charges	38.75
Australia Post - PO Box Rental	115.00
March 'Centrestand'	296.74
U-Store-It Space Rental	66.00
S Tyler Out of Pocket Expenses	28.75
AMP Insurance Quarterly Payment	133.48
Bridge Print - March Centrestand	510.00
Bank Charges	0.45
GDT - May	3.10
FID - December	0.72

**\$1 290.34****CLOSING BALANCE: \$4 123.34****TOY RUN ACCOUNT 26/03/96 - 27/05/96****OPENING BALANCE: \$ 1 259.61****INCOME: nil****EXPENDITURE:**

Mixer - 1994 Toy Run	\$ 500.00
Mixer - 1995 Toy Run	500.00
Bank Charges	1.88
GDT - April	0.30
GDT - May	3.00

**\$ 1 005.18****CLOSING BALANCE: \$ 254.43**

Ian Marlow Treasurer 27/5/96

**ERRATA/.BOO BOO/ SLIP UP/ ERROR/  
BLUNDER/ BLOT/ HOWLER/ BOTCH**

*My apologies. In the last issue of Centrestand, due to some errors in transcription the figures in the Toy Run Account Report do not quite add up.*

**INCOME** : The figure for Membership should be \$1 361.00 not \$1 361.20 The **TOTAL** for the Income should be \$11 303.30 not \$10 471.80

**EXPENDITURE** : Include an item 'Transfer to Great Escape Account \$1 500.00' and the column will add up to the \$15 226.96 as stated.

Harald

**ANNUAL GENERAL MEETING**

The Annual general Meeting of the Motorcycle Riders Association of south Australia Inc. will be held on Monday 23 September 1996 at 8.00 pm at the Governor Hindmarsh Hotel, Port Road, Hindmarsh.

All the positions of the Association listed below will be declared vacant and the 1996-1997 Committee will be elected.

President  
Vice president  
Treasurer  
Secretary  
Editor 'Centrestand'  
Membership Secretary  
Register Liaison Officer  
Stock Control Officer  
Publicity Officer  
Road Safety Officer  
Minutes Secretary  
General Committee Representatives (8)



All financial members of the MRA SA Inc. are eligible to stand for election to one or more of the above positions. Nominations should be in writing to the Secretary of the Association prior to the beginning of the AGM.

PAUL MORGAN  
SECRETARY

**VICTOR HARBOUR POKER RUN**

The day of the Poker Run started out looking really bleak, with the sky full of dull, heavy looking clouds. All the usual crowd were at the Governor Hindmarsh when I arrived and we sorted out the route maps, cards etc. as more and more bikes arrived. There were around 30 or so eventually ready to go, with a new BMW Funduro, a Z1300 and a V Max being among some of the notable machinery present.

When everyone had obtained their first card, we set off to follow the Whale through the City and up into the Hills via some winding roads to the first stop at Balhannah. After a lot of socialising, not to mention coffee and cake, the second round of card selection was eventually completed and we set off again to chase the Whale!

As we wound our way through the hills the weather was definitely on the improve and I began to wish that I had not worn the waterproof gear as it was becoming a trifle steamy in them! The ride went through Echunga and on through the forests to Willunga where we paused yet again.

It was here that the Whale produced his mobile phone to warn the publican at the finish of our coming, when he remarked "I wonder if I can get access here?" When I said that it might be difficult the Whale pointed at the Mobilenet tower that we were almost parked under!

Gosh, Chucky! They're everywhere!

The next stretch was on to Mount Compass, dodging four wheel drives pulling boats, to get to the lookout outside Strathalbyn City limits. More cards and photographs were taken. Then it was on to the finish, which was at Langhorne's Creek.

Much feasting ensued, whilst the organisers sorted through the strange combinations of cards that you always get at these events. Much to my surprise I won second prize, which meant that I had a fun ride and feed all for free.

Many thanks to the Whale (David Povey) and his helpers for putting on this activity. I'm looking forward to the next Poker Run, which I understand is the Annual Run To The rocks on Sunday 18 August. I'll see you there!

Uncle Pervie

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**4B'S REPORT**by **Greg Janzow**

The 4B's continue to provide their service to the motorcycling community. Hospital visits are going OK with the RAH and Flinders covered on a regular basis. Sammi, Guy, Andrew and I do the RAH each week and Dave and Steve check out the Flinders when they can. Things have been fairly busy recently. I should also mention the great work done by Craig Kerley up at Port Pirie. He has been visiting the hospital up there for some time and keeps in touch with us. Good on yer, Craig!

For Christmas dinner at the Flagstaff we had a good turnout and a beaut meal as usual. (I was late as the Chrysler decided to vapour lock outside the RAH. Very Embarrassing!) One of our guests was Carlo, an RAH patient from Germany stranded in Adelaide for the festive season. Poor bloke broke his BMW and himself while avoiding a kangaroo in the wilds. He was shown some Aussie hospitality and spent Christmas with our family and with friends he had met while riding around.

Occasionally I receive calls from places like the Julia Farr centre seeking help for patients during rehabilitation. Some need assistance in getting about to social activities. Andrew has recently helped one person by driving him to his weekly sporting event. He has also offered to visit the Julia Farr Centre in future.

Sammi has always taken a keen interest in the causes of motorcycle accidents and injuries. She has been in consultation with the Department of Road transport over some time and with the Accident Research Unit, over issues to deal with motorcycle safety. Issues such as roadside barriers and other road furniture have featured in discussions. Next year she intends to take some leave from work and further her enquiries.

We have had to make a change in meeting times for the 4Bs. We will now meet on the first Thursday of the month, starting in June, instead of the second. The same venue of course, the Flagstaff Hotel in Franklin Street.

There has been no change to the Blood Donation day - still the second Thursday of the month every third month, 4 - 7 pm. The next one is in August.

**BLOOD DONATIONS**

**We are meeting at the Blood Bank at Red Cross House, Pirie Street, City to donate BLOOD!**

**Why not come along - first time bleeders welcome.**

**DATE: Thursday 8 August**

**TIME: Donate between 4 & 7 pm**

Last time I went I was told that I couldn't give blood any more, which is a bummer! So someone out there please take my place and encourage others to join you. The blood bank needs all the help it can get!!

Cheers ! Greg

**LINE MARKING PAINT**

A recent parliamentary Question On Notice was put to the Minister for Transport, Diana Laidlaw which may be of interest to members.

**Question :** Have the painted markings on State roads been assessed to determine whether they are too slippery for motorcycles, especially in wet or cold conditions and if so, what were the results and does the Minister propose the use of paint that would provide a better grip by motorcycle tyres?

**Answer :** In the early 1980s, the Motorcycle Riders Association raised the issue of motorcycles slipping on road marking paint, in particular on the arrows and stop bars at intersections, with the Department of Transport (DoT).

In an ongoing commitment to improving safety for road users, DoT undertook extensive laboratory and field trials to address the issue. Under the recently let line marking contracts, the contractors are required to continue to add quartz to these line markings which means that motorcycle riders will continue to receive the same level of safety.

This line marking process is working satisfactorily and has been accepted by the Motorcycle Riders Association. *(More next issue Ed)*



## AUSTRALIA'S RURAL ROAD SAFETY ACTION PLAN

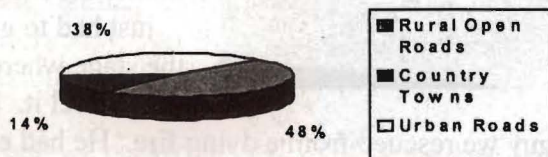
For Australians living and working on the land or living in towns and travelling to and from work, a car is an essential requirement for business, recreation and entertainment. For Australians who must travel vast outback distances, a car is not a luxury item, but an item they simply cannot do without.

As many Australians die in rural car crashes as in city car crashes and most rural car crashes involve rural drivers. A high proportion of rural crashes are related to alcohol, excessive speed, not wearing seat belts and fatigue.

Rural community attitudes to road safety are beginning to change but rural communities should see road safety as a major issue affecting their community and one they can do something about. Rural open road crashes cost the community about \$3 billion a year.

From the time of the first National Road Safety Strategy and Action Plan, rural and remote road safety has been recognised as an important issue. The *Rural Action Plan* (developed in 1995), is designed to highlight rural road safety and initiatives pertinent to the causes of crashes in rural Australia.

Nearly 50% of all fatal crashes occur on rural open roads. A further 14% occur in country towns with less than 50,000 residents.



***Location of Fatal Road Crashes Australia 1992***

Recent improvements in the nation's road toll have been greater in urban areas than in rural ones. In public health terms (deaths per 100,000 head of population), road trauma is far more acute for residents of rural areas than those of capital cities.

### DIFFERENT ISSUES IN RURAL AREAS

While there are many road safety issues that are equally relevant to urban and rural areas, there are vast differences between traffic conditions on interstate highways and rural roads on the one hand and urban streets and arterial roads on the other. These often call for different countermeasures:

- Higher speeds result in more severe injury in crashes that occur on rural roads.
- Fatigue and the combination of drink-driving with failure to wear seat belts are more common in rural crashes.
- While pedestrian crashes are less frequent, high-speed, single vehicle run-off road crashes are much more frequent in rural areas.
- Loss of control is a frequent factor in rural crashes. This often results from vehicles running off roads on curves, particularly on roads with unsealed shoulders.
- First aid is more readily available and response times of emergency and trauma recovery services are much shorter in urban areas.
- Enforcement of traffic laws by traditional means is very difficult and expensive on remote and low-volume roads.
- Alternative transport options are much rarer in rural areas.

Contrary to popular opinion, most road crashes in rural Australia involve people who are residents of rural areas. Data from New South Wales, for example, shows that in many country regions, more than 60% of accidents occur within five kilometres of home. There are indications, however, that during holiday periods the involvement of city and interstate drivers in serious accidents does increase, reflecting the greater amount of long-distance driving at such times.

*continued Page 14*

## GREAT ESCAPE RALLY III

The Friday morning of the rally dawned bright and not so clear with all of us anxiously watching the skies for any sign that the rain would be a problem for the weekend. We needn't have worried.

My first job was to do some shopping, collect the Volvo, the coldroom, the meat, the donut mix, the booze and get to Dave Vaselli's place by 11 am. I was only half an hour late and by 12 we



were on our way in convoy, after waiting for Dave to fill up with petrol, myself with the coldroom in tow, David with a trailer, Paul Morgan with the other Volvo and a trailer and Uncle Pervie riding drag, just in case any bits fell off on the way.

The drive up was pretty exciting at 80kph most of the way. The break for lunch at the Kapunda pub was welcome. We arrived at the site at around 2.30 pm and proceeded to set up.

Surprisingly we found that some bikers had already arrived and had been set up for a day. One brave soul wandered over to say hello and ended up helping put up tents. He was later fed for his trouble. This year saw us put up the new marquee which operated as the control tent. No problems, once we worked out who was in charge - no one was, although some had to be dissuaded of this.

So who came? Old friends and new.

John came on the new chookie, Chester came camouflaged, Uncle Tom paid a visit, one chap came to practice for the World's End, Dean came in style on the Harley, so did David on a BMW not his own, Ken came on the latest Honda flagship wondering whether he had made the right choice and all came for a good time.

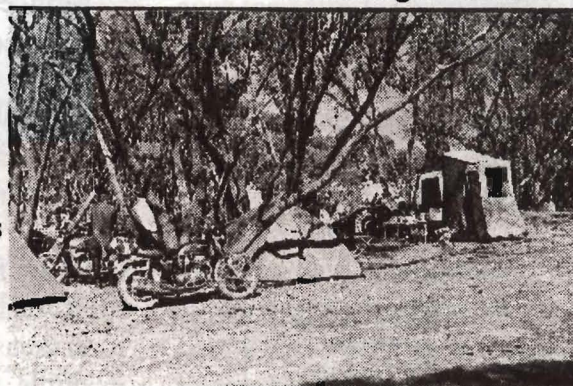
And what was new this year? Well, we bottled some port to sell, as last year people who didn't win a prize in the Gymkhana offered to sell unmentionable bits of themselves for a sip. We very quickly sold out.

We brought extra food so that we wouldn't run out as we did last year. We were half right as we didn't run out until Saturday night, just around about the time that we ran out of drinkable beer. Bikers don't drink light (Ptui). We even ran out of coffee!

The BBQ that night was kept busy with people wanting steak sandwiches, with egg, no make that two, with onion, I'll have a sanger sandwich, no two, It's getting a bit crowded here, ham steak for me and two more steak sandwiches, you've got shaslicks, throw one on for me, and I'll have a few donuts while I wait - get the picture?

A quick trip or two to the local shopping mart, pub, and the local butcher in the middle of the night, while he was renovating his butchery I might add, kept the multitudes supplied with loaves, fishes and the occasional amphora of amber fluid. Next year we'll bring even more food, drink etc and you

better all be there to help us consume it.



Both Friday and Saturday night were full of good cheer, and so were we. I blame the cold, we just had to get to the stage where we didn't feel it. Like

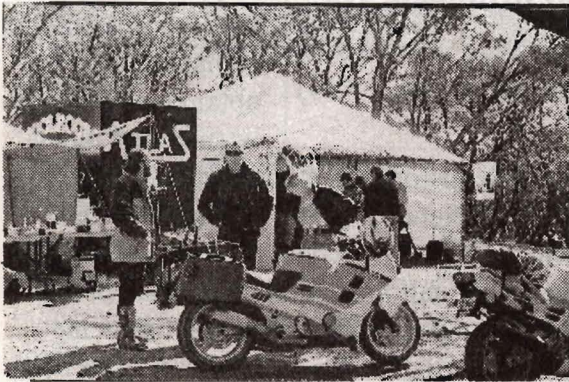
the guy we rescued from a dying fire. He had come to the rally without any gear and ended up sleeping near his fire wearing his helmet for warmth. He ended up in the MRA tent along with the rest of the lost boys.

*Continued on Page 11*

**GREAT ESCAPE RALLY III cont.**

People had been arriving all day as well as much of Friday and we ended up with around 130 people. We ran out of badges so next year pre pay or get there early. This was the first chance that we had to use our new marquee and pleased we were with the result. Finally we have enough room in which to organise ourselves properly.

The Saturday Gymkhana was a success, everybody enjoyed the egg throwing competition and the slow race the most. Maybe we could combine the two.



Saturday night was coold! But the fires were built up and everyone stayed close. There were so many fires that the fire crawl became more like a hike in the wilderness so we found our way back to our own and planted ourselves. The usual (rally) virgin sacrifices were made, a record number this year. I just hope that they'll be back - if only for revenge.

Sunday morning was the usual round of energetic good morning types just busting for a serve of bacon and eggs and cold donuts. The trophy presentations woke everyone up. Someone won two, felt they didn't deserve one and gave it back. Everybody won at least one raffle prize even if only a Hungry Jacks voucher.

Then we packed up and wended our way home. A great time was had by all and at the end of the day the MRA even made a few hundred bucks on the weekend. Not bad for a party.

Harald Lindemann

**THE 'SNIFF' OF A RIDE**

I'm sure there are many of you who can relate to the 'sniff' of a ride. It's the tangy smell of salt air as we race along the coast, the smell of fresh cut hay as we wind our way through the countryside, the fragrant aroma of the roadside wild flowers or even the smell of burning leaves as we ride past a bush fire on a hot summers day. Our noses fill our lungs with the freshness of the rain forest after a storm and they tingle with the cold of the frosty, fresh winters' air.

But the 'sniff' can also be the rancid stench of a rotting road kill or the foul rotten egg smell of burning unleaded fuel. It can also be that chocking smell of exhaust fumes as we ride through the city which is in stark contrast to the crisp clean aroma of fresh country air.

It may well be that funny 'weedy' smell as we cruise slowly through a rally camp ground or the moth watering fragrance of a Sunday BBQ. It can be that exciting wiff of high octane fuel as your mates pass you into yet another adrenalin pumping corner or it may be that frightening smell of a fresh petrol or oil spill that makes the hair on the back of your neck stand to attention.

The list goes on and on until we get to my favourite smell, that sweet aroma of a fresh cold beer as I sit at the bar winding down from a great days riding and already beginning to plan another 'sniff' and ride.

The Toolman

*(Courtesy of Let Those Who Ride Decide-MRA Tas)*

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## **EFFECT OF RIDER TRAINING ON MOTORCYCLE SKILLS - A STUDY**

Over the last decade and a half there have been studies, reviews and public comments on the effectiveness of rider training indicating there are definite benefits to improving skills, changing attitudes and therefore lowering road trauma. The concluding recommendations usually call for more education rather than band-aid legislation that skirts the issue and costs less to implement. An example of education having a positive effect is when in 1983, Victoria introduced the Learner Rider

Course and Rider Skill Test in an attempt to lower the 25% involvement of learner riders in motorcycle road accidents. When the scheme was evaluated in 1987, they found there had been a 46% reduction in novice motorcycle casualties.

In 1994 the Motorcycle Riders Association of WA, in cooperation with the Western Australian Police Department and funding from the West Australian Traffic Boards "Small Grants Program", conducted a survey on the effects of rider training for already licensed motorcyclists on improving existing skills and therefore lowering road trauma through accident avoidance.

Although limited in its scope, this study once again confirmed the idea that education is an effective way of changing attitudes on the road, and therefore lowering road trauma.

This study was based on the Motorcycle Skills Enhancement Course conducted by members of the WA Police Department Drive Training Unit and supported by Honda Australia.

**"The simple statistical fact is that whenever riders are trained properly in how to use the right techniques and skills to handle a motorcycle competently, road accidents and road problems are minimised"**  
(HART Enrolment form, 1993)

**"Driver or Rider behaviour is often one of the factors in a crash. It would be of benefit if an effective way of modifying this behaviour could be developed".**  
(Saffron 1981)

The course is based on the Honda Australia Rider Training (HART) course currently being used in Victoria. As the West Australian course has been running for about five years and records of the participants have been kept, the MRA WA was

given permission to use this pool for our sample.

### **OPINION OF THE COURSE**

Many of the respondents felt that the course should be compulsory to obtain a motorcycle license, and that it

should include instruction on bike handling in the wet and on different surfaces such as gravel and grass. Most of the 16% who had an accident since doing the course felt that the skills learned or reinforced on the course, such as braking, balancing and counter steering, had saved them in hazardous situations, reinforcing the advantage of education.

### **ACCIDENT AVOIDANCE**

81% of all respondents felt that the skills they had learned on the course had saved them in a hazardous situation. Many of those who did have an accident admitted fault, but the main causes for 60% of accidents was cited as being a collision with a motor vehicle changing lanes or stopping without indication. 78% had their lights on. 67% of the total sample had over 6 years riding experience. The weather was fine in 78% of the cases.

The need for continued education of other vehicle drivers is implied here. The current advertising campaign "Take care - Be Aware" being funded by the WA Traffic Board is good but more is needed. Suggestions include educating car drivers to 'Head Check' to cover blind spots in cars and to scan the road ahead for

potential situations by way of advertising or during learner driver training. A recent pilot study done in Victoria (Berends et al 1994) found that the general attitude of a driver was that they looked for other

cars and not bikes because cars would hurt and damage the driver and their vehicle. The studies recommendation was that "pre-driver education should

incorporate strategies to increase the learners awareness of the motorcyclists as a road user and attempt to provide a technical understanding of the vulnerability of the motorcyclist in particular situations".

It would be ideal if all road users had some motorcycling experience, but it is accepted that this cannot be. There is a need for a **shared responsibility** on the roads - an awareness of the vulnerability of all road users. Other accident studies have also found that most accidents happen during fine weather. It seems that more care and attention to other road users - in any vehicle - is needed.

### CONTENT

The majority of participants had over 6 years riding experience but still felt braking was the best learned lesson from the course. As this is a requirement for both classes of bike licence in Western Australia, this result suggests that motorcyclists are not understanding emergency braking techniques. The majority of all respondents had instruction from either a qualified instructor before doing their licence with half of these being instructed in general riding skills rather than just learning enough to pass the test.

Road positioning was also quoted as being one of the more valuable lessons learned on the course.

**"There is a need for a shared responsibility on the roads - an awareness of the vulnerability of all road users".**

Again this is a requirement of all vehicle drivers or motorcycle licences. Laws have changed over the years but drivers and riders do not have to repeat their licence tests. Ignorance of the law when it

comes to road positioning, such as keeping left unless overtaking, or staying in the same lane when turning across an intersection that has a dual carriageway is common. Examples like this

support the argument for motorcyclists to be encouraged to do 'refreshers' like this skills enhancement course.

The Berends et al study suggested that rider training should be supported and "may require expansion to influence riders' attitudes and understandings, in addition to the development of skills." It is felt that the attitude of the participants in our study is already positive as demonstrated by their completion of the course and positive feedback. Further encouragement of other motorcyclists is needed.

### CONCLUSION

No study developed so far is able to conclusively define the real effects of rider training and skills enhancement on lowering the motorcycle road

trauma. However, statistics and studies so far imply the real benefit of some training in motorcycle handling skills in unusual situations and raising of awareness of some possible problem situations

for both car drivers and bike riders (ie. change of attitude) does go a long way toward lowering the frequency of vehicle accidents.

### References:

L Berends, A Veno & B Richardson, Crash Risk : The Motorcyclists Perspective, Victoria 1994.  
D Saffron, Driver Education, Training and Licensing : A Brief Review, Traffic Authority of NSW 1981

**"... motorcyclists are not understanding emergency braking techniques."**

## AUSTRALIA'S RURAL ROAD SAFETY ACTION PLAN continued from page 9

The National Road Safety Strategy and corresponding strategies developed by the States and Territories provide the broad framework for the national road safety effort to the turn of the century. They acknowledge that different circumstances in rural and remote parts of the country, imply the need for different actions.

The Rural Road Safety Action Plan seeks to achieve:

- A significant reduction in death rates between urban and rural sectors.
- Greater awareness of the ongoing costs to the economy of the current level of road crashes in rural areas.
- Reduction of known deficiencies in the safety of rural roads through application of road treatments improving rural road environments such as
  - poor road shoulders, poor delineation and inadequate rest areas.
  - these will be programmed to give priority to areas with high existing and on the basis of safety audits, high potential crash rates.
- Improvement in attitude and behaviour of rural road users, particularly in the areas of drink driving, speeding, fatigue and the use of seat belts through
  - increasing enforcement resources and linking enforcement action to community education and promotion programs.
- Coordination of Commonwealth, State and Territory and local government programs across jurisdictional boundaries where these are arbitrary so far as particular safety problems are concerned.
- More attention for road safety issues by rural local government and local communities.
- Upgrading rural trauma recovery and treatment systems and training for paramedical personnel and General Practitioners.
- Funding and active participation by sectors outside the government sector.

## GUIDING PRINCIPLES

The Action Plan has been developed within the following framework:

- Generic issues such as education, training and vehicle fitness will continue to receive attention at National and State and Territory levels.
- Commonwealth, State and Territory governments should direct resources to rural areas with high crash rates and a large crash incidence and draw up specific programs for those areas which include road improvements, community involvement, public education and increased enforcement.
- Road improvements to address blackspots should be undertaken and as well, other safety deficiencies should be addressed on the basis of the findings from road safety audits.
- Local Government is best positioned to lead the increased level of community involvement, with guidance from road safety agencies on training and application of best practice.
- Aboriginal communities should be represented on local decision making bodies where the incidence of their involvement in crashes so indicates.
- Funding for rural road safety needs to be augmented over and above existing road safety budgets. Action should be commensurate with the magnitude of rural road trauma and relative to that in Australia as a whole.

The National Road Safety Strategy has set a national target of less than 10 deaths/ 100,000 population by the year 2001, despite an expected increase of about 25% in travel by that time.

During 1994, nearly 800 fatal crashes occurred on rural open roads and another 300 on roads in rural towns of fewer than 50,000 residents. If rural safety performance could match our urban successes since 1988 we would reduce fatal crashes by about 100 per year.

*Thanks to the National Road Safety Strategy Implementation Task Force publication "Australia's Rural road safety Action Plan - Focus for the Future 1996"*

**SOUTH EAST REGISTER REPORT**

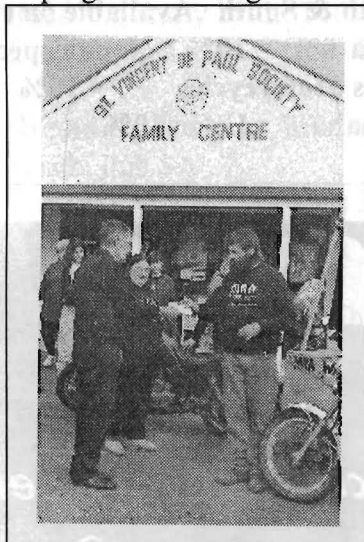
The South East Register's Warmth Run held on May 25th in Millicent turned into an interesting event. Although rider numbers were disappointing, a real boost for people was the introduction of Katrina Marshall (niece of Gramps) who is an entrant for the Miss South Australia Contest supporting the Spastic Centre of South Australia.



*SE Reg Members with Katrina (wearing the sash)*

With the MRA doing the Warmth Run and a feast being provided by Katrina's Support Band and morning tea with the St. Vinnies, no one went hungry.

Our President did the official handover to the St. Vinnies with the usual bike rider pomp and ceremony much to everyone's amusement with several helping in the background.



*Alan Masters handing donations over to the Vinnies.*

**MEMBERSHIP FORM:**

**OFFICE USE ONLY: CIRCLE ONE**

Missing Run  MRA Inc  Function Other  Club  Other   
Issued  Entered

**STANDARD MEMBERSHIP**

	Individual	Family
	\$20	\$30
2 years	\$38	\$57
3 years	\$56	\$84

**CONCESSIONAL MEMBERSHIP**

	Individual	Family
	\$16	\$24

DATE: \_\_\_\_\_ Register \_\_\_\_\_

Please tick appropriate box:

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Renewal  Female

SURNAME: \_\_\_\_\_

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**RALLY ROUNDUP** By Steve Tyler

This section has been changed to include a variety of other motorcycle connected events. If you go along, write it up and send it in to Centrestand.

**July**

12-14 **Radiata Rally** held by MRA South East Rennick Victoria Heather (087) 344 124

12-14 **Non Rally** 11k West of Cooma NSW on Dry Plains Road (064) 522 604

**August**

3 **Border Run No. 20** Held at the Travellers Village on the WA/SA Border on the edge of the Nullabor Plain.  
(08) 269 6741, (018) 824665

10-11 **The Par 2 Rally** held by The Laidback Rally Organisers Parilla \$10 per person Laidback Rally Organisers, Box 340, Hindmarsh, SA 5007

18 **MRA Rocks Run** see details on back cover

**September**

6-8 **Ghost Town Rally** Penrose Park Silverton NSW  
Mick Stevens (080) 875 802

13-15 **Bush Pig Rally** by the MRA Mid North Greg Stevens (08) 8865 2120

21-22 **Round Up Rally** by WIMA (SA)  
Wanbi Pub SA  
Carmel (08) 365 4384

28-29 **World's End Rally**  
Warren Gorge 21 k from Quorn SA  
Pre-paid \$10, Late Entry \$12  
The Organisers, PO Box 12, Goodwood SA 5034

**October**

19-20 **Redback Rally** by the Redback Tourers Overland Corner.  
Paul Morgan (08) 346 0663

**December**

8 MRA SA Toy Run Leaves Glenelg car park for Woodside at 11 am.

All information is up to date as of 1 March 1996. Please advise of any changes, errors or new entries to Steve Tyler (08) 261 7971

**RADIATA RALLY**

Whilst the rest of Australia enjoyed torrential rain, for some reason the Radiata Rally stayed sunny with an occasional sprinkle just to tease us. Overall numbers were well down on previous rallies recording an all time low of 55 attending.

Those present, including the organisers, had a great time. Bill even got a trophy for "Dunny Bashing". The raffle was well supported by local businesses and rally goers vied for items, hounding and ribbing winners along the way.

A few tickets were even sold to the police manning a laser gun and winning to boot - the raffle that is. Good to see the extra support. Good on ya boys!

Heather, our Secretary won the Bungy Pull for Women and even entered the Tug of War on Adeleaide's side to make up the numbers, but alas they lost to the South-West Tourers.

Because we all had a good time, it was decided to yet again hold another next year- second weekend in July.

Good riding to you all, CRAZI

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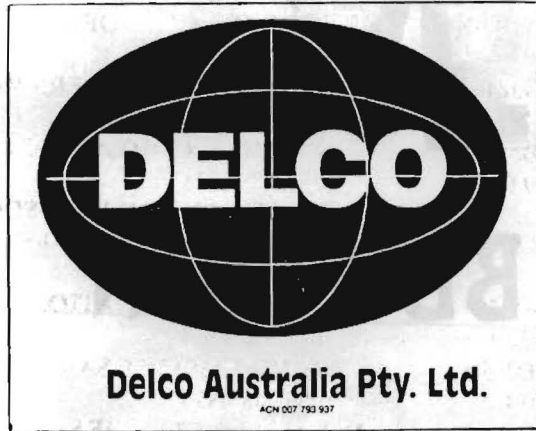
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(08) 340 5228 (08) 337 8992

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VINTAGE AND CLASSIC MCC**  
(088) 52 1725

**Z OWNERS CLUB OF SA**  
PO Box 74, Parkholme 5043  
Tony Potter (015) 602 272

*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.*

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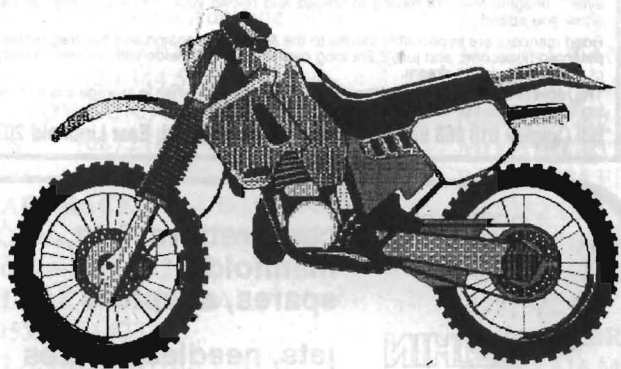
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# M.R.A.

## POKER AND BBQ RUN



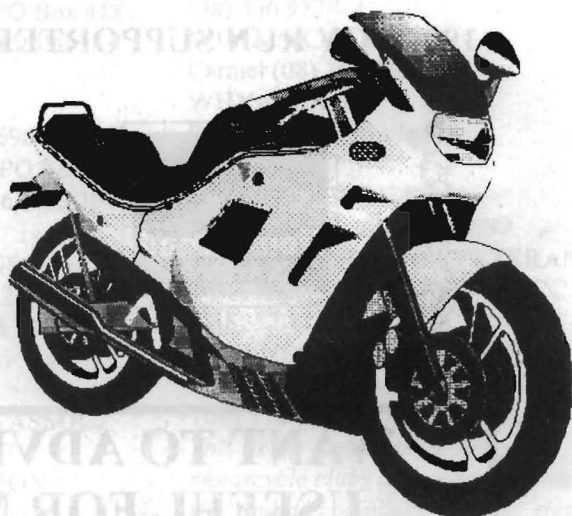
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