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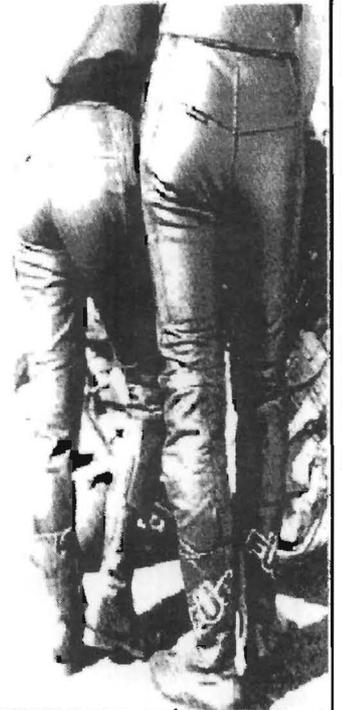
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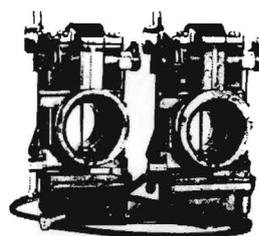
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**ASSOCIATION INC.**

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**MRA (SA) : GPO Box 1895**  
**Adelaide SA 5001**

**Telephone : 08 8262 2150**  
**Fax : 08 8262 2151**

**Public Officer : Peter Mount**

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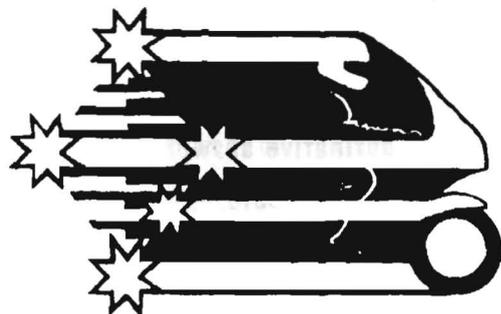
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<i>President</i>	<i>Jeff Gaden</i>	<i>(08) 8396 3742</i>
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	<i>Fax:</i>	<i>(08) 8395 7138</i>
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<i>Memberships</i>	<i>Adrian Gibbs</i>	<i>(08) 8250 7668</i>
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**EDITORIAL**

Just how safe is your bike? Every time you head out of your driveway the condition of motorcycle will predicate how it will respond to your directions. Is it in good tune so that it accelerates smoothly and without interruption? Are the tyres inflated properly and have a safe amount of tread? Is water being kept out of the fuel system through adequate seals? Are all electrical lines and connections properly fixed and in order? Is your engine oil still within its useful life for your bike? Have you changed your brake fluid in the last six months, your front fork oil in the last twelve? What about those grease points - swingarm, steering head, wheel bearings and driveshaft? How many years for them? Can you still remember how a new rear suspension unit feels? When was the last time you gave your bike the once over to check that all the nuts were still attached to their bolts and doing their job and holding everything together?

Make yourself a list and spend the next rainy weekend doing something about it.

**Ride Safe Harald**

**MRA SA NOTES**

**NEW STOCK AVAILABLE**

- We now have available good quality rugby tops. They are available in a choice of colours, as long as you want black. They are embroidered in white on the left breast with "Let Those Who Ride Decide" running around the MRA State map. We have kept the cost down to \$55, which we feel is a good deal, as they will last for many years. We have pre-sold 25 of the 50 ordered, so you better get in pretty quick if you want one. We now have Members Only patches back in stock. If you need/want one and order it with a new rugby top we will give you a special price of \$60 for both, which includes postage.

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**GREAT ESCAPE RALLY THANKS:**

We would like to thank the following for their generous donations. Their donations enabled us to hold a profitable raffle at the rally and raise necessary funds for the MRA.

- Kessner Suzuki.
- Yamaha Pitman.
- Honda Shop \ Main North Kawasaki
- Boltions Kawasaki
- South East Register of MRA
- Adelaide Arcade Engravers

**NOTICE TO ALL**

The MRA's merchandising department has just moved. For all your future needs please contact, by phone or fax, Robyn (BOB) on 8396 3742. For a definitive answer on sizes and styles available.

We also will continue to offer delivery or you can pick up items at a discounted rate.

## PRESIDENT'S REPORT

Well its June already, the Great Escape Rally has come and gone and organization for this years Toy Run is well underway this now leaves us more time to concentrate on the main reasons of why the MRA is here.

Those of you who read the last issue of Centrestand will no doubt have read an emotive letter from a member (no secret it was me) about the ludicrous cost of compulsory third party insurance premiums in this state. In that letter I identified that the mechanisms by which these decisions are reach remain a mystery as the committee involved enjoys the luxury of confidentiality that is leftover from about twenty five years ago when there were a number of insurers competing for the provision of this insurance. That however changed about twenty years ago but the clause relating to the secrecy of the committees activities failed to follow suit. This leaves us in a disempowered position where we don't like what is happening to the cost of our premiums, the information that we are getting for other state shows our state to be inconsistent with national trends and we are unable to challenge the price that the premiums are set at because we are unable to find out how the committee comes to their decisions.

Despite the fact that I feel having a good winge can be very therapeutic it does not do a smeg about helping us in our fight for the justice that many of us feel we deserve. I believe that before we can successfully lobby for a much needed reduction of this insurance we must first lobby our state government to remove the right of the Compulsory Third Party Premiums Committee to what amounts to absolute secrecy as it makes it near on impossible to question their decisions when the processes remain unknown.

To this end in this issue of Centrestand I have included for you a letter that I feel, if sent en mass, may at the least encourage some of our M.P.'s to ask the question, in parliament, of why this so obviously outdated ruling remains. I have included a list of the members of the house of assembly, their address and the electorate that they represent (located on page 16) so that if you agree with the contents of the letter you need only remove page 17 from your magazine, fill in your name and details and the name and address of the member for your area and place it in the post. This is an MRA free post service that means we will even cover the cost of postage. It is hoped that with so many marginal seats in the South Australia maybe some of our elected officials will take up a challenge from the members of their various constituencies.

Here we are about 4 months away from the AGM and my dream of us having this event in our own meeting rooms is continuing to be just that, a dream. The major problem we

have come across (despite the fact that we are poor) is that the fact that we are motorcyclists tends to give the councils, local residents and landowners the impression that we are some form of patch club, come to rape and pillage. As tantalizing as this thought is, it has been a difficult job to convince these groups otherwise. The problem that this causes is that to utilize a premises for association meeting rooms means that the zoning of the building has to reflect that use. The changing of council zoning is not only a lengthy, difficult process it is also very expensive, and just to apply for the rezoning of a premises can cost several hundred dollars with no guaranty of success and no refund if the application is unsuccessful. Add to this that we would like to have a limited liquor license and the game begins again with even larger amounts of money. No longer, as I naïvely Thought, is it just a case of finding a site that our organization could actually afford (a very difficult task) but now we have to fight the leviathan of beurocracy.

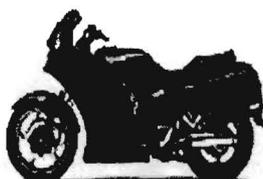
What we desperately need at this juncture is some wealthy philanthropist to bestow upon us a site with the appropriate council zoning and a large amount of cash with which to bargain the liquor licensing board into granting us permission to sell alcohol to our members. Helping to finance the meeting rooms that we really need at this stage of the game. Short of that, the plea continues that if anyone out there has any reasonable suggestion or is able to help, then remember our door is always open (I.E. we would like our own door that we could leave open)

Stay safe and stay motorcycling.

Jeff (Trixie)

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## THE MOANER FILES

### Great Escape Rally

After being the rally coordinator for the last 4 rallies, I decided not to be on this year's committee so I could finally ride my bike to the rally, as for the previous years I had taken the Volvo (shock horror), and towed the generator up.



**Slow Racing "Nearly as slow as Ulysses"**

Well things just do not work out how you plan them. A Monday two weeks before the rally I get a phone call from one of the committee members, could I please take the generator up to the site, as I only have a GPX 600 with no towbar, I thought this might be a little difficult, but I was told I would be driving the Volvo, so much for a nice ride.



**"Pissed Again" Your hard working committee**

On Friday morning I picked up the Volvo from Povey Motors and set off to get the genny, only to find that it was booked for Friday afternoon and was not ready. Finally, after one and a half hours wait, I was on my way to pick up Robyn (Bob), who was riding up with us on the Trixie. We were meant to set off from David Vaselli's place at

11.00am. We arrived at 11.15am only to find most of the equipment had not even be loaded on the trailers, in fact no one else was there except David and Uncle Pervie. Harald arrived about half an hour later with the fridge, but Peter (late again) Mount was still not there and he was bringing a trailer for the rest of the stuff. Seems his car had broken down and ended up arriving at around 12.30pm.

I tried to talk Robyn into letting me take the Trixie and she could drive the Volvo, well you soon learn who your mates are, as she looked at me with those lovely eyes and said, no way. Thanks Bob.

Harald, Robyn and I set off while the others were loading up the other trailer, as our loads were a lot heavier and thought they would catch up to us. Once we got on the road to Kapunda, there was a sudden flash of red as Robyn decided we were going to slow and wound up the Trixie, the next time we saw her was sitting outside the Clare Castle Hotel waiting for us.

Finally we got to the site, after dropping off the genny, Robyn and I (in the Volvo) went back into Kapunda to fill up the water containers and then put up the rally signs on the way back to the site.



**"Please can I have my bike back?"**

Friday night was very wet and cold with only a few people there. Saturday was also a bit of rain in the morning. Everytime a bike turned up it would rain, by the afternoon the rain had stopped and a lot more bikes were arriving. There were over 100 at the rally, so it turned out to be quite a successful weekend.

The ghykhana went of very well, with a lot more people taking part than previous years.

Saturday night was quite cool, but standing around the main fire kept you warm, that is until 3-Legs started putting stones bombs in it, so it was a case of moving back until it went off, this happened about half a dozen times,

ran out of bottles. There were 4 "virgins" at the rally, so they got the whale joke at some stage during the night.

The movie that was suppose to be shown, did not happen, the projector broke down, which was a shame as I hear they had some good bike movies, still there is always next year.

All in all, it was a good weekend, the food was good and the company great, at least the company I kept was.

There are a lot of people to thank for making it such a good rally, but as I'm not on the rally committee, I'm not going to. And finally to top it off, Robyn got the Best Bike Trophy, BITCH. (See bottom of Page 20)

Paul (in the bloody Volvo) Morgan

### Toy Run Report

There is not much to put in reports at the moment, we only meet once a month. Early discussions are about bands. We are always on the lookout for new bands, so if anyone has a contact for a band that would like to donate their services



for the Toy Run, please let me know and we will check them out. We do not pay the bands, but give them \$100 for expenses and food & Drink vouchers. In our experience, the band have had a good time, if not sometimes overwhelmed by the large crowd that they have to play in front of.

As you probably noticed, the run went smoother, with no or very little stopping on the way into the oval. The problem we had with the ladies toilets (running out of water) will be fixed this year.

The oval ground itself is getting a bit of work done, so there should be better parking around the pine trees.

The run has now become a family event, not just for motorcyclists, but also the general public now seeing it as a good day out, with the amount of cars in the car park up by around 300% from the Woodside days. This is very encouraging, as it means more toys for the kids and who knows, with all the bikes on display, they may become motorcyclists and see what it is like to "Live on the wild side", so to speak.

Paul Morgan Toy Run Coordinator.

## REGISTER LIAISON REPORT.

The Great Escape Rally saw many of the country members attending, as they usually do. For all those who do not know the rally site is just outside the town of Marrabel, on the property of Farmer Murray. The road in has a few interesting bits but it's alright if you're careful and take it easy.

The South East Register was generous to donate quite a number of the raffle prizes this year, which was much appreciated, as there is often difficulties getting suitable prizes in sufficient numbers. Thanks goes to the South East Register for that donation from all members of the committee. Thanks must also go to all those members of the registers attending the rally that pitched in and gave a hand to help us erect the tents, and to clean up after everything was pulled down on Sunday morning.

The weather on the Friday night was a little inclement, but it turned out to be quite good for the rest of the weekend. The temperature must have been very hot as the rally port seemed to evaporate quickly!

The Mid North Register meeting for 25 June will be at Bute, the 23 July meeting will be at Redhill, and the 27 August meeting is to be at Crystal Brook.

Just another reminder not to forget the rallies conducted by the Registers. The Radiata Rally conducted by the South East Register will be on again just across the border from Mount Gambier near Rennick on 10-12 July 1998. This year's Bushpig Rally conducted by the Mid North Register will be held on 19-20 Sep 1998 at the Crystal Brook MCC track, and as I've said before it has the best feed at any rally! Make sure that you pre-pay for these rallies as there are only limited numbers of badges.

Leslie Dicker (Uncle Pervie to you!)

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Free BBQ lunch provided by the MRA SA, softies on sale.



## ANNUAL GENERAL MEETING

The Annual general Meeting of the Motorcycle Riders Association of South Australia Inc. will be held on Monday 29 September 1997 at 8.00 pm at the Governor Hindmarsh Hotel, Port Road, Hindmarsh.

All the positions of the Association listed below will be declared vacant and the 1998-1999 Committee will be elected.

<b>President</b>	<b>Membership Secretary</b>
<b>Vice President</b>	<b>Minutes Secretary</b>
<b>Treasurer</b>	<b>Editor 'Centrestand'</b>
<b>Secretary</b>	<b>Stock Control Officer</b>
<b>Publicity Officer</b>	<b>Road Safety Officer</b>
<b>Register Liaison Officer</b>	
<b>Sub-Committee Representatives</b>	
<b>General Committee Representatives (8)</b>	

NOTE: The President, Vice-President, Secretary & Treasurer are the Office Bearers of the Executive Committee of the MRA SA.

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

At this meeting new Life Memberships will be conferred and 10 Year Members badges will be presented.

All members are invited to attend the meeting. Buy your own drinks and some hot and cold snacks will be provided for after the meeting. MRA stock will be available for purchase and a speaker for the evening will be advised in the September Centrestand.

PAUL MORGAN  
SECRETARY

### 10 YEAR MEMBERSHIP

Any member who considers that they may be eligible for a **10 year membership badge** are asked to advise the MRA Membership Secretary asap so that a presentation can be arranged.

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

## THE PERVIE FILES.

I was born in Adelaide in 1940 and grew up in the suburb of Kent Town. My early childhood was taken up with several long stays in hospital due to various infantile diseases, which prevented me from participating in most sports, so I became interested in science and technology and read as much as possible about them. My working life consisted of a number of unrelated occupations such as storeman, glassblower for a neon sign company, and a clerk in the Defence Department!

The first time that I remember riding a motorcycle was when my cousin Billy took me for a spin around the streets of Kent Town on his bike. I don't remember what sort of bike it was but I do know that it was big, black and British. My old lady went berzerk! "Don't you ever get on one of those machines of death again!"

In my teens some of my mates had various vehicles some of which only had two wheels, and needless to say we used to get out on them whenever we could. One of my mates had a Velocette which, for some reason (I suspect his Mum) he could not keep at home, so he parked it at our place for some time, much to my great delight, for I would sneak out on it when there was no-one around to know (my Mum!). Then one day he came around and took out the engine and put it into a go-cart!

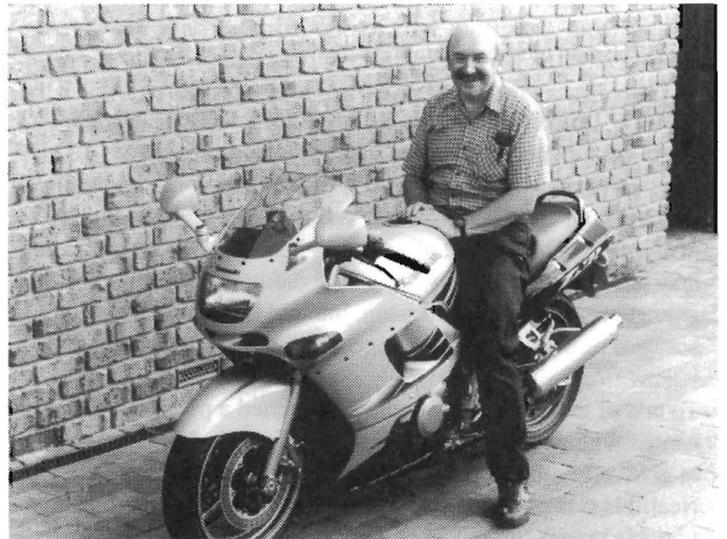
Another mate of mine in the early sixties was trying to talk me into buying his WLA Harley for twentyfive pounds (fifty dollars!). That was about two weeks pay which I thought was much too expensive, so I told him what to do with it! I should have bought it and stuck it in the shed!



**Les with Kawasaki H2 750 1974**

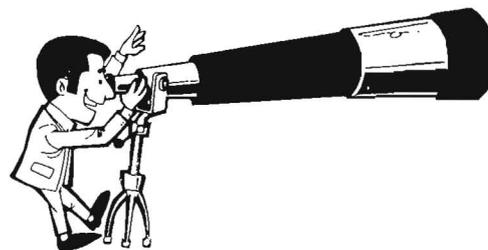
In the late sixties a workmate tried to sell me a Suzuki 250 Hustler, and I told him what to do with a Japanese motorbike! I should have bought it and put it next to the Harley!

As you can see I've been very astute about motorbikes over the years!



**Les with New Kwaka ZZR 600 1997.(at last)**

The first time that I remember seeing a Kawasaki was at the intersection of Portrush and Magill roads and it



was on one wheel as it went across! Wow! I've just got to have one of those, I thought. It was the famous

Mach 3, and when I found out that it cost \$1060 on the road my reaction was: "I'll never pay a thousand bucks for a motorbike! Especially when it's a Japanese one!" If only I had known, that shed of mine would be full of bikes right now!

Well here it is, the late nineties, I'm retired, still in the MRA, and I've just bought my fifth Kawasaki for about twelve grand! And I haven't fallen off it since the last time!

So my advice to you is to never take any notice of what your Mum says about motorbikes, if you get the chance to buy a Harley for fifty bucks don't knock it back !

Leslie Dicker (Uncle Pervie to you!)

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**LETTERS**


---

Dear Editor

The article below is simply a suggestion about something of a recent home-invented enterprise. As it proved an interesting experiment at least for yours truly, I figured it might be worth passing on to some of our friends, especially those who may be worried about getting caught speeding. In that field, under the old adage of "prevention is better than cure", I'll just forward it here for whatever it may be worth, if anything. Thanks.

Dick Thomas member No. 903

**HOW I CHECKED MY SPEEDOMETER ACCURACY**

There are no doubt numerous ways of doing this, some of which involve special machines designed just for the purpose. However, on apparently failing to find any professional means of carrying out that kind of venture, at least for bikes (and it may have cost money anyway), I rigged up a simple makeshift arrangement which did the same job and certainly gave accurate results.

To one of the front wheel spokes I attached a piece of coat hanger wire, set to knock against anything handy, like the fork, to give an audible "clack" for each revolution of the wheel. Near this was mounted an external microphone, connected to a portable tape recorder. Then I drove off with the speedometer showing a uniform speed of 40 kph, for just over a minute, while recording with the aforementioned mike. (Any speed is theoretically suitable for this - say from 30 to 60 kph in practice as long as it keeps constant during recording). Afterwards, I played the tape to hear the "clacks" (ie wheel revolutions) and counted how many of them occurred in one minute. (The battery operated motors in sound appliances, even domestic ones, can be guaranteed to run at a constant speed, and that is what made the measurements accurate. Also, if the recording is less than a minute it is still of course, easy to calculate from it how many rpm the wheel was doing.)

Next step was to measure the radius of the same wheel (ie from the ankle to the ground). This had to be done off the stand, with the wheel supporting half the weight of the bike, as the tyre is slightly flattened where it presses onto the road and the effective radius is therefore a bit smaller.

Well, rather than go into all the mathematical steps involved, I'll just give the final formula here:

$$\text{True speed of vehicle} = \frac{R \times S}{265.26} \text{ kilometres per hour}$$

where R = number of centimetres of the wheel radius,  
and S = number of revolutions per minute of the wheel

When this calculated figure is compared with that of the speedo reading which was used for the test, it can easily be worked out what to make the speedo indicate to give a true round figure speed for the bike, each one in proportion to the difference (if there is any). IN my case, the speedo turned out to be showing almost 10% above what it should have read. However, if it deviates much more than that, appropriate action will naturally have to be taken to produce something with a more reliable reading, as we all know the importance of speed laws.

PS I might add that I once got caught speeding after a brand new tyre had been fitted to my front wheel, because the tyre's bigger diameter made the speedometer read a little lower than usual!



Dear Members

After a mornings O/T at work on 31/1/98 I arrived home and being a lovely day I decided to take the Dogs for a ride (Toy Run practice). I was waiting at the traffic lights at the corner of Gorge Road and Lower North East Road when a "person" approached me and flashed a badge at me and started dribbling (aggressively) on about the Supreme Court and the dog and not having due control over my vehicle (94 GSK-R 1100) had a look at my number plate and then told me the dog should be on the pillion seat.

I was more worried about the dog going for the lunge and chomp as he is very possessive about the bike and this twit was getting closer to the bike. Mind you, I was still in the middle of the road. The person then yelled at me "Do you know what I mean?" (I had been silent up until now!) I then stated that I would have no control over the dog on the pillion seat rather than the tank. The person then told me I should pull over and arrange alternative transport. I then stated that I only lived around the corner and would drop the dog off at home.

The lights turned green, the person walked away and then turned around and yelled back at me "You're a dickhead!"

I then returned home and after consultation with Harald and Michael Sykes who informed me that I should make a complaint to the police complaints division, but I decided to give the SA Police the benefit of the doubt and treat this person as an impersonator with some sort of a badge.

One thing that I have learned and I advise anyone who gets a badge "flashed" at them, ask politely to see it again and if there is no photo ID ask the person to identify themselves. This may call the bluff if the person is not a bona-fide officer. Secondly, no one should be treated rudely or aggressively. This is a basic right to which we are all entitled.

I chose not to pursue the issue because the area (dogs on tanks) is still a really grey area and I didn't want to be the first person to test the issue and end up stuffing it up for other people.

Just as a sideline, Ochre is fully obedience trained, hangs off lower than me when cornering and was used by all the TV stations after the '95 Toy Run in their newscasts. If it was so illegal something would have been said after the nation wide telecast.

Stay upright and keep barking.  
Sean and Ochre

## SCHOOL ZONE PROPOSAL Peter Mount

The State government will legislate to apply a 25kph limit within school zones whenever children are in the area. This will replace current legislation which allows specific times when the speed limit applies to be set according to the needs of individual schools. The new legislation is intended to overcome the visibility problems associated with the current crop of tiny school zone signs set high amongst the trees and introduce consistency to the system.

As a means of letting motorists know they are approaching or in a school zone Transport SA (TSA - the latest name for the Department of Transport) is proposing to paint zigzag lines in the centre of the most-used lane for 30 metres on the approach side of the zone. The lines would be 100mm wide and the zigzags 1.1 metres wide and 6 metres between peaks.

In recognition of the particular safety requirements of motorcyclists, TSA has asked the MRA for comment on the proposal prior to a final decision being made.

The most relevant issue for motorcyclists lies in the composition of the road marking paint utilised. Given that there would be a potential necessity to brake quickly not just within a school zone but within the entry and exit areas, road surface traction becomes particularly significant. Motorcyclists have great difficulty coping with the slippery nature of normal road marking paint even in dry weather: in the wet this paint has a lower coefficient of friction than ice on bitumen, and we are therefore advising very strongly against its use for any purpose within the vicinity of school zones.

On the other hand, motorcyclists would not object to the proposal provided skid-resistant paint were used. This paint is a unique product - a "world first" - developed by the (then) SA Department of Transport over a period of four years to be utilised specifically in situations of high potential risk such as that detailed in the proposal; to avoid using it in such a situation for reasons of expediency or cost minimisation would beg the question of its value in any other situation.

TSA also asked for our response if the line width were to be increased from 100mm to 150 mm. Clearly, this would serve only to exacerbate the risk to motorcyclists (and hence, by default, to children in the area) by a factor of 50% unless, of course, skid-resistant paint were used.

Given that the opportunity for laying skid-resistant road marking paint has been extant since 1990, that it was anticipated that this paint would be laid in areas of high risk at the rate of 30% a year, and that little if any has been laid to date, despite tests establishing its long-term cost-effectiveness, motorcyclists would be, understandably, somewhat cautious about supporting the proposal even in principle unless assurance could be given that the DOT's efforts to develop the skid-resistant paint would be rewarded by its inclusion as the product stipulated for use. Other problems regarding the concept of zigzag lines may need to be considered. For example, car drivers may have difficulty seeing the lines when another vehicle is immediately in front; combined with a heavy traffic situation, in which a driver may be concentrating more on vehicles and surroundings in the immediate vicinity than on the road surface, this obscuration factor could become significant.

The proposal also includes a retroreflective capacity for the painted lines. There is some doubt about the effectiveness of this capacity given the low angle of inclination between motorists' eyes and the flat road surface. In any case, whether or not retroreflective paint is used, linemarkings are not easy to see at night under the sodium vapour lamps used in South Australia, and

in wet weather they become well nigh indistinguishable from the normal road surface. At such times this reduction in conspicuity becomes a significant problem for motorcyclists whose visors become beaded with refractive raindrops. Hence, even if skid-resistant retroreflective paint were to be used, its poor all-weather visibility at night, for all road users, is considered to be a severe drawback.

The MRA was asked to consider any alternatives to the zigzag lines which would accommodate the safety criteria governing the proposal. Given that the objective is to make road users aware that they are approaching a school zone, the dominant criterion is to ensure this awareness in the most effective manner; secondary criteria would include safety, efficiency, placement, durability, cost and other factors.

The primary criterion would probably be best satisfied by flashing or wigwag lights at the commencement and termination of the school zone, either above or at the side of the road. This would be similar to the system previously in place in South Australia, which was altered in the interests of national uniformity with a resultant diminution of road user awareness and a concomitant loss of public support. The drawback to this

system would be its capital, maintenance and operational costs, particularly in country areas. Notwithstanding, and not to be confused with, our previous comment regarding cost minimisation, any system designed to improve road safety must (with some exceptions) be considered within the context of an



acceptable benefit/cost ratio (BCR), and in this regard a lighting system, whilst ideal, may not be considered the most practicable on a state-wide basis.

A second alternative would be transverse strips of bitumen (or other material) of a different colour and texture to that of the road surface to provide both visual and audible warning, provided the strips were of at least the same coefficient of friction as that of the road surface. These would be, in effect, "rumble strips" - a modified form of the devices used in a few places in South Australia and some other states to warn motorists of their approach to a major confluence of roads. Given that braking efficiency and, for motorcyclists, stability during braking, would be important considerations in the material used and its application, if the strips had any elevation above the normal road surface it should be minimal, and the transition stages should be graduated to avoid skids, slides or loss of contact with the surface.

The drawback to this system is the possibility of its being harder to see at night, especially during inclement weather, but this would in all likelihood be adequately compensated by its audible facility. Although not as effective as flashing lights, the system would probably have a far more appealing BCR at all stages of its implementation and utilisation.

The bill to alter legislation governing road user responsibility in school zones is expected to be ratified by the time this edition of Centrestand is published. We can only hope that our comments have been heeded. Certainly, it appears that TSA considers motorcyclists an integral part of the road user network, and recognises that issues pertaining to our safety on the road can often require different approaches and remedies to those appropriate for other motorists, without compromising the safety of those others.



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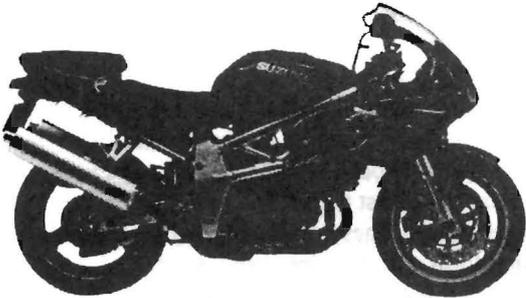
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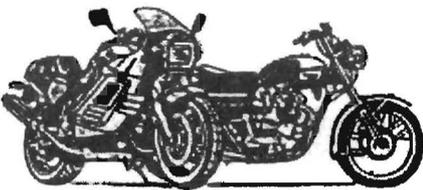
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## ROAD SAFETY REPORT

The Australian Transport Council met in November of last year and amongst another things considered the matter of the *National Road Safety Target*.

To assist in reducing the incidence of death and injuries on Australian roads Ministers agreed to adopt a new road safety target of fewer than 8 deaths for every 100,000 people by the year 2005. The previous target was below 10 deaths for every 100,000 people by the year 2001. Based on population forecasts this would equate to a road toll of 1,900. The new target equates to 1,600 deaths.

Ministers stressed that the setting of targets should not in any way suggest that any death on our roads is acceptable. However, a nationally agreed target provides a focus for efforts in the short term. Whilst indications for 1997 suggest a downward trend in the road toll, when compared to 1996, there is a need to maintain Australia's strong commitment to road safety. A similar downturn in trend occurred in mid 1993 when the twelve months road toll fell under 1,900. These gains were subsequently lost.

The road toll for 1996 was 1,970. On current trends the toll for 1997 is estimated to be around 1,735, which equates to a rate of 9.6 per 100,000 people.

*ATC November 14 1998 Communiqué*

## TOY RUN SPONSORS 1997.

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## THE SAGA CONTINUES Annika Levai.

So the VT250 has a good home, a new paint job and we have had hours of fun thinking for a nickname for the newest member of our family. I had better introduce myself, my name is Annika Levai and I have for the first time in my life a motorbike of my own, not my big brother's, not my husband's, or my friends. MINE.

So on the ANZAC weekend I did the ridersafe course (yes, I missed the Great Escape Rally, small price to pay) and I enjoyed it immensely (it meaning the course, not missing the rally). The good thing is that the instructors don't assume that you know anything and for someone like me, who is almost a professional pillion, that's a good thing!

The instructor (ours was called Nigel) starts off explaining a bit about the course, then you get to watch some videos about where to find things like ignition/clutch/brakes/throttle/gears etc. and how they work. Before long you get to go outside to choose a bike and a helmet if you didn't bring one. Then before you actually start the bike, you choose a partner and then take it in turn to pushing each other up and down (a bit like when you first learned to ride a push bike) to get use to the weight and getting your balance. Then you're allowed to start the bike and ride slowly. The emphasis is on learning how to brake properly. By the end of the day you're riding around the compound (and in my case feeling quite pleased with myself).

Needless to say I got my learners, so first thing Monday morning after dropping the kids at school we (Paul & I) set off to Dept. Motor Reg. To pay for my permit so I could do my first ride (over to Mums for a cuppa), I was a bit shaky leaving the driveway, but the rest of the ride was uneventful. I have been for a couple of rides since then (still shaky leaving the driveway) but the best thing is I can only improve.

Oh...almost forgot, Paul told me that I broke with tradition by not riding over to David Povey's workshop, so sorry David as I was not informed of this, I hope I can have a rain check.

The course was both interesting and fun, so all I really have to say is, if you're thinking about learning to ride or always wanted to but never got around to it....

JUST DO IT.

Annika

## THE C.R.A.P. FILES

Like any other diverse, integrated and in-touch group the team at the Crapper have all been gathered from the four winds. The problem that this causes is that the idea of going for a ride together can become somewhat of an ordeal when the thrashing component of the Crapper has a tendency to leave the more chronologically challenged members behind to wallow in the depths of gerontic confusion.

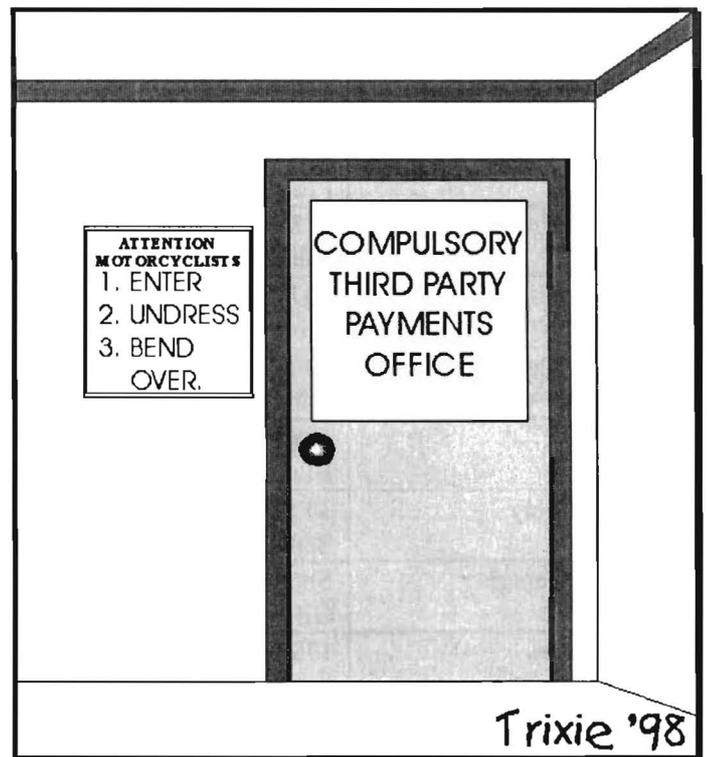
The result is that the rest of the group is left waiting at intersections, doubling back over the previous sections of road or speeding ahead to see whether the missing members of the run have somehow missed a turn off or taken an alternative route and ended up in front of everybody else. Pain in the arse, right, well I am sure that we are not the only group to suffer from this experience. To solve this problem we have utilized the latest technology in monitoring the location of the old and permanently baffled. With Christmas only six months away our R and D division have been flat out and we hope to have the G.P.P.S.S. or Global Pensioner Positioning Satellite System on the market soon. This device incorporates a homing beacon fitted to the stead belonging to the offending pensioner and a series of miniature tracking devices with LCD screens that can be carried by the other members of the group. The G,P.P.S.S. can also be fitted with an optional engine shut down. This option will be of considerable value if your particular pensioner has some momentary brain storm and believes themselves to be the incarnation of Agostini. Under these particular circumstances you can kill the power to their engine enabling them to be easily caught and medicated before they can create too much damage.

As a follow up on our lead story from last issue many of our readers will have noticed that the long awaited YZF 1000 RI has begun to show itself on the showroom floors of some of our local Yamaha dealerships. However, following repeated attempts to get our grubby little hands on one to provide our readers with a road test Yamaha Australia has continued to take the hard line and deny our requests to take one for a thrash. As a demonstration of our commitment to our readers, as a provider of the last word in road tests, we have decided to steal one. This is were you the reader come in because we need your help. Our most basic need appears to be a ram raid vehicle. The sad but true fact of the matter is that the Crap Mobile (AKA Fiat Bambino) has, following rigorous testing on the front fences of the houses around Crap HQ, shown itself to be a gnats dick shy of fulfilling the task, this is despite the precision driving team we have being fortified with three slabs of lager and a bottle of Wild Turkey. So if any of our readers are in possession of a large tin top (it doesn't matter what kind, experience says big) and don't mind doing three to five in the service of the state contact us and we will arrange the details. Please note that this operation

will be conducted in secret departing Crap Inc. headquarters at about 2:00 am on Friday morning, so don't tell anyone.

Yet again we here at the Crapper feel that we are victims of industrial espionage. Readers of the Advertiser on the 9th of May 1998, may have noticed that an Israeli ex-naval officer claims to have invented an external air vest that is designed to cushion the motorcyclist in the event of an accident. Well, the concept is not a new one to us we have been experimenting with the concept for years and I think you will agree that our version has many advantages over this external "Milli Venilli". Primarily, our design does not require the rider to wear an extra, potentially restrictive vest, as we utilize the bodies own natural gas containment system. Instead all that the rider need do is place the new, patent pending, rectal attachment unit to the high pressure helium storage tank, frame mount the inertia triggering device and go. The device then pumps forty cubic feet of compressed helium into the rectal cavity on impact.

**(WARNING: the above product the "Balloon Bowel Bouncer" is not a gerbil friendly device)**



With release of this issue of the CRAP Files we here at Crap Inc. celebrate the end of our first year, the transdimensional, transsensual and transexual research team, the man called U.N.C.L.E., General J.G., Domesticus Horribilus, Great Grandpa Rob and of course myself, would like to thank all our readers for their support. We look forward to the opportunity to provide you the reader with more of the type of Crappy purile shit that you have come to expect from this farcical filler.

For those of you that have come to this page after reading my presidents report ( and previous issues) you will be aware of the fact that I have been bitching about compulsory third party premiums for a while. This is your opportunity to help us try and rectify the situation. On the opposing page is a letter that, if you agree with, you can complete and forward to your state member and who know some of them may follow up on (South Australia has a lot of marginal seats). What you need to do is find the MP for your area from the list below and complete the details in the letter, including your own, fold it up and put it in the post. Thanks for your support. Trixie.

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Dr Micheal Armitage Adelaide	60 O'Connell St North Adelaide 5006.	Robert Kerin Frome	57 Railway Tce Crystal Brook 5523.
Mr Micheal Atkinson Spence	574 Port Road Allenby Gardens 5009.	Ms Steph Key Hanson	237 South Rd Mile End 5031.
Ms Frances Bedford Floreay	PO Box 143 Modbury North 5092.	Dorothy Kotz Newland	Office 1 1257 N.E. Rd Ridgehaven 5097.
Ms Lynette Breuer Giles	108 Wood Tce Whyalla 5600.	Mr Tom Koutsantonis Peake	229 Henley Beach Rd Torrensville 5031
Mark Brindal Unley	142a Goodwood Rd Goodwood 5034.	Mr Peter Lewis Hammond	64 Adelaide Rd Murray Bridge 5253.
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MOTORCYCLE RIDERS ASSOCIATION  
(SA BRANCH)

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.....

.....  
State Member for .....  
.....  
.....  
.....

Dear .....

As a member of the Motorcycle Riders Association of South Australia and a concerned motorcyclist, I would like to ask why the process involved in setting the premiums for compulsory third party insurance for motorcyclists is confidential.

As a motorcyclist, I feel disempowered and unable to question the rationales behind these decisions, particularly in the light of information from other states and territories showing that the provision of this insurance for motorcycles is significantly less than the provision of the same insurance for the average car. This leads me to wonder why our South Australian motorcycle premiums are approximately 30% more than our four wheeled counterparts.

As a member of your electorate, I would appreciate your pursuit of the answers I require in the parliament. My aim is that there be equitable access to the information, rationales and processes that the committee utilises in their decisions relating to the setting of these compulsory third party insurance premiums for motorcycles.

Signed

Concerned Motorcyclist.

LET THOSE WHO RIDE DECIDE

MOTORCYCLE RIDERS ASSOC.  
GPO BOX 1895.  
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- FREEPOST No. 238 -

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**RALLY ROUNDUP****Wintersun Rally 5 - 8 June (Q BDay Wend)**

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\$12 Pre-paid. \$15 Late \$10 Unbadged Entry.

- The WORKS -

Contact: Ulysses Mildura.

PO Box 513. Mildura 3502.

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**MRA South East Register** Box 909 Millicent 5280

Vicki (08) 8735 4287 Erica (08) 8733 2792

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Springs Hotel and Coach House

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The Secretary, SA Tourers MCC

Po Box 186, North Adelaide SA 5006

**Farewell to Parrilla Rally 8 - 9 August.**

End of an era. Please show your support and thanks for what has been a South Oz rally tradition.

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Chris Black (08) 8577 8568, 015 604 484

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**MRA Mid North Register** : Greg (08) 8865 2120**POKER RUN "98"***Poker Run ?**Easter Sunday ?**Gov Carpark ?*

Someone sure stuffed this one up !!

Just as well I know what's going on.

Out of bed, quick breakfast and flowers for the wife, and out the door as soon as possible. Arrive at the Whales workshop to find a nice turnout, around 30 or so bikes had assembled along with the usual Riff Raff (Devil, Pervie, Bob ) and look there's Ichie & Scratchie with their new toys "UHF" pity they cant hear shit with those earplugs in.

As usual the Whale found an interesting route to take us on, first stop Cuddly Creek, the convoy was travelling at a pretty slow pace at this point, one can only assume that people were being polite or something ? Collect the second card and off to check point two at Brukunga, this time the pace picked up and I was very impressed to see an old BSA hooting along very nicely, I think the last time I saw him he was laughing as he passed an unknown rider on a black GPX600. ( He said he had trouble with his swingarm )

Quick smoke break, let 30lb out of the tires (never trust a servo gauge) and off to check point three, (somewhere the other side of Strath) This is where I had the most fun because my old 900 goes really well in a straight line and I loved loosing Harold on the BMW.

Collect the fourth card, which incidentally didn't help me one f#%\*ing bit, and then off on the home stretch to Hahndorf and hot coffee. This is the part where I and my much more experienced, fellow pervert nearly came to grief. I saw the beware of Roos sign, I saw the slippery surface sign, but nowhere along this route did I see a sign saying "look out for blonde with big tits" I mean the cheek of this little hussy, to think she could have crossed the road at any other time but NO, she lays in wait for us poor unsuspecting road weary motorcyclists to come around the corner and nearly caused a major pile up. (Of bikes I mean )

We arrived at Hahndorf on time and thank god all in one piece. The final cards were collected and Dave Filler claimed first prize, I don't know who got second or third because I got the shits on and went to find coffee.

Once again the Whale organized a great ride and I was pleased to see some 250cc riders out there with us, especially the guy on the Virago, man did he flog the shit out of that thing!!

So if you haven't been on a run lately or are a new member I suggest you keep your eye on "pick your date" or contact the Whale and join us for a ride soon.

Paul Levai

**"PICK YOUR DATE"**  
**Motorcycle Riders Association of S. A.**  
**Calender of Forthcoming Events: July - Sept '98.**

**JUNE**

Thursday 4 th  
 4B's Meeting 7:30 pm  
 Flagstaff Hotel Franklin St City.

Monday 8 th  
 Committee Meeting 7:30 pm  
 "The GOV" Port Rd Hindmarsh.

Monday 15 th  
 Toy Run Meeting 7:30 pm  
 "The GOV" Port Rd Hindmarsh.

Thursday 25 th  
 Mid North Register  
 Meeting at Bute

Monday 29 th  
 Social Sips 8:00 pm  
 "The GOV" Port Rd Hindmarsh.

**JULY**

Thursday 2 nd  
 4B's Meeting 7:30 pm  
 Flagstaff Hotel Franklin St City.

Saturday 4 th  
 South East Register  
 Working Bee at Rally Site

Monday 13 th  
 Committee Meeting 7:30 pm  
 "The GOV" Port Rd Hindmarsh.

Monday 20 th  
 Toy Run Meeting 7:30 pm  
 "The GOV" Port Rd Hindmarsh.

Thursday 23 rd  
 Mid North Register  
 Meeting at Redhill

Monday 27 th  
 General Meeting 8:00 pm  
 "The GOV" Port Rd Hindmarsh.

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 10 000 kms Dark Blue Very Good  
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**AUGUST**

Thursday 6 th  
 4B's Meeting 7:30 pm  
 Flagstaff Hotel Franklin St City.

Monday 10 th  
 Committee Meeting 7:30 pm  
 "The GOV" Port Rd Hindmarsh.

**Thursday 13 th**  
**BLOOD DONOR DAY.**

Monday 17 th  
 Toy Run Meeting 7:30 pm  
 "The GOV" Port Rd Hindmarsh.

Monday 24 th  
 Social Sips 8:00 pm  
 "The GOV" Port Rd Hindmarsh.

Thursday 27 th  
 Mid North Register  
 Meeting at Crystal Brook

**SEPTEMBER**

Thursday 3 rd  
 4B's Meeting 7:30 pm  
 Flagstaff Hotel Franklin St City.

Monday 14 th  
 Committee Meeting 7:30 pm  
 "The GOV" Port Rd Hindmarsh.

Monday 21 st  
 Toy Run Meeting 7:30 pm  
 "The GOV" Port Rd Hindmarsh.

Thursday 24 th  
 Mid North Register  
 Meeting at Lochiel

**Monday 28 th**  
**MRA SA AGM**  
**8:00 pm "The GOV"**

From Page 6

**EXPLANATION**

In case you are wondering why I called Robyn a bitch, she has a sticker on the back of her bike with the word BITCH in large letters and underneath in smaller type is:  
**B**eautiful **I**ntelligent **T**alented **C**unning **H**orny  
 So as you can see I was not being nasty.  
**N**ormal **A**rsehole **S**till **T**alking **Y**ammer

**1998 WORLD ROAD RACING ROUND UP.**



July 5 th **GP.**  
 Donington Park  
 Great Britain.

July 5 th **WSB.**  
 Interlagos Brazil.

July 12 th **WSB.**  
 Laguna Seca  
 U.S of A.

July 19 th **GP.**  
 TBA Germany.

August 2 nd **WSB.**  
 Brands Hatch  
 Great Britain.

August 23 rd **GP.**  
 Brno Czech  
 Republic.

August 30 th **WSB.**  
 A-1 Ring Austria.

Sept 6 th **GP.**  
 Imola Italy.

Sept 6 th **WSB.**  
 Assen Netherlands.

Sept 20 th **GP.**  
 Catalunya Spain.

October 4 th **GP.**  
 Phillip Island  
 Australia.  
**See You There!!**



October 4 th **WSB.**  
 Sugo Japan.

October 11 th **WSB.**  
 Shah Alam  
 Malaysia.

October 18 th **GP.**  
 Jacarepagua  
 Brazil

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Please support these shops, as they support our members. Don't forget to show your membership card when requesting discounts.

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- Bike City** 10% Parts/Accessories
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- C & D Motorcycles** 10%
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- Peter Stevens** 10%
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- Red Lion Motorcycles, Whyalla ...** negotiable
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- Victor Motorcycles** 10% Genuine pts & Acc
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- Western Underwriters** Discount on Request

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Other conditions may also apply.

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(Cut out or photocopy and hand it on)

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	<u>Card issued</u>	<u>Stock Issued</u>	<u>Entered</u>		
<b>MEMBERSHIP FEES : CIRCLE ONE</b>					
	<u>Standard</u>		<u>Concession</u>		
	<u>Single</u>	<u>Family</u>	<u>Single</u>	<u>Family</u>	
1 Year	\$20	\$30	\$16	\$24	
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Male  Female

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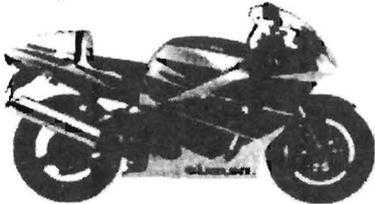
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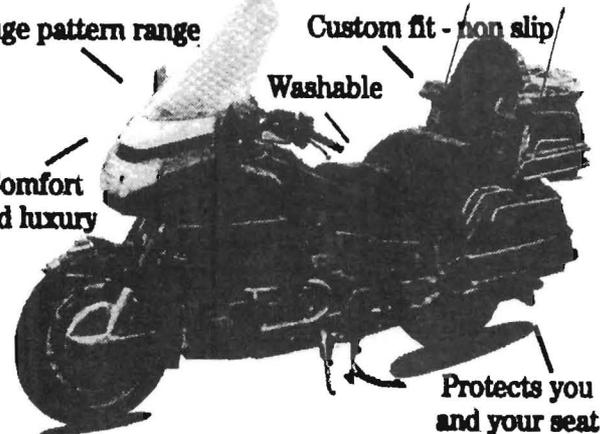
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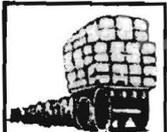


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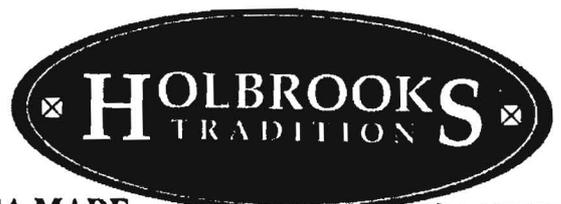
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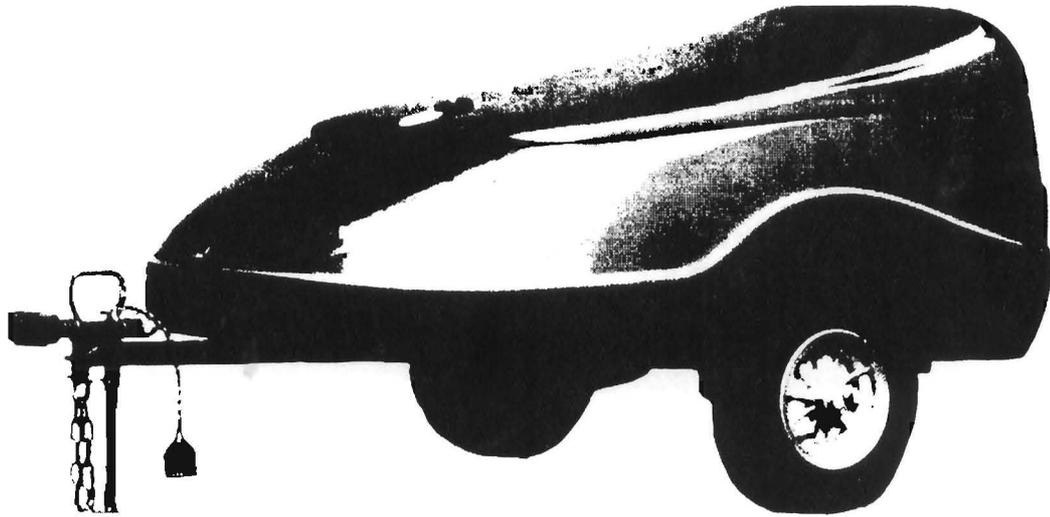
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