

CENTRE STAND

DECEMBER 1999

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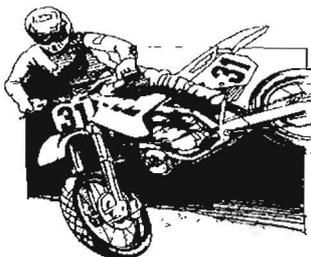


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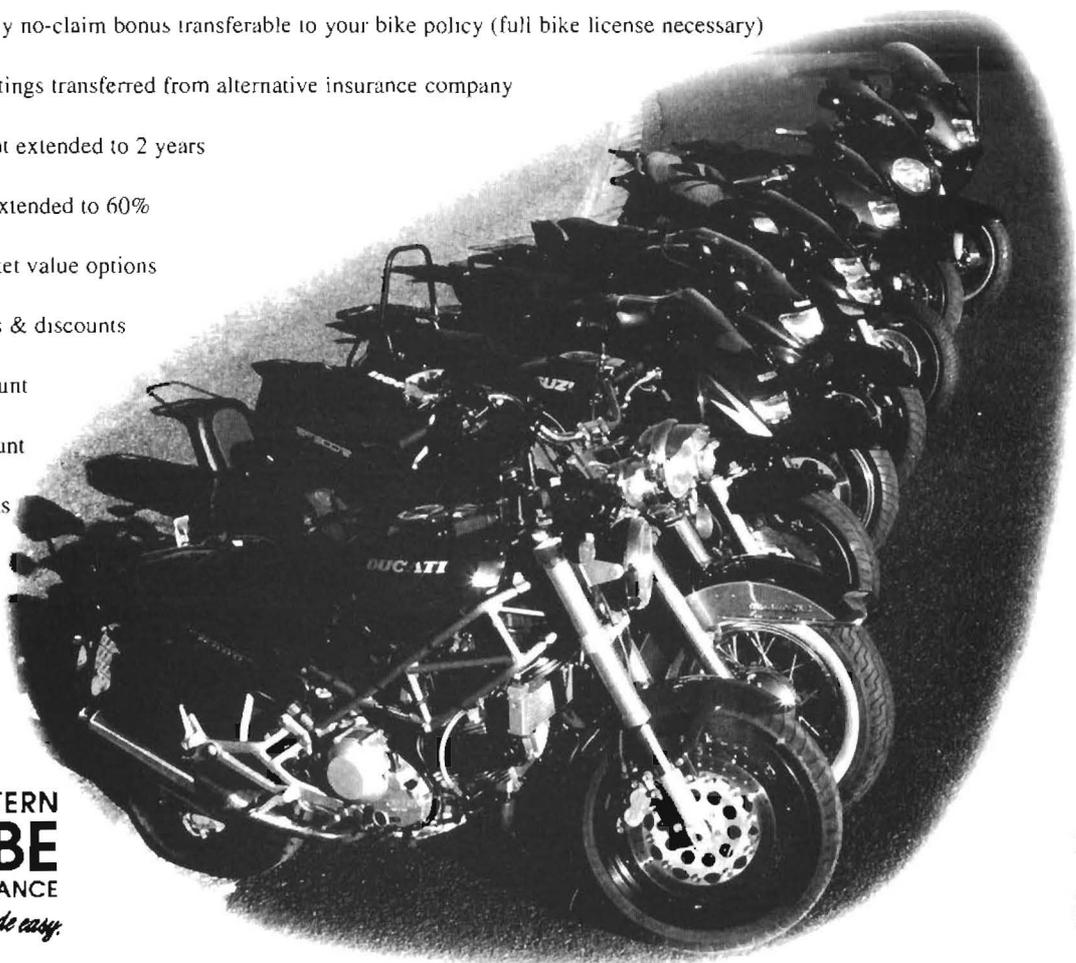
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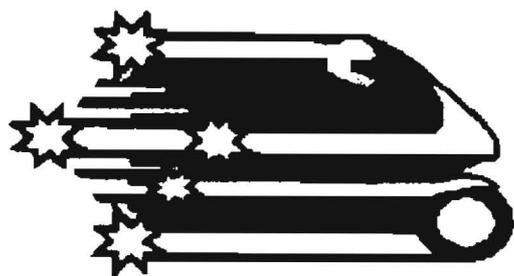
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Acknowledgments Scott Marshall – without his help all would have been lost and in vain. Thanks, Ashley (ed).

From the (new) Ed...

Exciting things are afoot. The millennium fast approaching, Y2K, GST, To Be or Not To Be a Republic and of course a new editor. You might not have noticed as the magazine hasn't changed (yet) and as we enter the new millennium so we adapt & evolve to cope with the ongoing change that never seems to settle. Gone are the days when you were loyal to a company for life, gone are the days when you could get on your bike, throw caution to the wind that was blowing in your hair, gone are big solid Cadillac's, gone are the days of guilt free steaks & cigarettes. That, as they say is history. But WE are making history and fast learning the new ways of the new age. So the time has come to take the MRA into the new millennium, which we can achieve with YOUR help. We look forward to input from you, our valuable members and welcome new ideas & innovations. If you have a qualm, remember that we are your mouth-piece. So I look forward to bringing to light news you can use and stories that will entertain & inform. ☺ ☺ ☺ Ashley - The Editor. Send gripes, compliments, complaints, half truths & suspicions to the Editor c/o GPO Box 1895, Adelaide SA 5001 or e-mail me at editor@mrasa.asn.au

MRA SA NOTES**PICK YOUR DATE**

- Included with this issue of Centrestand is a fridge calendar for the MRA for the year 2000. This calendar includes the proposed dates of all our meetings, runs and events for the year. Stick it up on your fridge and not only will you always know what day it is but you will know when to come along to ride and carouse with fellow bikers. For more information on the runs and events (particularly regarding changes of dates and venues) refer to the Centrestand or call the MRA for elucidation. For info on runs call David Povey Coordinator of the Jolly Good Run Committee of the MRA and for info regarding meetings call the Secretary Robyn Gaden. The numbers are on page 3 of this mag. Don't forget to give us some feedback on the calendar. We need to know if it works.

TOY RUN WEB PAGE

- For those of you wanting information on the Toy Run, access the MRA Website for the latest. A new page has been prepared to give you the latest info on the day and will include a visual of the 1999 poster, lists of sponsors, trade and food sites, and general information about the day and what to expect. Pay us a visit and leave a note telling us what you think. Information will be updated as it comes to hand. For those without access to the Web, check out the Toy Run page in this issue.

4B'S CHRISTMAS DINNER

- Friday the 17th is the evening for the 4Bs Christmas Dinner. It will be held at the Flagstaff Hotel, Franklin Street. Anyone interested in going should contact Greg Janzow on 8346 8068 and make a booking. \$25 per head for a good night out. All are welcome.

MRA CHRISTMAS DRINKS

- This will be held at the Maid and Magpie Hotel Monday 20th December from 7.00 pm. This is where we wind down for the year from the Toy Run and catch up with a few people. All members and their families are welcome and a light supper will be served. Buy your own drinks.

TOY2K

- Look out for year for the Toy2K Run, 8th December 2000. See you there

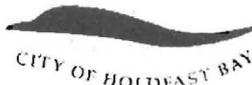
ADELAIDE'S WORST INTERSECTIONS

- Vote number one goes to the Main North Rd., Grand Junction Rd., Port Wakefield Rd. intersection, especially just before the lights, north bound, just alongside the Gepps Cross Hotel. In all three lanes the road is lumpy, up to 200mm high in places, crack sealant is down and coming up to and through the intersection makes you wonder whether steering is an option when the road grabs your tyre and takes it for a ride. And try braking in the wet - now you know what adventurous means. 5/10 for safety at any speed.
- Vote number two goes to the O'Connell St., Main North Rd., Prospect Rd. intersection especially the lights heading north just outside the Caledonian Hotel. Essentially a rework of the vote number one with the added bonus that if you are in the middle lane and north bound along Prospect Road some tin top dick head has forgotten that he really meant to head up Main North and does a RH turn in front of you from the left. Also curses for braking in the wet. 3/10 for safety because of the dickheads who are a regular feature.
- Vote number three goes to the Main North Rd, Regency Rd. intersection especially the bit from the pedestrian crossing on Main North heading north to the lights next to the furniture emporium. This one has it all, ripples, crack sealant and road scrapings where attempts have been made to flatten the road by taking scrapings off the ridges. Also loose gravel and holes and the bitumen has all sorts of rubbish like washers, nails etc embedded in it. How about the dog leg from the pedestrian crossing to the lights which confuses the hell out of a lot of drivers who think that they just have to drive straight on. Also there is parking allowed in front of Cheap as Chips and Cunninghams which plays havoc with everyone who is trying to stay in a fast lane and manage the dog leg at the same time. 5/10 for safety and bad design.

Members are welcome to send in descriptions of their 'favourite' intersections for inclusion in the magazine. If we get enough we could start up an annual award for the worst one of all and send it to SA Roads with our compliments.



TOY RUN
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PRESIDENT'S REPORT

Another year gone and I'm still writing this column. So what's happened since the last December column?

Well, we put up our Web Page thanks to Adrian 'Baja' Burns and since March have had nearly 3,000 hits. This will be developed further in 2000 to include more reports, information, links and the Centrestand and I hope that more members will be able to get access one way or another.

The Gorge Road became infamous again and we were involved in a safety audit which will continue to have repercussions in the new year not the least of which will be its use to educate road engineers et al on the need to specifically consider motorcycle traffic in the design of roads.

The National Road Rules are now in force and the MRA spent a bit of time making a contribution to them in their various stages as they were to affect motorcyclists on the road.

Memberships are on the increase with regular enquiries coming through the MRA line every week. We also get quite a few enquiries for other motorcycling organisations and clubs as they don't advertise in the phone books, but that's to our benefit.

Add to that our runs, the Rally, the Toy Run coming up and we have had a busy year. Next year as well as the regular activities we will have a revamped Centrestand (thanks to Ashley after nearly 10 years I once again have only one portfolio), some Y2K activities, motorcycling style of course and anything else that you as members can come up with that we can manage.

I want to thank all of our sponsors who have supported the MRA over the past year, many of them over past years. They are in the magazine, on our Toy Run poster, the Web Page and mentioned anywhere we think is appropriate. They enable us to provide a magazine like the Centrestand and without them the Toy Run would be unaffordable and the MRA Rally literally couldn't go ahead. We value their support and recommend them to people making enquiries on motorcycle related matters. They want to support the MRA and they value your custom, so show them that it's a two way street and tell them the MRA sent you - and don't forget to ask for a discount.

Summer is coming, so don't forget to protect the epidermis with a nice thick layer of leather when riding. Be hot and safe rather than scraped and sorry. And don't forget that the Christmas Crazies and New Year Yobbos are out there on the road and they're out to get ya. So hey, be careful out there. We want you as members next year.

Stay Upright, Harald

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TOY RUN REPORT

Everything is now organised for this year's run, the rest is up to you. Get those bikes cleaned; buy a nice toy, no please as we aim at the 10-14 year olds.



There will be stuff to decorate you bike for sale down at the Bay, or you can do it yourself before you leave home.

The two bands this year will be Sudden Comfort and John Rundle and the Maulers; there will be a blow-up castle and a face painter for the kids.

This is our 21st run, so buy a badge from the stock tent and commemorate the last run of the century.

Please follow the instructions of the marshals and the police, they are there for your safety. The run speed will not exceed 90km on the freeway, this is to allow those who have been held up at traffic light to catch up before we enter the oval.

Remember, once we turn off the freeway, at the Mt Barker turnoff, the road is one-way all the way to the oval, this will stay in effect until 1.00 p.m. If you wish to leave before this time, you will have to go the back way from the top oval. The track out is not all that good, so it would be best to stay until the road is open to two way traffic.



Don't forget, the run leaves Glenelg at 11.00 a.m., so get down to the Bay early.

Here's hoping for fine weather and a safe ride, see you on the run.

Paul Morgan
Toy Run Co-ordinator



MILLENIUM RUN IDEAS

We have a few ideas we would like to bounce off you, for Millennium Runs 2000. We would greatly appreciate any comments, suggestions or ideas you have for runs for 2000.

Here is what we suggest:

- Minimum 2000 km's to qualify for badge or award to be decided.
- All runs organised by MRA or legislators would be eligible for points (km's) except for the Toy Run
- Registration on a form to be printed would be needed and a registration fee (\$5-10) to cover cost of badge or award and to give us an idea of quantity or awards needed.
- All riders would be welcome, including pillions
- Jolly Good Run committee will decide the km's for each run to prevent bickering over travelling distance.
- ie: Each run has a set distance no matter where the individual is starts from eg: Radiata Run would be 980km's even for south east members because to qualify for badge they would have to ride to Adelaide at least once. The same would apply to PMT, Riverland Clubs on Riverland Run (CCA) and the mid north and Bush Pig rally.
- Officials driving cars to rallies would have those km's credited to their rally tally. ie: Harald driving Volvo (ugh what?) to Great Escape would qualify as would driver pick up vehicle on CCA Riverland Run


Advantages of including rallies

- May bring more people/bikes to our rallies including register run events
- Give more incentive to attend MRA & register run events
- Not everyone can do all runs – this would enable a choice of events
- Not quite so many extra runs to be organised by the Jolly Good Run committee
- Should allow members with smaller bikes to attend some runs

I feel this would be fair to all participating motor cyclists and clubs. Your constructive criticism & ideas will be appreciated.

David Povey

PREPARING YOUR BIKE 4 SUMMER

Want your bike to run a little better for those glorious hot summer days? Want to do it cheaply? Here is a pre-summer checklist.

Before you head off for a really quick ride, you need to make sure that everything on your bike is in tiptop shape. Just a few simple & relatively cheap mods will give your bike the potential to perform better.

Some of the adjustments are best carried out by your dealer, as the expense of buying the correct tool is never recaptured by the occasional bout of home maintenance. Also, they'll have any up to date knowledge on your particular machine.

Follow these step by step guides and unleash your machines full potential. They will improve your confidence, make the bike easier and less tiring to ride, make it last longer and make riding it more of a pleasure. There's no time to lose. The summer here and we don't want to be left behind now, do we?

1) ENGINE CHECK: the 'heart' of your bike must be in tip-top condition. Take out a spark plug and examine the ceramic around the electrode. It should be light brown. If not, it's time to have the bike serviced. Get your motorbike dealer to balance the carbs, time the engine, adjust the throttle cable slack and basically give the mill a clean bill of health. Finally, ask the dealer to fill the engine with the best oil you can afford and fit original air & oil filters.

2) TYRES: the difference between fast. Confident riding and feeling unsure can be down to the rubber your bike's wearing. Check both tyres for deep scores and foreign matter. Check fronts for uneven wear on the sides (caused by heavy braking) and rears for tread depth (the middle wears faster). Make sure tyres are matched pairs and recommended for type & size of machine/speeds. Tyres are the best insurance against crashing, so make sure you get the best you can.



3) TYRE PRESSURES: often overlooked, the amount of air in your rubber determines how the bike feels. Check them regularly. Your owner's handbook or tyre depot will have the correct pressures. Pressures should be checked from cold. Make sure you refit the valve cap to stop dirt getting in. Check the wheel for weights, which are necessary on 99% of wheels to stop the vibration reaching the handlebars. If you're in any doubt, get the wheel balance checked by a dealer or tyre specialist.

4) BRAKES: the last thing you need is for the brakes to bind-on when you are on the move. Rotate the wheels by hand to see if they spin freely. You will be able to see whether the discs are out of true as they weave from side to side between the brake pads, or if the pads are being forced against the disc by sticking calliper pistons. Warped discs can be trued in a lathe (tricky); seized callipers need to be stripped, cleaned, greased & resealed (best left to an expert shop). New brake fluid gives piece of mind.

5) BEARINGS: worn bearings cause friction & vibration. If you don't have a centrestand, you'll have to find some way of raising each wheel so that it can spin freely. Grab the tyre at the top and try to wobble it between the forks & swing-arm. There should be no detectable movement. If there is, you need new bearings. Also rotate the wheel & listen for gouching, another indication that the bearings are on their way out. Finally, make sure that the wheel axles & calliper bolts are tight.

6) HEAD BEARINGS: if the bike clonks when the front brake is applied then the head bearings may need tightening. This involves loosening the top yoke and adjusting the bearings. Check adjustment by having the front wheel off the ground and letting go of the bars. Too loose, and bars will flop from side to side. Too tight and they won't move at all. Just right sees finger effort move them from side to side. If the bars are notchy when they are turned from side to side then the bearings need replacing.

Adapted from Bike Magazine June 1999

RIVERLAND RUN 4 CHILDHOOD CANCER

A special invitation to Motor Cycle Riders to join the annual **Riverland Run** and stay for the **Rally & Rock Concert**, a mammoth fundraiser for the Childhood Cancer Association's Family Services.

Rally & Rock at Renmark Show Grounds Oval, Saturday, 25th March 2000.

A giant Rock & Roll Concert. Bike Show, SideShow Alley, Family Entertainment, Helicopter Rides and Harley Rides will be available.

A wide variety of food & drinks, ice creams, chilled wines and cold beer on tap to complement sizzling BBQ's and spit roasts. All this combined with art & craft stalls along with local produce makes a real carnival atmosphere.

The concert performers are **Patrick McMahan (Mr Neil Diamond)**, **John Schumann**, **Noel Watson**, **Acasutic Juice** & compered by **Graham Cornes**.

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PERCEPTIONS - By the Editor

It's amazing how perceptions distort ones image of something, be it a name, a city, a perfume or even motorcycle (and all that go with it). Accustomed as I was to dealing with trauma in the emergency room, trying to repair bits of body and hastily prepping patients for emergency theatre, it was proven statistically that over 75% of accidents coming into casualty were motor bike related. That is a scary amount of people getting squashed on two wheels. Bearing in mind that these were my formative years. After witnessing Uncle Bill (my next door neighbour) not only getting wiped out on his bike but also losing a leg, then sitting a year in hospital, leaving an unemployed wife & 4 children at home, I vowed I would NEVER ride a bike. The perceptions in my mind were of danger, irresponsibility & hooligans. It was easy for me to look down my nose at motor bike riders. They don't call me "Snöoty Knöote" for nothing you know!

Things changed when I met my hubby, Dale. Since he was an avid motorcyclist, I kinda thought that he knew what he was doing, not to mention that I trust him implicitly (well I had to didn't I?). Needless to say he EVENTUALLY coaxed me into getting on the bike with him. I was a stiff as an ironing board & scared sh.....! My perceptions still hadn't changed until I met a professional couple who also enjoyed the merits of the motorbikes. This was the turning point when I realised that all sorts of people ride bikes (including by now my best girlfriend!), and that it isn't just reserved for 'rev-heads' & brain-dead junkies. The cherry on top was when my ex boss, Leanne (who I dig & is ultra cool), showed me her bike. I was actually rapt that I could begin to identify with the 'bike fraternity'. Now you can't get me off the bloody thing! I am attempting to learn how to ride this blasted contraption but keep falling off! I shall keep you posted (if I manage to "Stay Upright" to quote from Haralds book!)

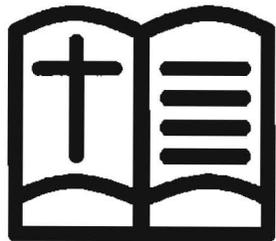
THE REVEREND RITES

Here we are again at the most commercial time of the year. Bah, humbug, I hear you say, what the hell does Christmas mean anyway. Well, its funny you should ask, cos' that's just what I'm gonna tell you about.

I guess you've all heard the real Christmas story heaps, and not wanting to give you religion or anything like that I'll just say this. Christmas celebrates the birth of a kid around 2000 years ago, in a small town in the Middle East, in a shed at the back of a pub. Surrounded (depending on which story you read) by either three wise men, or a group outcasts, in the form of shepherds, not a highly regarded section of their society (both groups of onlookers remind me of bikers). Whatever you believe or don't believe, that event changed Western society dramatically, and is about to be celebrated in the much clichéd event of the end of the millennium.

So with the approach of the Yuletide festival, my subject for this issue would have to centre on the biggest event of the Motorcycling calender in Australia (apart from the day when Triumph will release details of the new Bonnie). I am referring of course to the Toy Run. And why do we have the Toy Run?

We have the Toy Run for several reasons. The most important of which are the kids. We give toys to kids in need, kids in a bad situation. In donating the goods, we are responding to social responsibility. This is the concept that those who are well off look after those who are worse off. A slight redistribution of wealth, very slight. We sympathise with the plight of the kids who won't get much this Christmas. We try to do our bit and so the kids get presents. And it gives us a warm fuzzy feeling. Now this relates back to the beginning of this column to the kid in the shed. When that kid grew up he advocated that those who are well off should look after those who are worse off. It was, and should still be, a major part of the religion that grew from the story of his life. It is an underlying principle of society, or at least it was until the 80's. Some of the world's most celebrated



people are the ones whose sense of social responsibility was/is so great it led them to extreme self-sacrifice. Mother Theresa is the prime example that springs to mind. So in giving presents to children through the Toy Run, we are also engaged in fulfilling our social responsibility.

We have the Toy Run for the P.R. It is good for our image, brings us a bit closer to the "normal" people. The media coverage can be a bit patronising at times, and as I pointed out in an earlier column, maybe we are losing our group identity in allowing mainstream society to get too close. But we do show that we are responsible members of society, not temporary Australians hooning and crashing on Gorge rd, or trying to blow each other up.

Last, but not least, we have the Toy Run for fun. It is bloody brilliant to ride amongst 10,000 other bikers. The mix of bikes is great - everything from Vespas to Valkyries. Catching up with old friends, making new ones, all part of the fun. Music, food, drinks. Be merry. But while you're

having fun, remember the cops on the way home. I got done for speeding on Upper Sturt Road last year which put a bit of a damper on the euphoria of the day.

So, to you all, have a good and safe Christmas, keep your bike upright, and don't do anything too silly. See ya all at the Toy Run.

The Rev.

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THE SEDUCTION OF MOTORCYCLES

By Sean Mc Pherson

Ever wondered about your first bike or a favourite bike? I had never considered the fact until a friend sold his Duke a few weeks back. I'm still trying to decide whether he is a silly or a wise prick! But he said one thing that had me thinking, and that was, the buyer was entering a relationship with the bike.

And now back to the first bike. It was a grubby little two-stroke café racer that I had the most fun on!

I've forgotten how many times I crashed the thing and rebuilt it. It was the only bike I ever really mono'd or powerslid with regularity (mainly I think, because of the Taiwanese tyres!). The riding position hurt my back, the electrics were dodgy, and the handling improvements were a set of koni shocks and three ten-cent pieces packed on top of each fork spring!

But I had the best times rat bagging on that bike. It cost me my license (twice!). It was a relationship that was one of the best. Bigger, faster, and younger bikes had seduced me, but I still think about what I got away with on that first bike.

I'm going grey (just!); I've broken a few bones, and like to think the years have wizened me.

My seduction by power and noise has almost been complete. Santa still never brings me a new bike.

I'm pretty sure the only reason the ladies like my bike is because my four legged Ochre likes to ride occasionally (and gets more wolf whistle than I do!). I still haven't learnt to how to mono properly! We don't own motorbikes; we form relationships with them.

ARE ROAD SAFETY BARRIERS REALLY SAFE?

By Sean Mc Pherson



I had the opportunity to travel up the gorge a few weeks ago, so I decided to be adventurous for a change and stuck to the speed limit (idling up the gorge isn't fun). This led to some distractions such as the so called 'safety barriers' or lack of it.

Let's start with the latter, which is nothing at all. Having ridden off the road twice I can vouch that this sort of safety barrier works in the opposite way once gravity takes its hold and you actually gain even more speed before you come to the really sudden stop at the end. If you precede you bike a quarter of a ton of various rapidly deforming metal on plastic can have a curious effect on the human body. Then we have the good old farm square wire fence – just remember to mutter 'Bugger'! as you plow through it, your progress mildly impeded. Then there is the farm fence topped with barbed wire and five inch square strainer posts, either you take the chance of rapidly deflating your ego or turning yourself into a human accordion and testing the impact resistance of your latest & usually expensive lid. There is also the 6ft high cyclone fence which I reckon would be better placed horizontally because it would bounce you right back into the path of the quarry truck/pensioner laden tour bus (the one you have just overtaken).

Good old Armco, what else can deform motorcycles with the greatest of ease as you sail over the handle bars after banging your wotsits on the tank (sorry guys only) as you execute a perfect flying W.

How could I forget the illustrious governments' latest flash of brilliance to save property instead of lives? Yes they have cheesecutter on the gorge. Picture this: rubber neckers on the wrong side of the road force you into becoming a steel, leather & plastic sliced sandwich.

So with our legislators trying to kill us whoops! protect us from our own motorcycles instead of researching what they concrete in perilously close to the road edge from all points of view from all road users to come up with something that would be more acceptable.

Is it me or has anyone else noticed how close to the gutter light & stobie poles are being placed on the footpath and the trees are in the centre islands.

Consolation: at least when the trees grow, they'll have a harder time photographing us on the road!

See you on the road
Keep the shiny side up
Sean



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**KNIGHTS OF THE ROAD**

Scott Marshall

With all the talk in the press recently about motorcyclists and motorcycle gangs, I thought that I would recount an incident that occurred whilst I was living in Sydney.

I was travelling home from Burwood to Artarmon one Friday afternoon, when the engine started to lose power.

"Oh no! What now?" I thought.

I then realised that I'd forgotten to fill-up after switching to the reserve the afternoon before. (*D'oh*)

I pulled off to the side of the road and onto the nature strip, dismounted and parked the bike. I then removed my briefcase and started walking up the hill towards Top Ryde to find a service. (The last service station was about 5km behind me)

As I was walking up the hill, I heard that distinctive "potato-potato" sound. Sure 'nuff, 'twas a Harley. The Harley rider passed me and turned left into a side street. When I arrived at the side street, he was waiting for me. "Is that your bike back there?" he asked.

"Yes." I replied, "I forgot to fill-up and ran out of fuel".



The Harley rider then amazed me by saying "Hop on, I'll take you 'round to the nearest servo" What's so amazing I hear you ask? Well, I was wearing a suit under my leather jacket, carrying a briefcase and full-

face helmet, whilst the Harley rider was of the tattooed, denim jeans and denim/leather patched jacket, open-faced helmet variety.

Not only did he pillion me to the servo and back, he waited until my bike had started before riding off. Oh yes, my bike was a little old '81 Honda CB250N.

Now we've all heard the jokes about Harleys and Ducatis etc (and their riders too), but it just goes to show, not all knights wear shining armour and ride a white horse.

To the anonymous Harley rider; "Thank you and Stay Upright".

ANNUAL GENERAL MEETING

Annual General Meeting

The Annual General Meeting of the MRA was held at the Maid and Magpie Hotel on Monday 25th of October.

Elected to the Committee were:

Executive Members

President	Harald Lindemann
Vice President	David Povey
Secretary	Robyn Gaden
Treasurer	Ian Marlow

Committee Members with Portfolio

Stock Controller	Paul Morgan
Publicity Officer	Paul Morgan
Register Liaison Officer	Les Dicker
Minutes Secretary	Les Dicker
Road Safety Officer	Sean McPherson
Membership Secretary	Aidan Hanafin
Editor 'Centrestand'	Ashley Knöote-Parke
Run Coordinator	David Povey

General Committee Members

Dale Knöote-Parke
Michelle Eustace

Not present for the elections but having expressed a willingness to serve as General Committee Members, **David Filler** and **Brenton Mattiske** will be coopted onto the MRA Committee at its next meeting.

10 Year Membership badges were presented to David Povey, James Hanafin and Paul Morgan. Congratulations to you all and thanks for your support for all those years.

10 YEAR MEMBERSHIP

Any member who considers that they may be eligible for a **10 year membership badge** and would like one are asked to advise the MRA Membership Secretary ASAP so that an eligibility check can be made and a presentation can be arranged. Cost of the Badge is \$5.00

Presentations are made each year at the Christmas drinks party in December.

FREE Weekend

All financial members at the time of the Sept 2000 AGM, will go into a draw for one years free membership. Six current members will be picked at random, and put into a hat for a final draw of a FREE weekend for two in the Barossa valley And five FREE memberships for one year

RALLY ROUNDUP

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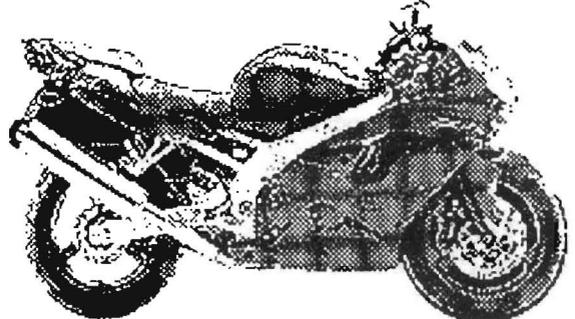


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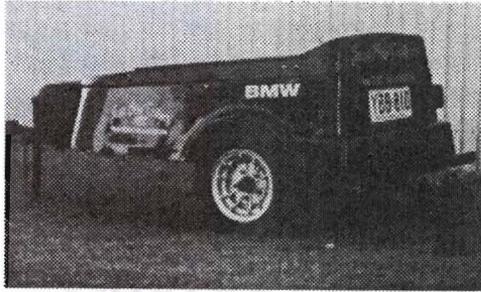
Anyone wanting information regarding dates of 1999 competition fixtures in SA should contact Motorcycling Australia (SA), 251 The Parade, Beulah Park or on (08) 8332 9000 ph. (08) 8332 9100 fax for a free copy of the 1999 Fixtures SA Brochure

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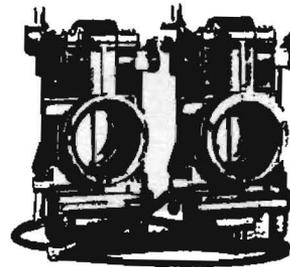
"The happiness of life is made up of minute fractions - the little soon forgotten charities of a kiss or a smile, a kind look, a heartfelt compliment, and the countless infinitesimals of pleasure and genial feeling"

- Samuel Taylor Coleridge
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Dorothy in "The Wizard of Oz"

4 B's REPORT

It must have been this time last year when I last gave a 4B's report, so I'll start the same way as I finished last time; that is by advertising the 4B's Xmas dinner for 1999. It will be held on Saturday 19th December at the Flagstaff Hotel in Franklin St, (next to Peter Stevens). Starting at 7pm, it will be about \$22 for a 3 course meal. If the last 4 years are anything to go by, that represents good value. Invitations are extended to all MRA members, so if you're interested call me on 8346-8068.

What about 1999? It's been quite a year and 4B's business proceeds as usual. Andrew, Joanne & I cover the RAH, Les Dickens does Flinders, and Adrian Gibbs visits the QEH when he can. I'd like to thank Savini & Guy who offered to help me out at the RAH and give me breakfast for a month or so recently.

In the country Wayne (Lefty) Lethbridge keeps watch on the Port Pirie Hospital and Tracy Murray in Whyalla is our 4B's and BRA representative there. The SouthEast register has its own 4B's group too. SO together we have most areas covered for visiting, and we find that serious motorcycle accident victims are often transferred to Adelaide. Thankfully the hospitals have been quiet for us this year.

The highlight of 1999 was the RAA magazine July article devoted to the 4B's (and other accident support groups). We were really pleased at the unexpected editorial support. The response to the article was very encouraging. We thank Andrew & Joanne for their great work at the head injury support network of HEADS.

More recently we had our 4B's "Annual General Meeting". Again it was a brief, more-than-casual affair during which we divided to maintain the organisational status quo. I'm still coordinator and Rosemary remains secretary-Treasurer (not that there is a great deal of money involved these days!). I'd like to again publicly thank everyone for all their work and support over the last year. We look forward to another quiet year, and we encourage everyone to make that a reality by "Staying Upright"

In the meantime don't forget that the 4B's meet on the first Tuesday of each month at the Flagstaff. And don't forget the Xmas dinner. Best wishes for the coming season and for 2000.

Cheers Greg

10 Year Membership



10 Year membership Presentation (L-R)

David Povey, Paul Morgan, Michelle Eustace, James Hanafin

1999-2000 MRA Committee



1999-2000 MRA Committee L-R

Brenton 'Lumberjack' Matisse & Dale Knöote-Parke
General Committee Members
Aiden Hanafin - Membership Secretary
Harald Lindemann - President
Paul 'Devil' Morgan - Stock Control, Officer
Ian 'Milo' Marlow - Treasurer
Robyn Gaden - Secretary

Les 'Uncle Pervie' Dicker - Registration Liaison
Officer/ Minutes Secretary
Greg Janzow - 4B's Coordinator
David Povey - Vice President/Run Coordinator
Michelle Eustace - General Committee Member
Sean Mac Pherson - (inset)
Ashley Knöote-Parke (inset) - Editor

AVUNCULAR TALES *by Les Dicker*

I spent most of the seventies and the start of the eighties doing a tour of duty with the Defence Department in Canberra. The fact that I only used a motorcycle as transport during that time even amazes me, as the weather in Canberra can be quite daunting on occasions. I can remember arriving at Russell Offices one winter's morning and after parking the bike (a Kawasaki 750 triple) I found it difficult to walk across to the entrance because of the ice on the ground, and yet I had just ridden about 9 kms on it! I found that to get around in winter in Canberra it was essential to be in full leathers with lots of warm underclothing, and even then it still got incredibly cold. Most mornings were foggy, and the moisture would form on you as you rode along and it would instantly freeze on you so that when you arrived you would need to break the ice off yourself!

The summer there was very pleasant however, as it doesn't get the same kind of heat as here in Adelaide, so that riding then was quite a pleasure, and most of the bikes in Canberra would come out of hibernation and I would be struggling to get into the bike parking area. It would also see the appearance of the 'thong nong', a rider who would ride around in thongs and very light clothing and look very 'cool'. There was one such chap who lived just up the road from me that would get about on his Honda 400 Four popping monos past my place and wearing thongs, shorts and a helmet! Despite my warning him on several occasions about such inadequate dress whilst riding he continued to do it until one day he came off on a piece of road that had a very coarse mixture of screenings in it (not unusual around Canberra because of the icy roads). I noticed him going to the shops soon after, he was wrapped from waist to neck in a cotton wool bandage, and yes he said he would always wear some proper clothing when riding in future!

The rally scene was great, as there were lots of rallies close to Canberra, so that you could take your pick of three or four every weekend! There was one keen rallyist that I knew there who would do lots of rallies just to collect the badges, so that he would go to a rally on the Friday night straight after work, and then do another two or three on Saturday, with possibly another one on the way back to Canberra on Sunday morning! Talk about badge hunting! He had a Belstaff jacket which was covered in badges, he used to show it off at the pub, explaining that he couldn't wear it as it was too heavy and if he came off he would lose a lot of the badges, but it would look really great if it was at night with all the sparks flying as he slid down the road!

One summer Sunday afternoon on Commonwealth Avenue I spied a rider on the side of the road pushing a Triumph, so as is my habit when seeing a motorcyclist in distress, I went to his aid and it was just that he had run out of fuel and was trying to get to the service station at Manuka. I offered to go and get some petrol for him, but he had a better idea and produced a length of rope and suggested that I tow him there! I didn't like the idea but he said it was alright as he had done it plenty of times, so off we went slowly up the road and took the off ramp into Manuka. We were halfway down the ramp when a car came up fast behind us and tried to move in between us! I still don't know how we survived that one! The worst drivers in Canberra were those that had the Diplomatic Corps plates which were light blue and had the prefix DC. These drivers were a law unto themselves and cared little for speed limits, road rules and other road users.

Most of them were from countries that drive on the other side of the road and they still seemed to want to do so over here! Most of them seemed to think that the emergency stopping lane was their very own high speed transit lane and you would find them passing by at over 120 kph on an 80 kph road in the emergency lane! And of course as they had diplomatic immunity the police could do nothing about it! That's all for now, please remain vertical!

PIDDLE PUDDLES *by Ochre The Dog*

Hello again.

Dad says I can write another story, but I'm having trouble finding someone to do the writing (he hasn't found out about the prizes yet!). Is every dog getting ready for the Toy Run? I have my present ready, but Dad says I have to carry it by myself this year. He has fixed Suzi, but I don't know if anyone can hear me over his pipe.



Santa really doesn't like him because Nanna took him to town and he yelled at Santa, if I don't get anything I will ~~throwup~~ vomit in his helmet!

This time it is something for every one to do, see if you can figure out how many bikes have animal names. I will let people use ~~fore~~ other languages because I know lots. Here are a couple.....

Piaggio Vespa (wasp) & Honda Hornet.

Who can come up with the most?

See you on the Toy Run.

Woof

Ochre



CHAINS by *Sammi Ross*

My mate, Guy, has bought a third motorbike – its previous owner succumbing to lack of agility. This story is about chains; recalled when Guy checked the condition of the chain on his ‘new’ Yamaha XS250R, 1982 model. He found that it was on the limit of its adjustment and subsequently discovered that it had 102 links instead of the original 100, so he casually flicked two links out . . . but it was his comment, “It’s difficult to adjust a chain when you’re by yourself – you really need someone to be sitting on the bike . . .” that clicked my memory into place.

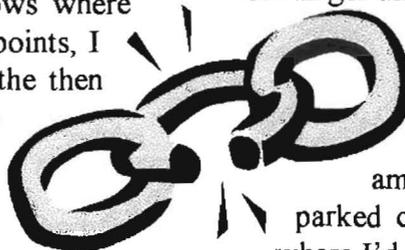
In 1985 I bought a Harley Davidson Sportster 1000cc, last of the Shovels (and that’s another story too.) My year on 250cc or less was up and I was attending University in Canberra, travelling back and forth each lot of holidays (and Uni had more holidays than teachers did, so I often rode the 1000 plus km. – service stations and caravan parks got quite used to seeing me.) I wanted to get a larger bike, but one that I could work on. Having been initiated on a Honda XL125, mid 70s model, (which I still curse myself for selling – if anyone out there knows where there is one . . .) with kick-start, and points, I was not particularly enamoured with the then larger capacity road bikes which were fully faired, heavy, had high seat height, and electronic ignition. Ah, yes. I had grown used to the push-button on my Kawasaki GPZ250C, belt-drive second bike (which I still have) but I really wanted to do as much servicing and maintenance as I could; the little Honda had been extremely reliable, and taught me respect for motorcycle engines and handling capabilities.

After much reading and talking and lots of thinking, I ended up buying a brand new Harley in May 1985, here in Adelaide. I was given instructions on how to give the bike a general service and tune up, and how to adjust the chain. Armed with the basic motorcycle manual, I loaded the bike up with the throw-over leather studded/tasselled saddle-bags (one of which had the Harley ‘tool-kit’ in it), a can of petrol, and slung my violin case over my shoulder. Off I rode on my brand new Harley to Canberra.

Come July, and I was on my way back to Adelaide with minimal luggage, necessary tool-kit, and no spare petrol can – I’d worked out how

to get economically between petrol stops. All went well until I got lost – I’m very good at getting lost when I’m not in a hurry. Just out of Loxton I realised, at the very last moment, that I should be turning left, so I braked and turned the front wheel. I found that my newly acquired motorcycle was threatening to fall over so I grabbed the front brake and found myself holding the bike up with my right thigh/knee. With sheer mind-over-matter force I managed to stand her up, sat back on her, discovered that my right foot couldn’t even touch the ground on the cambered corner, and, much relieved, rode away, thankful that no one had seen me.

By the time I reached Karoonda I was exhausted, although still congratulating myself on saving my, as yet unpaid for, bike. I decided to have a bite to eat. It was a Saturday night and the town was full of country footballers and netballers. I parked opposite the deli, which is near the hotel. After I’d bought a chiko roll and, as I walked across the road admiring my thankfully undamaged bike, I realised that the chain was looking rather loose. I squatted down, fore finger under the chain, and lifted. Wow! Yes!



It was lucky that it was still on the sprocket! Ah, well. Finish the roll, throw the paper in the bin and realise that I appear to be the amusement of several youths in the parked cars in the parking area adjacent to where I’d pulled up.

Nonchalantly I opened one of the saddlebags and took out the one-and-a-quarter inch ring spanner to adjust the chain. With spanner in hand, I walked to the driver’s window of the nearest parked car, resplendent in smirking male occupants – smirks which gradually changed to guilty ‘caught out’ looks as they saw me approaching. I lent down to the driver’s side open window and enquired, “Would any of you fellows like to sit on my bike while I adjust the chain?”

I need say no more, need I! Before I’d even turned to face the bike again the car’s doors were opened and the car vacated. Yes, it is extremely helpful, and no doubt (almost) necessary, to have someone sit on the bike while you adjust the chain – and can give that person quite a buzz as well.

BATHURST TOURIST TROPHY

Trophy to spearhead Easter Motorcycle Festival racing action

Tourist Trophy racing makes a welcome return to the Australian domestic motorcycle racing calendar when the 300 km Bathurst TT spearheads the racing action at the Easter Motorcycle Festival next April

The Bathurst TT will be a 300 km invitational race open to a range of racing categories including the burgeoning Formula Xtreme category, and will be the feature event of the 4 day festival on Sunday April 23rd.

TT racing is a traditional motorcycle-racing format, which can only take place on a street circuit such as Mount Panorama.

Bathurst is the cradle of Australian motorcycle racing and the Bathurst TT will be fantastic flagship of motorcycle racing at the Easter Festival. "I'm sure it will become a must see race for motorcycle enthusiasts around the country" said EMS MD Mr Greg Eaton.

"In past years, motorcycle racing at Mount Panorama helped to launch the careers of many leading Australian riders such as Gregg Hansford, Kevin Magee & Michael Doohan, and once again we expect the Mountain to showcase new talent on the Australian motorcycle racing scene" said Greg Eaton.

Easter Motorcycle Festival organisers, Event Management Specialists, has struck a deal with formula Xtreme Promotions to ensure the category's rides have a place on the grid for the Bathurst TT.

As the leading category Formula Xtreme competitors will not only take part in the Bathurst TT but will also contest two sprint races over the weekend of the Festival, both of

which will form part of the Formula Xtreme year 2000 series.

Graeme Morris, currently holding down second place in the Formula Xtreme Series behind Marty Atlee, said there was a move to Formula Xtreme as riders appreciate the benefits of the class.

"These bikes are so quick now that they hold the outright lap records at Wakefield Park

Raceway and Oran South Park Circuit, and at Bathurst they'll easily exceed 300km per hour," said Graeme Morris.

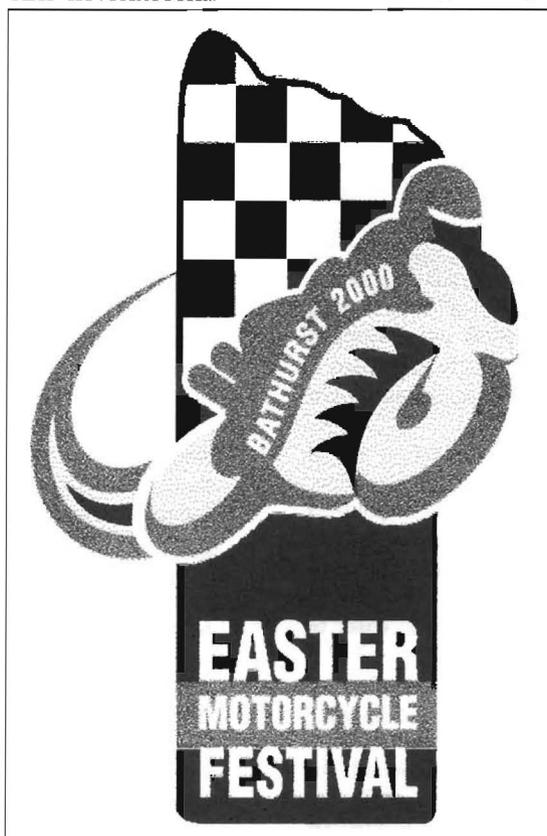
Few motorcycles have clocked that sort of velocity at the legendary mountain circuit, but there are plenty of Formula Xtreme competitors lining up to take on the challenge.

"Formula Xtreme is unearthing a rich source of talent in Australian motorcycle racing, and the forthcoming Bathurst TT should provide much needed exposure for the class and the riders," said Graeme Morris.

The full programme of racing on the famous circuit will feature 250cc Production, 600 Supersport, BEARS, Harley Twins, historics and sidecars, making the event one of the most extensive and varied motorcycle racing meetings of the year.

In addition, motocross fans will get the chance to race under lights on the challenging circuit situated at the top of Mount Panorama, providing another major boost to the entertainment at the Easter Motorcycle Festival.

"It really is a celebration of motorcycle culture in all its many and varied forms and the enormous variety of racing clearly demonstrates that," said Greg Eaton.



AMC REPORT*by Peter Mount***FIM/FEMA Conference**

The second biennial public policy conference was held in Mulhouse, France (near the confluence of the Swiss and German borders) on October 15-17, with an objective of dealing proactively with global harmonisation issues related to all aspects of motorcycling, from on- and off-road use to competition to manufacture and distribution.

These issues have been developing since the 1949 International Road Traffic Convention, progressed further with the 1958 Agreement on Technical Regulations (ie. type approval) and the 1968 and 1993 Conventions on Road Traffic, and culminated in the Global Agreement on Vehicle Regulations in 1998.

Over 100 representatives from 22 countries provided a wealth of expertise in all areas, and the well-organised agenda enabled the opportunity for questions, input and networking which added considerable value to the meeting.

Globalisation is a product of market forces and political processes, and it is not surprising that the strongest push is coming from Europe, for it is integral to the viability of the ECE that free trade exists between countries, and this is not possible while each has different technical (and other) standards. The same applies to world markets, where it is becoming uneconomical for manufacturers to produce parts and vehicles to comply with a multiplicity of standards, especially given that it now costs around \$20,000 to obtain compliance for any given part.

Clearly the industry has a vested interest in global harmonisation, but not exclusively, and not in all areas. Catalytic converters, for example, are the result of a political reaction to air pollution, even though they reduce efficiency and increase use of finite resources, and hence, in the short term and at one level are not in the manufacturers' or individuals' interests. On the other hand, greater control over costs of production can benefit the consumer.

It has been said that globalisation is a political game played by civil servants using technical arguments. The industry has the technical arguments and the riders have the political muscle, so it makes sense to work together to safeguard our collective future. This does not mean that the consultative process with governments is not continuing, but rather that, on an international scale, motorcycle organisations (industry, riders, competitors) must utilise each others' expertise, link their resources, and establish a formal sharing of information.

It was recognised that although industry and riders might have few fundamental differences, issues such as aftermarket parts and grey and parallel imports could be problematical in encapsulating divergent interests. It was agreed that the main benefits of unity should not be overlooked and that such interests should be dealt with as they arise.

U.N. Working Party 29 is the group, which determines to what technical criteria motorcycles (and other vehicles) must conform, such as lighting, brakes, wheels, pollution, noise, safety etc. It is therefore advantageous to have people with appropriate knowledge on board (a novel but anarchic proposition, I know). This is only possible if an organisation is granted consultative status and invited to participate as a Non-Government Organisation (NGO), and is quite difficult to obtain.

The International Motorcycle Manufacturers Association has recently been granted this status and is keen to offer its assistance not only in bringing relevant issues to the Working Party's attention but also in rider groups obtaining direct representation.

Apparently crash analysis is a worldwide problem, not only in a total lack of uniformity but in a lack of high-quality and substantive data. The OECD commissioned a Motorcycle Accident In-Depth Study (MAIDS) 2 years ago, with \$2m funding, which will establish what are the real causes and what are the furrphies. This will give motorcyclists the ammunition to refute many arguments which governments currently use to initiate discriminatory action (unless, of course, the results are suppressed).

Motorcyclists' problems with crash barriers are also endemic. FEMA is currently investigating problem areas and is investigating methods of addressing their concerns. Without exception, every group at the conference was interested in the input which the AMC had provided in the development of the recently-published Australian Standard, and we have been asked to provide copies and advice on the means by which we were able to achieve this global milestone.

Intelligent Transport Systems (ITS), or "Telematics" as the British call them, will, I believe, prove to be the most problematical and controversial issue for motorcyclists in the coming years. They are already beginning to affect most road users in the world at some level. ITS are designed essentially for cars, and motorcycles currently have neither the space nor the facility to accommodate them. This could ultimately kill motorcycling. Already bikes under 50cc are not allowed on European motorways; the next step could be no bikes on motorways, then none on major roads, and so forth, simply because they cannot be accommodated within ITS technology.

It became clear during discussion that justification for any legislation regarding ITS must be based on a determination that ITS are both necessary and practicable, and should not induce a discriminatory approach to any road user group. At present, the only thing hindering ITS use in the infringement of individual freedom is public reaction, and as every sector has its own particular interests it therefore becomes incumbent upon us to forge broad alliances through which we can embrace a common agenda.

Delegates were evidently concerned at the potentially detrimental aspects of ITS, and unanimously endorsed in principle the following resolution:

"We the undersigned utterly oppose the compulsory fitment to privately owned vehicles of any device designed to arbitrarily remove control from the driver to a remote operator. We note with extreme concern the tendency of governments to impose ever more intrusive and restrictive regulations upon the citizen. We caution governments to remember that they are permitted to govern only by consent of the people and that such consent when given through an election does not grant unlimited licence to interfere in the daily life of the citizen. We further caution all governments that to impose unduly on popular freedom is to imperil the respect in which government and the rule of law are held."

In essence, the argument is that ITS will remove people's freedom to respect the law as ITS will give no choice other than to obey the law even though they would choose to anyway. If that choice is removed the concept of respect for the law will cease to exist.

There was general consensus that organisations must show that they are united in their determination not to have motorcyclists' freedom circumscribed through draconian or discriminatory initiatives. Organisations must confirm their delegate's endorsement of the resolution by January 1, 2000.

The Swedish and the Dutch Motorcycle Clubs made an excellent presentation on the recruitment of young people to motorcycle organisations. This was a topical subject, as the average age of members throughout the world seems to be creeping up. The SMC argued that young people want to be

seen, want to have fun, want to be influential within an organisation, want confirmation of their beliefs and want to communicate with other young people. Initiatives ranged from promoting the use of the Internet to establishing a "Young Rider of the Year Award". Results have been extremely positive. Groups were advised not to wait until the young people were "old enough", and not to equate youth with lack of knowledge or an inability to contribute meaningfully.

The NSW MCC demonstrated the value of TV in promoting motorcycle awareness, and revealed plans to produce an international video featuring Mick Doohan. The FIM was particularly interested in this form of promotion.

The American Motorcycle Association will host the 2001 International Motorcycling Conference at a venue in the USA.

I believe this was a very productive conference, and if at times the topics and comment seemed a little inflationary, the general approach was one of sensible consideration and evaluation of global issues within a realistic framework and from an inclusive and socially responsible perspective.

It was plainly evident that motorcyclists throughout the world have much in common, that we must look out for each other, and that we all have considerable strengths to bring to our global unity.

Australian Road Rules

AMC contributed to the development of the new rules (ARR) about 4 years ago, due to come into effect on December 1, but this doesn't mean that everything we said has been adopted, which will come as no surprise to our members.

SA is adopting a "mirror approach", ie. the ARR will be applied as they are written. However, some rules enable flexibility within the "law of jurisdiction", ie. their implementation can be determined on a regional needs/relevance/appropriateness basis.

There are about 300 changes to the ARR and it is therefore impracticable for the general public to be notified of them all (but will probably find out soon enough through infringements), although specific road user groups such as truckies may be advised of relevant changes. In any case, there will be a 3-month grace period while people become familiar with the most significant changes, and information on these will be sent to the public at large.

A few rules have been chosen according to variety, interest and importance for public promotion as a means of stimulating awareness of the ARR introduction. MRA SA was asked to comment on how these few could best be promoted and especially any specific aspects of any rule, which should be emphasised, any problems with promotion of specific rules and any slants with promotion to ensure relevant groups would be reached.

The following are a few in which motorcyclists will be interested, whether or not they support them:

- Mobile phone usage while moving or stationary at lights banned unless hands-free.
- 5 seconds warning before moving away from kerb.
- Must stop at children's crossing if there is a pedestrian of any age on, entering or leaving it.
- Give way to whichever vehicle is leading when traffic merging.
- Cannot cross single continuous dividing line except to enter or leave road.
- Should keep sufficient distance behind front vehicle to stop safely if necessary (recommend 2-second gap).
- Motorcyclists (and cyclists) may ride two abreast in the one lane provided they are not more than 1.5 metres apart (your comments on this are solicited).
- Motorcyclists and pillion must wear an approved helmet while bike is moving or stationary but not parked.
- Motorcyclists must sit astride rider's seat facing forward, keep at least one hand on bars and both feet on rider's pegs (when moving). Ditto for pillion. No more passengers in a sidecar than it is designed to carry.

The MRA expects to encounter difficulty with the wording, interpretation or implementation of the last of these rules. Motorcyclists suffer fatigue to a greater degree than drivers due to, amongst other reasons, their inability to change their position much. To delay the onset of fatigue and maintain adequate circulation in the legs a rider over a long distance needs the freedom to move his or her feet within the very limited capacity available, e.g. to put them on the rear pegs or the front pegs (if fitted) according to discretion when traffic and road conditions allow. This is normal practice and is in no way unsafe when done at appropriate times. This rule may be likened to stipulating where drivers may put their feet in the car. We have recommended application of a jurisdictional prerogative to this rule.

The main difficulty with the sidecar passenger rule is the quantification of the term "passengers". It is generally accepted that, for sidecar seating purposes, one adult equates to two children; however, the application of this rule as it is written, ie. with no regard for the significant differences in size and weight between adults and children, could lead to discriminatory situations regarding families. We have recommended a discretionary approach.

For further information on the ARR contact Transport SA on 1800 626 298

FLAT OUT

The Bonneville Salt Flats, Utah, USA: this is the only place on earth to take your 300mph motorcycle for a relaxed Sunday ride.

It's like a post-apocalyptic nightmare. Imagine standing in a 30,000-acre desert scape, with distant mountains providing the only clue of a world beyond. A wasteland so vast and flat you can see the earth curving as it falls beyond the horizon. The salt you're standing on permeates the air so densely you can taste it.

Suddenly the silence is shattered as an anguished, tortured wail splits the cloying air. Blink and you'll miss the projectile firing across the salt bed, an earthbound missile aiming for glory like a lost soul searching for salvation.

This is a Bonneville, Utah's famed salt flat where men and machines have pursued record book land speed immortality for over 50 years. These guys don't get involved in any "what'll-it-do-mister?" bar-room conjecture, they just get out there and do it, under the vigilant eyes of the Southern California Timing Association, Bonneville Nationals, Inc and the Utah Salt Flats Racing Association.

The fastest man through the timing light at Bonneville to date is Gary Gabelich, who ripped up the salt flats with a two-way average speed of 622.407mph – records are calculated as a two-way average, and runs must be completed within a prescribed time of one another. Gabelich became the quickest Bonneville runner in 1970 in his liquid nitrogen-powered Blue Flame streamliner car.

Bonneville's deteriorating surface means that it hasn't been first choice for land speed records for a couple of decades, but it still attracts a circus of speed freaks, and 1999 see its 51st Speed Week. A planned 12-year \$US600,000 project to restore the salt surface should put Bonneville back on top as first choice for record breaking.

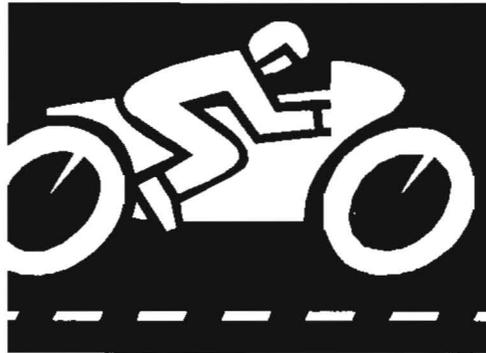
Motorcycling's top Bonneville honours belong to one of two men, depending on how seriously you take the two-way average rule. Don Vesco still holds the world record for the fastest one-way run on two wheels. He set the benchmark in 1978 with a 333.117mph run in a 2026cc twin-engined Kawasaki streamliner. That machine gave him a two-way average world record of 318.598mph in the same year. Vesco's two-way record fell to Dave Campos and his Harley-Davidson-powered Team Easyriders streamliner in 1990. He averaged 322.149mph – stick that in your pipes, Hog-knockers – but neither run aced Vesco's 333mph.

One of motor-cycling's most enduring images comes from Bonneville in 1948 – Vincent-riding Rollie Free, prone on the bike and wearing only swimming trunks and deck shoes to cut wind resistance. His riding position meant that he could only look down, not forward, so he had to keep one eye on the black line on the salt that

marks out the course. Once upon a time this was drawn in crude oil, nowadays a more eco-friendly synthetic is used.

Free's unorthodox riding garb might have helped him break 150mph, but it wouldn't cut it with the authorities today, who demand much safer riding gear. Madness is the preserve of the machinery. If you can imagine a bike Bonneville has a class for it, from production to streamliner, 50cc tiddlers to twin-engined behemoths. Some nutter has topped 213mph in a streamlined Gold Wing. And NSU's 1956 50cc record of 121.7mph still stands if you fancy a tilt at it on your Peugeot Speedfight.

Adapted from *Bike*, June 1999.



ROUTE 12 RALLY REPORT *Les Dicker*

This rally is conducted by the Pinnaroo Motorcycle Tourers (PMT- what an interesting abbreviation!) and was at a private site about 15 kms outside Pinnaroo. It was held on the weekend of the great republican election, so I had to vote on the way there, I didn't vote for the Queen, I voted for the Corgies!

The road to the site starts off being blacktop but turns into a firm dirt road for the last 5 kms or so. I got to the entrance and there was a large puddle in front of it, which I judiciously avoided, as it looked very ZZR unfriendly! When I got to the control tent everyone marvelled at the cleanliness of my bike as most of the bikes that arrived on Friday in the rain got covered in slush, and Bill and Vicki from the South East managed to take a tumble in the mud on the way in!

The badge was made in the shape of those signs that are on the side of the highway telling you the route number and this of course had a 12 on it. I guess that's what each badge will look like in years to come with only the date changing. The South East Register had already arrived and set up camp in a prime spot, so I joined them and set up my tent with them. The site for this rally is somewhat like the now defunct Parilla rally site; in fact there's even a windmill! There's plenty of firewood lying around, and should last for many rallies to come, so getting a campfire going is not a problem. The ground is rather soft, which makes it easy to push in tent pegs, but does require a firm piece of metal for the sidestand!

There's quite a nice swimming hole in the form of a small dam at this site and if the weather had been warmer we could have frolicked to our heart's content in it, ah well, maybe next time. As well as the usual gymkhana the organisers also had a poker run, the cost of which was included in the entry fee, which is something quite different, and that commenced about 3 in the afternoon and involved riding around Pinnaroo to select our cards, and there were some great prizes too, although the hand that I got didn't win any of them. The PMT club managed to get quite a variety of raffle prizes, which included an ironing board that was won by some lucky soul. If I had won that, it would have greatly upset the ZZR's aerodynamics when I rode home with it strapped to my back! After the poker run I returned to the campsite to find Steve Tyler had arrived and was setting up his tent with us and was towing his newly finished home made trailer, which in its previous life had been a Kelvinator! Given the colour that Steve has sprayed the trailer it resembles a newly minted gold ingot from the Reserve Bank! There's a lot to be said about trailers for rallies, you can carry heaps of gear and it's easy to pack up and get going with one. The gymkhana provided lots of amusement for all, especially the bungee pull for those desperate drinkers that will do anything for a free beer! As dusk came on the PMT organisers demonstrated their culinary skills by providing an excellent meal of roast meat and veges and salad, all you can eat for \$5, which is very hard to beat these days. I did notice that there was a guest chef, being none other than Crazy, the newly elected president of the SouthEast Register. Following that marvellous feast the raffle prizes were drawn and the rally awards were given out, after which we all gathered around our campfires which were visited by that wandering minstrel Chickenhawk. Sunday dawned clear and bright and after a healthy breakfast I packed my gear and bid my farewells to the PMT organisers and the Southeasterners and set off on an uneventful trip back home. The Route 12 Rally was very appropriately my twelfth rally for 1999!

Well that's all for now, hope to see you at a rally soon.

Leslie Dicker (Uncle Pervie to you!)

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This section has recently been updated as much as is possible at this stage.

Anyone aware of any entries which may need updating please contact the MRA on (08) 8262 2150 with any corrections. Club secretaries, please check your entries.

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Note: Discounts are not given on specials or with other discounts at most businesses so check before paying.
Other conditions may also apply.

FREE SEMINAR

MRA will be attending and presenting a short paper and would appreciate member support at the seminar.

On Wednesday 15th December 1999 from 2pm till 5pm, Transport SA in conjunction with AITPM (the Australian Institute of Traffic Planning and Management) will be holding a "Motorcycle Safety Awareness" Seminar in Seminar Rooms 1 and 2 at Transport SA Walkerville. The aims of this free seminar are :-

to broaden awareness of motorcycling issues amongst traffic and road safety practitioners, to provide an introduction and overview of the new Austroads Guide to Traffic Engineering Practice part 15 : Motorcyclists and, to provide an opportunity for those involved in road infrastructure and road safety issues to consider motorcycle crash factors and possible measures to reduce motorcycle crashes.

The seminar will draw on a recent road audit undertaken specifically with a motorcycle focus on Gorge Road. Robert Morgan, an acclaimed road safety practitioner and safety auditor from Victoria and the Principal Co-author of Part 15 of the Austroads Guide shall also speak at this session. We hope to have motorcyclists in attendance to contribute to the discussion.

If you wish to attend please advise Max Harrington at TSA on 83432339.

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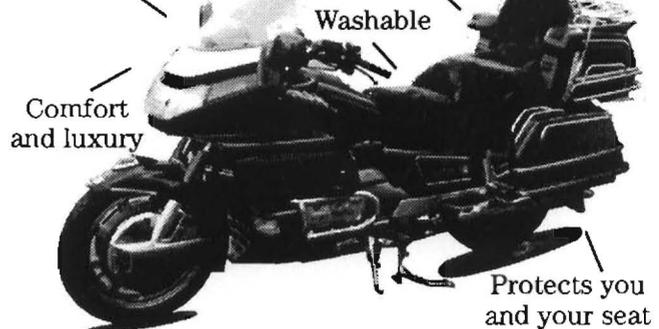
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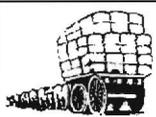
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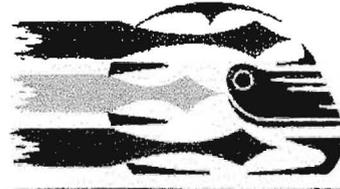
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