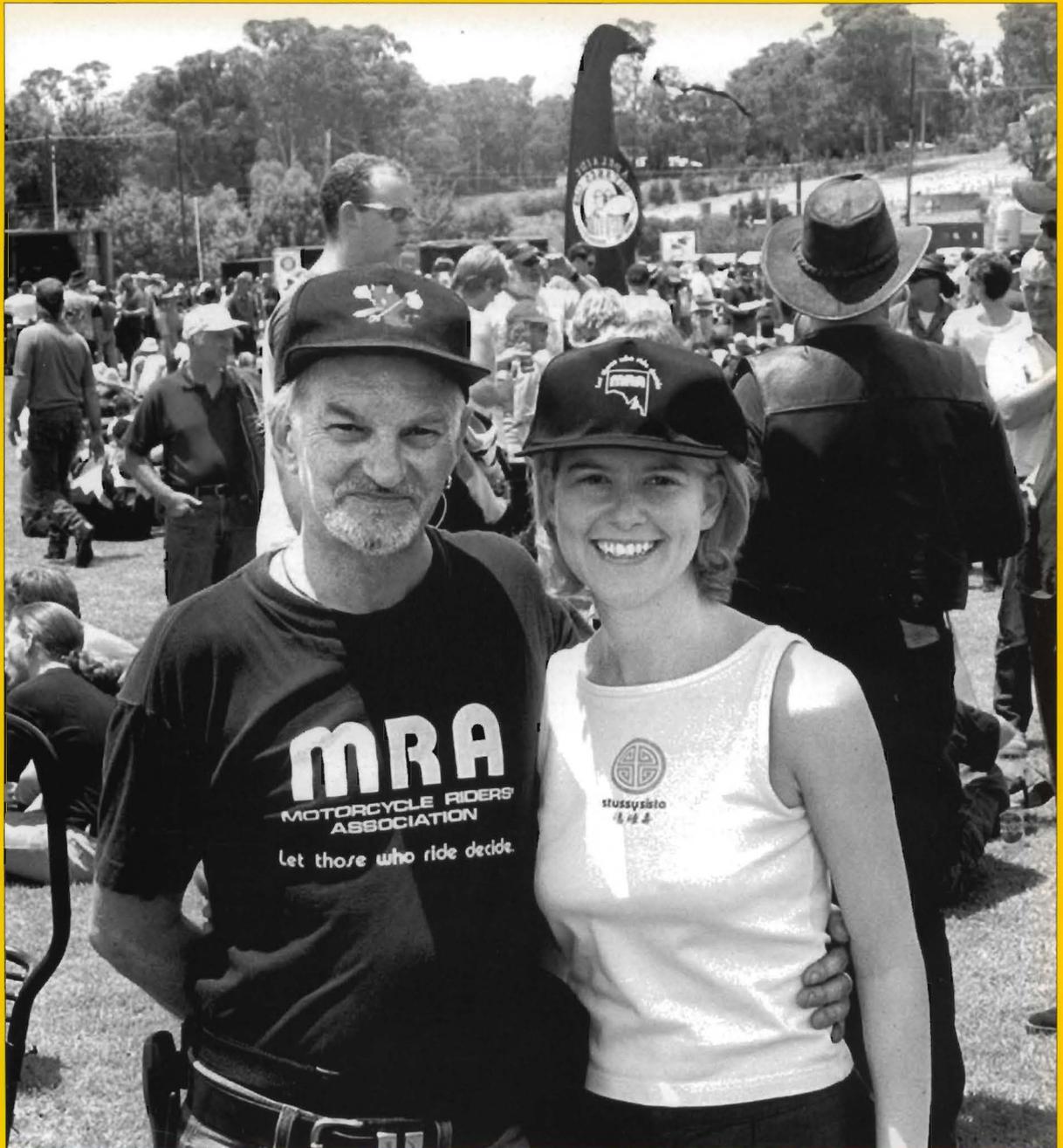


March 2001

CENTRESTAND



- ▶▶ 130 Kph Speed Limits in the future ?
- ▶▶ Noise : The next big issue
- ▶▶ Product Review : EZ Grip



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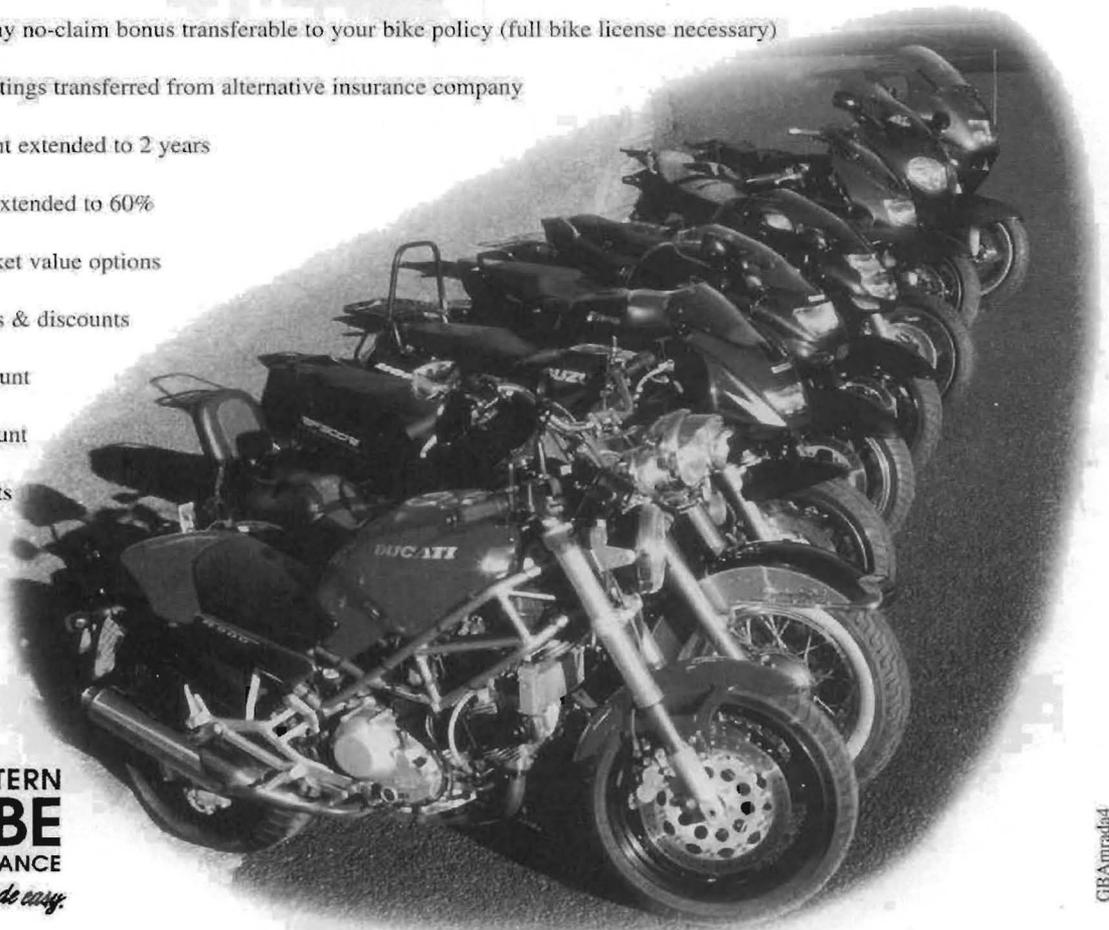
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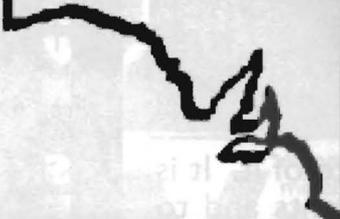
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MRA



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MARCH 2001

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COVER PICTURE
Toy Run 2000

Natasha Stott-Despoja
and Paul Morgan

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March, June, September,
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.....from the editor.....

Remember this time last year? Lets reflect. The NEW Centrestand with its lilac cover, and the reaction, well I know what many of you were thinking! Prissy colour for a motorbike magazine! Fooled you! The colours serve the purpose of identifying each edition. People now refer to the lilac, or the green etc. See, method in the madness! I don't hear anyone complaining (must be doing something right!) Idiots! Lots of those around! ESPECIALLY when they are on national news, representing the biking fraternity! It really is no wonder people have a perception about 'bikers/bikies' being irresponsible. Even my boss, who is a very educated man, doesn't the know the difference, (or maybe he does, and takes great delight in winding me up!) My point is that it only takes a few arseholes to make ALL of us look really bad! If you recall the media zooming in on the chap who rode handless, and the other fella who rode mono. The media LOVE this stuff, this is what makes the news. It gets tongues wagging, tempers flaring and reactions occur. usually to the detriment of us 'Bikers'. It is therefore up to us, the MRA & bikers, to set a good example and avoid being tarred with the same brush.



A BIG thank you to all of you who helped with the Toy Run and those that attended the Toy Run. Remember your thoughtfulness has brought some sunshine into a little persons life. Lastly, we are running a 'Caption Competition' for the mousetrap picture on page 9. The prize is your caption will get printed (your name in lights) and we are looking to print this picture for the rest of the year. A big Congratulations also to Ken Whitlock (Rev Rites) for his ordination. Well done Ken. Thanks for your indulgence, stay well, drive safe. Ashley

MRA SA Noticeboard

GREAT ESCAPE

Great Escape Rally This will be held on May 19-20. Make a note of it. It is being held later than usual due to the proximity of other events and to get on the right side of the fire ban season. Come along for food and fun, camp overnight or day trip it and let's hope that our various interstate guests get the weekend right this time.

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MRA Raffle

It's on again and when finalised, details will be put on the Web Site and then in the June issue of Centrestand. We have taken into consideration some of the comments made by you after the last raffle in an effort to improve it. If you missed out last time make sure that you get involved this year.



HARRY'S PRACTICE

Have done the filming of Ochre, and shall be screening the show early in the year. Dates to be advised.

City Parking The Committee at its last meeting agreed to revisit the issue of city parking for motorcycles. We will be looking location, availability, costs, potential parking places and anything else which might come up. Stay tuned and send in your comments.



YUM YUM

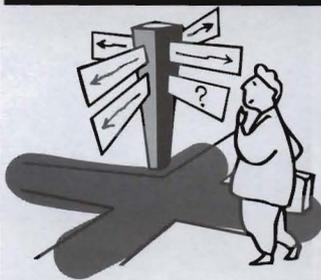


EXHAUST MELTED BOOTS ON THE RALLY MENU! Delicious!

MOUSETRAP CAPTION COMPETITION

Check out page 9 for the Mousetrap picture. We are looking for interesting captions to run this pic for the rest of the year. What is the mouse thinking, what is he planning, what happens next? Give it your best shot, and you could see your name in lights. That's the prize! Cool eh! E-mail me: editor@mrasa.asn.au

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TODD WATTS Please contact the MRA

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P

Residents Report

Welcome to a new year and a new millennium. Here's hoping that you all had a great festive season and made it through safely. This is lining up to be a pretty full year for us so here is a run down of some of the things that will specifically concern us during the year.

Image of Motorcycling

This is always a hard one, particularly after media reports of bikers brazenly flouting the law with excessive speed (yes, it does exist) and outlaw gang activities. When the general public read or hear reports of motorcycle activities in the media they do not distinguish between the different motorcycling groups. We all get tarred with the same brush in their eyes. A classic example was after the recent Murray Bridge incident comments were being made that the bikies do the Toy Run at Christmas and then go and attack the police, without any understanding that the two incidents are not related except that those involved travel on two wheels. We will be taking every opportunity possible to put forward the position of responsible motorcyclists and emphasise the work of the MRA regarding road safety. This means radio/TV interviews, letters etc. Particularly we will be informing

politicians of the difference. Unfortunately, responsible bikers is not a good media bite.

Conferencing

We will be attempting to send a representative to all important meetings and conferences which discuss motorcycling and road safety, particularly in South Australia. In 2000 we found that if we did not provide official representation then we were being represented by people who didn't know anything about motorcycling, who didn't ride and who provided incorrect or uninformed information. Not any more. If you are interested in finding out about the issues and would like an opportunity to get involved in this way, come to a meeting and let yourself be known.

130K Speed Limit

Graham Gunn's bill to increase the speed limits on some rural roads will be debated this year and the issues hopefully thoroughly discussed. This is a call which the MRA has in the past put forward in various submissions and we welcome the chance to make a further contribution. Get ready for lots of horror tactics, mangled stats and simplification of arguments from those who believe that any increase in speed limits is dangerous. It is interesting that there were no deaths on NT roads over the Christmas/New Year period isn't it?

Your comments please - to the Web Site or otherwise.

Interstate Road and Parking Rules

It has been brought to our attention that even after the introduction of Uniform National Road Rules there are still instances of differences between the states which could catch a visitor unawares so we are compiling some information which

(Continued on page 6)

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PERCEPTIONS

W

Ashley Knöote-Parke

ow, she also rides a bike, NOW I'm impressed! Well ladies how many times have you heard that!? It is happening with alarming frequency. It tells me that men think that we are utterly incapable of controlling, let alone riding (and keeping upright) a 2 wheeled vehicle powered by something other than peddal power. Yes a motorbike! Wow! Better still if you are riding a beastie, which is double your size. I think there are a number of ladies out there who drive mean machines, who can vouch for me 100%.

Which brings me to this point. Ladies are more than capable and very seldom drive like testosterone crazed maniacs, a little tentative perhaps, but that 'cos we don't have a death wish! So why aren't there more ladies riding motorbikes? Easy, they don't want to learn alone. Ladies go to the toilet together, it is a worldwide phenomena, so it stands to reason that they should go to Ridersafe and learn to ride together. I know there are a number of you out there who are dying to give it a shot, Colleen, and Barbara, to name but 2. So I propose we join forces, and bulk book a session with Ridersafe for your Part ones. Get as many ladies together and hopefully have a ladies only session, ('cos the Ridersafe instructors treat ladies differently) and this would be the beginning of a relationship with all of you being in the same boat. Now heres the deal. I will arrange everything, no more excuses, no ifs and or buts, we do this together, I will join you on the range and support you all. This is the chance you have been waiting for. I know of 5 ladies who would jump at this opportunity. So get on the blower, give me your details, and prove to yourselves you can do this. Hell if I can do it, anyone can! You don't need a bike to do your Part one, you don't even need a helmet. All you need is 2 mornings or afternoons for one weekend. That's it (oh, and about 70ish odd dollars). Come on ladies. Just Do It! Call me to get it happening.

Ashley

(Continued from page 5)

we will pass on to you via this mag. At the moment we are looking at eastern states speed limits and the vagaries of the freeway toll systems which may catch out the unwary or the uninitiated.

Front Number Plates

It looks like this is a dead issue due to the underwhelming support received for the proposal nationally. We will keep an eye on it and be prepared to go to bat again if necessary.

Toy Run Call

I received a particularly nasty call after the 2000 Toy Run from a biker who felt that the Toy Run was his personal party and therefore could do whatever he liked, however unsafe. Just to clarify the situation for everyone I want to say the following. It is a big ask to organise a run for 10,000 plus bikers and ensure that all of them are kept safe for the duration of the run. With the help of the police, this is what we try to do. This means that we need to control the route, the run timing and the behaviour of some bikers who may get just a bit excited. We do this by using marshals who ride mainly at the front of the run to keep some front end order and to try to keep riders from getting too close to Santa. After all, we can't all ride at the front of the run. Riders who speed, who try to force their way forward, and generally act stupidly are asked by the marshals to cool it or get out of the run. This is reasonable and necessary for the safety of all.

This individual has threatened the safety of riders and officials on the 2001 Toy Run if we get in his way and I am asking members that if they hear anyone sounding off about how badly they were treated on the 2000 Toy Run that they inform them that we are only concerned with safety first and if they don't like it then they are not welcome on the run. This is your Toy Run too but idiots who demand carte blanche are a danger to us all. Help us keep the Toy Run safe.

Website

This has been proven to be a success story for the MRA judging by the amount of hits we are receiving. Regular updates mean that you need to check back on occasion for news and new items of interest. If there is something that you would like to see on the Web Site drop the webmaster a line, better still write something for the site and send it in. Use the site to air your opinions – just like writing a letter to the editor.

Congratulations

To The Rev, Ken Whitelock who was recently ordained. He's now official.

Stay Upright
Harald

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PROFILE OF AN MRA MEMBER

Aiden Hanafin

At the Toy Run this year a number of people asked the question "What sort of people join the MRA?" so I thought that by answering this question not only could I provide these people and in fact all MRA members with a profile of an MRA member but also help dispel the stereotype image of a member of a motorcycle club or association that seems to have had a lot of press coverage recently.

So what is the profile of the MRA "Norm".

Age: Well, some members seem a bit reluctant to give their date of birth and it's not only the female members, but the following details give a fairly good idea of the age of members.

The average age of MRA members is 43 with the oldest member being 86 and 20 members 60 and over. Great to see the motorcycling spirit still alive with the longer lived members of society and yes, they still ride as shown by some of the recent photos sent to the editor.

At the other end of the scale the youngest member, or the youngest member prepared to reveal their date of birth, is 23.

Years of membership: The average number of years of membership is 5 years with the longest membership being 20 years.

This average may seem low but it is mainly due to the large influx of new members we have had in the past year, a great thing to see.

The men v the women: For what is commonly considered by the average person as an all male domain ie motorcycling, the MRA is doing its bit to dispel this myth with females making up 16% of the membership.

Two interesting things regarding these figures are

- Half of these members joined in 2000, maybe something to do with the new Centrestand format, hey Ed? (Absolutely—Ed 😊)
- Whilst women make up 16% of membership they take up 27% of committee positions. Great to see the commitment.

What do we all do for a crust?: This is the area that I found the most interesting as it shows just how broad a social spectrum is interested and involved in motorcycling and the MRA, and no we are not all drug and/or gun dealers or at least none of us own up to it.

Member's occupations range from accountants, aeronautical engineers, butchers, chefs, dentists, doctors, farmers, fishermen, jewellers, labourers, midwives, managers, optometrists, police officers, students and teachers just to name a few.

Where do we all live?: Again, if your place of abode is used as indicator of the social spectrum of membership, then the MRA and motorcycling has a very broad spectrum as it covers just about every part of the state and the metro area.

In the metro area there are members in the city, the northern suburbs from North Adelaide to Willaston and Gawler, the eastern suburbs from Kent Town to Beaumont, the southern suburbs from Parkside to Christies, the western suburbs from Hindmarsh to Birkenhead. In the country membership ranges from Mt. Gambier in the east to Dark Peak in the west and Cockburn in the north with members in virtually every area in between.

Well, I think that this profile of the MRA "Norm" shows that membership encompasses every level of society and certainly dispels the motorcycle stereotype frequently presented by the popular press and vote hungry politicians and that the MRA is truly representative of all motorcyclists.

There are only two things that are a bit of a worry about this profile. Firstly, where are all the younger riders? Remember that the MRA is there to ensure that the rights of motorcyclists so that young riders can continue to enjoy riding, so if you're a young rider reading this and not a member then fill out the membership application in this edition so that you can continue to enjoy riding.

Secondly, it would be great to see a few more members from the west coast. When I was on Pt Lincoln last I saw heaps of bikes so lets hear from you.

Aiden

AMC REPORT AMC REPORT

Peter Mount

NOISE: THE NEXT BIG ISSUE

As a member of the newly formed Transport Emissions Liaison Group (TELG), the AMC has been invited to provide the motorcyclists' position regarding motorcycle exhaust noise. The TELG is reviewing the Australian Design Rule (ADR) pertaining to this noise as a part of Australia's agreements with the ECE. At present the ADR is 94 dB(A) (stationary) and 84 dB(A) (ride-by), while Europe has a standard of 75 dB(A) (ride-by) for motorcycles up to 80cc, 77 dB(A) for motorcycles 80-175cc, and 80 dB(A) for motorcycles over 175cc, with consideration of a reduction in this category to 78 dB(A).

A re-evaluation of the ADR must include a determination of:

- * whether a problem does, in fact, exist;
- * if so, the cause and extent of the problem;
- * the viability and effectiveness of solutions;
- * compliance with such measures;
- * consistency in measurement of noise intensity levels;
- * the effect upon motorcyclists of any change to the ADR.

Does a problem exist?

If a number of people or community sectors, no matter how few, perceive motorcycle noise as a problem, then for them the problem exists. The question then becomes the multiple one of the significance of the problem within the wider community, whether action can and should be taken to mitigate the perceived problem, whether motorcyclists as a group will be disenfranchised if action is taken, and whether motorcyclists' safety will be enhanced or diminished by any action.

The significance of the problem (i.e. its cause and extent)

Motorcyclists are of the opinion that exhaust noise levels are already very low and that ADR-compliant machines are environmentally inoffensive; that the cause of the problem lies primarily with the use of modified, non-compliant, racing (competition) or defective exhaust systems and the attention drawn to these systems by the behaviour of a few of their owners, such as revving-out their machines in urban areas, often during the quieter traffic periods. Within these groups the main offenders are those with systems that exceed 100 dB(A).

Therefore, as only the noisy motorcycles are heard, or noticed, the public's perception is that all motorcycles are noisy, with the concomitant outcry for authorities to take action.

This is a primary example of the Pareto Principle, or 20/80 rule, which argues that 20% of the people are responsible for 80% of the effect, although in the case of motorcycle noise it is probably closer to 5/95.

Aftermarket systems are also thought to be a contributing factor to noise pollution; however, this is far more the exception than the rule, with most after-market manufacturers complying with, or having levels lower than, ADR requirements.

Any perceived difference in sound level can usually be

(Continued on page 11)

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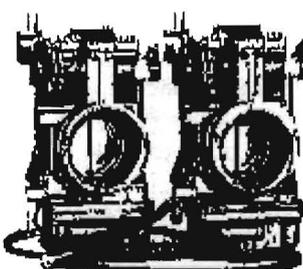


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ROAD SAFETY REPORT

Sean McPherson

Humility is a hard quality to master, and I guess I've got a lot to learn about being humbled. Firstly, to MEATAXE, you were right about the left hand and lane ending give way laws at the Bushpig Rally, and I apologise for being too nasty with my comments.

Secondly, having been demoted to Rhonda the Honda through my own actions you learn to be a bit more aware of the traffic conditions and lack of capabilities that need to be adjusted for. I'm talking about a bike that is timed over a quarter mile with a calendar instead of a stop-watch - not having the power to get out of a situation can be a bit hairy! I guess we all get a bit complacent when with our own machinery and need to be aware if we upgrade, test ride or borrow bikes that we need to be alert to increased / decreased capabilities of the bike.

Lastly, just because people attend the Toy Run doesn't give them a "right" to do what they want, instead of following marshals / S.E.S or officials directions, you don't ride the opposite direction down a one way street, or pull up in the middle of the road and have a hissy fit because the bike is overheating, and finally you do not endanger the life of your child by bringing **HER** up on a bike with a **Bald, squared-off** tyre - remember, it is a privilege to have kids and they are our future motorcyclists. We must take care of them until they begin to make their own choices.

A big thank you to Craig who acts like a big brother to me and backs me up when the trouble starts - it's nice to know that he's on my side.

Bye for now and if you see a red Honda braking about a week before a set of traffic lights you'll know it's me! Go out and check your tyre pressures.

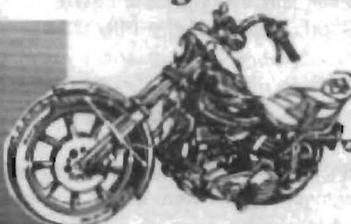
Sean

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TOY RUN

Rachel Sorokin

On the Sunday the 10th December a group of bike riders from the Pinnaroo Motorcycle Tourers joined in the annual Motorcycle Riders Association toy run from Glenelg to Hahndorf. Despite the heat it was a terrific day. As has been the tradition bike riders each carry a toy up to the Hahndorf oval from Glenelg via the south-eastern Freeway, many with decorated bikes and passengers. Father Christmas travelled up in the lead group in a sidecar-sleigh especially made for him. There were over 10,000 bikes on the ride.

This year again the Pinnaroo Motorcycle Tourers were proud to add a large number of toys to the collection. Thanks go out to those members of the Mallee community who donated and in some instances made toys especially for us to bring to the oval.

These toys go to the St. Vincent de Paul Society who have chapters all over SA. By the end of the week the individual chapters have collected what they need for their local community. All the food collected is used to make up Christmas hampers and any money donated is used for food and toys. St. Vincent de Paul Society collect donations right up to Christmas and throughout the year.

Thank you also from the MRA for all the support given to them. It is a day all motorcyclists should be proud of.

Rachel Sorokin

PRODUCT REVIEW

Dale Knoote-Parke

EZ Grip

—for easy fitment and strong securing of Motorcycle Grips.

Well heres a new departure for Centrestand.. A product review !! This was bought about largely because we were contacted by the maker of this product, and asked if we thought there was a need for it... so we said "send us some, and we'll review it" BUT WAIT... back up some there Pardner'... just what IS it that we are reviewing ?

Something that has long since been a bugbear of mine is grips that don't stay still on the handlebars, preferring to slip and slide around. Many and varied methods of grip fixing has been tried, with various degrees of success, so when Joe Davis, from KRS Cycles in Dayton, Ohio, contacted us, and asked if we'd like to try his **EZ Grip** grip adhesive, we were naturally very interested.

True to his word, Joe promptly sent out an **EZ Grip** kit, which arrived 6 days after being sent. The kit consists of a 2 Fl Oz bottle of Activator and two Adhesive strips, plus instructions that are clear, concise and very Complete. It was still with a degree of trepidation that I headed out in a 40 degree heat and hauled the grips off my K series Bee Em and cleaned up the bars and throttle tube as per the instructions - Joe recommends using Carb Cleaner or lacquer

thinner to clean the inside of the grips and the handlebar / throttle tube for best results. At this point it is wise also to mention that you should ensure that the cleaning fluid has dried off completely from both the inside of the grip and the handlebars before continuing.

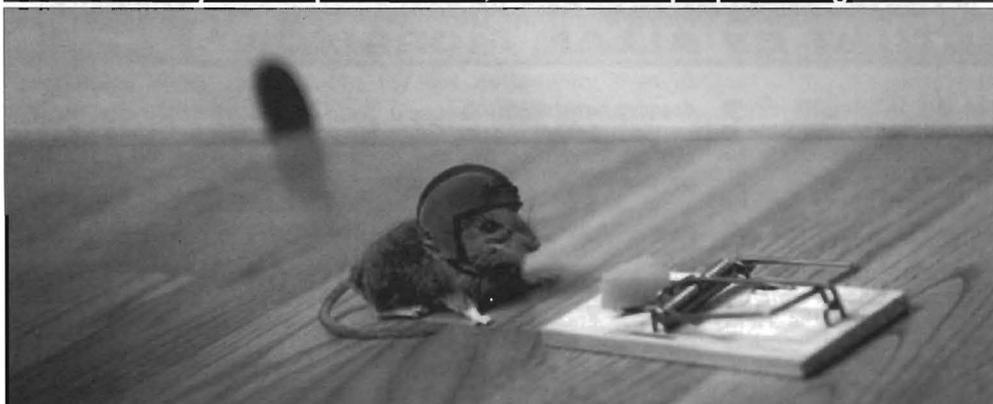
Anyway, following instructions, I then removed the backing paper from the adhesive strips, and put them lengthways on the handlebars, from the end up, then removed the backing paper from the top, exposing the adhesive, and filled the first grip with half a bottle of the activator (If your grips have a small hole in the end, the instructions say to use your thumb to cover it... if they have a LARGE hole, like mine, to allow Bar end weights, then use a cork...) I swirled it around to ensure the inside of the grip was completely coated, then tipped the contents onto the adhesive strip on the handlebar, ensuring it was thoroughly coated with activator. Then I slid the grip on – EASY !! The grip slid straight on with no drama at all. I repeated the process on the other side, then retreated indoors, out of the heat, to let the adhesive set.

Instructions say to leave it about an hour before going for a ride... I found that after an hour it was fairly tight, but still a bit moveable... I am inclined to think the hot day may have played a part here. When I did take the bike out again, the grips were stuck TIGHT, no sign of movement anywhere, and feel now a lot more secure than they used to. Also pleasing is Joe's prompt service, and response to any query I sent. All in all, a very useful product, especially if your grips are a bit worn, and have a gap between them and the handlebar... this product will sort that out with no problems.

EZ Grip is priced at US\$ 6.95 + P&P, so for more information, contact Joe Davis at Krscycle@aol.com or write to him at KRS Cycle Products, PO Box 292888 Dayton, Ohio, USA

Ω

Undaunted by recent police action, Bikie Mouse prepares to get his fix...



REVEREND RITES REVEREND RITES REVEREND RITES

It's been a pretty turbulent few weeks.

On Saturday, February 3rd, I was ordained a deacon in the Anglican Church. This means that I am now a real Rev, not just the rev. But the event that almost overshadowed this was the death of my father on Friday evening, February 2nd.

He wasn't old, just 57. He died when complications arose after some open heart surgery, and the surgeons had to go in again to try to fix it. I don't know the exact circumstances. It is enough for me at this time that he died. What is interesting are the events that led up to the operation, and the events since. Dad was a smoker. Not a lot, certainly not a packet a day or anything like that, but he was a smoker. Has been as long as I can remember.

His operation had been postponed a few times, one of the reasons being that he was still smoking a bit. I am unsure as to whether the wait was one of the reasons for his body not being able to cope with the operation and the complications. I'm still waiting on the coroner's report. But dad's death, and my sister's subsequent participation in a talkback radio program stirred up a bit of discussion on the subject of patients being denied surgery or having to wait while people with 'healthier' lifestyles are treated.

There is a huge ethical problem in this prioritising of patients (perhaps some might call it discrimination). As I said, there has been much talk of doctors refusing treatment to smokers in the media recently. My dad's second chance at the operation was cancelled, so he told me at the time, because he was still smoking a bit. He was quite ill, unfortunately though he was still able to light up. He needed the operation. He was dying. That a surgeon can refuse to operate on a very sick person raises some very serious moral and ethical concerns.



The AMA says that surgeons have a right to refuse. There are arguments in the media that people need to take some responsibility. My dad told me that his surgeon had said that he wouldn't operate because it might undo all of his good work.

Does a surgeon have a right to refuse on these grounds? I would argue that a surgeon does not have this right. If the smoking makes the procedure risky, and it is more risky than not doing it, then perhaps it is justifiable. In my dad's case, I don't think it was. They are getting away with it at the

moment because smokers are a group that it is acceptable to kick at present. (And by the way, I am not a smoker.) But what if they started doing it to other groups within our community?

Sportsmen and women could be refused surgery because

(Continued on page 19)



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4 B'S REPORT

It's been a very long time since the last 4B's report. Since then we have enjoyed our "annual" dinner, this time in July and have decided that we should do it more often. Thanks to the Flagstaff Hotel for a good night out.

Our AGM was held in October and Surprise Surprise, the Status Quo exists! Again I thank the small number which makes up the 4Bs for their efforts and support - in particular: Rosemary for keeping the records, Joanne and Andrew for their RAH and Hampstead visits, Uncle Pervie for his Flinders visits and Sammi for her work with the AMC (There are some interesting discussions at meetings because of this) and of course Lofty in Port Pirie and Tracey in Whyalla

deserve our thanks too.

I thank Adrian Gibbs for covering QEH. Unfortunately he can no longer do this and its been arranged for the Hospital to contact us.

Some sad news. Firstly, we lost Craig Kerley from Port Pirie who died unexpectedly in the middle of last year. Then Alf Myers, who used to run the 4Bs with Lyn Rigby, died in October after a long illness. To their families and friends we publicly extend our deepest sympathy.

Meetings of the 4Bs are still held on the first Tuesday of the month at the Flagstaff in Franklin St. Feel free to join us, even socially. Call me on 8346 8068

Cheers, Greg

AMC REPORT AMC REPORT AMC REPORT AMC REPORT

(Continued from page 7)

attributed to a marginally greater differential between the original system and the ADR.

The viability and effectiveness of solutions

Solutions must be targeted towards the cause of the problem without discriminating against the vast majority of the motorcycling community. Reducing ADR levels will only affect those individuals who are already complying with the current standard, and will have no effect whatsoever upon the problem area. Solutions must also be realistic and practicable.

Primary Sources of Noise

The primary sources of motorcycle noise are:

- * engine (reciprocating and driving components)
- * gearbox and drivetrain (gears, chains, tailshaft)
- * air intake (carburation / induction system)
- * exhaust system
- * tyres
- * wind

It is generally considered that these factors are approximately equal contributors to motorcycle noise, and that to reduce noise significantly all factors would have to be reduced (Milward 2000). This is neither viable nor technologically feasible at this time. For example, the internal combustion engine is inherently noisy, and although water-cooling can reduce the noise, most motorcycles could not accommodate such systems; chains can be noisy, but it would be impracticable and uneconomical to fit tailshafts or beltdrives to most bikes; wind noise can be reduced with fairings, but comparatively few bikes can be fitted with fairings which would reduce noise appreciably.

The motorcycle is the most fuel-efficient motor vehicle in general use on the road and, as such, is the lowest-level contributor to 'greenhouse gas' pollution. Hypothetically, if any of the identified noise factors could be significantly improved, it would probably be at the expense of this efficiency: gains in one area would be offset by losses in another, which would raise questions of viability.

Type approval/anti-tampering

'Type approval' or 'anti-tampering' (a requirement that only original components or those specified by the manufacturer may be fitted to the machine, covering the componentry of air filters, manifolds, carburation, cylinder heads, exhaust systems, sprockets and tyres) has been suggested as a means of addressing the problem; however, such a solution would have much wider ramifications for the community than its objective would address. There are over 3000 businesses in Australia whose livelihoods are dependent upon the aftermarket industry; type approval or anti-tampering regulations would jeopardise their economic viability, which would, in turn, affect employment. This industry flourishes due to its ability to provide motorcycle components at prices much lower than those of the originals (generally from a third to a half the cost), to cater for specific needs related to Australian conditions whilst maintaining standards of exceptionally high quality, and to satisfy consumer demand for variety.

Notwithstanding these undesirable consequences of addressing the noise issue through type approval or anti-tampering regulations, such a solution would have, at best, no effect upon the problem, and could even exacerbate it through driving more riders to modify their own systems or delay repairs due to prohibitive costs and the inevitable reduction in the availability of approved parts.

Machine performance

It is possible that many riders within the group at whose door the problem rests are unaware that a louder exhaust system is not necessarily related to better performance or, indeed, that some loud mufflers are not suitable for stock motors, can cause a loss in power, and have the potential to damage engines. The ready availability of information to this effect at point-of-sale of motorcycles and parts and promulgation through the motorcycle media should have a significant impact upon the noise problem.

Rider behaviour

Similar information and education programs aimed at improving the behaviour of those motorcyclists at fault can also be expected to have some effect, although it is likely that only those who are ignorant of the public's response to their noise-making and the consequences for their fellow motorcyclists will take heed, and that the inconsiderate remainder will require other solutions, although by then these riders may be expected to make up a very small minority which will have isolated nuisance value.

Effective life

Although unleaded fuel is less corrosive than its earlier counterpart, the limited effective life of some original exhaust systems, particularly the internals of the muffler, combined with high cost, may act as a disincentive to timely replacement, especially for those who ride a motorcycle for its economical advantages. This may be addressed, at least in part, by establishing design and material codes which could be self-administered by the manufacturers.

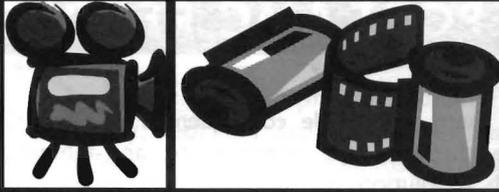
Aftermarket manufacturers

Although very few, if any, aftermarket manufacturers are thought to contribute to the real cause of the problem, advice to them reiterating their responsibilities regarding ADR compliance of their products, when combined with the aforementioned information programs, would highlight the increased level of attention being paid to motorcycle noise, and should address any areas of omission within this industry.

Compliance

People generally have no difficulty complying with regulations that are logical, rational, and in the public interest, provided they do not jeopardise an individual's capacity to apply discretion in determining what might or might not be inimical to their own welfare. Hence, because of motorcyclists' strong feelings regarding the safety benefits of audible conspicuity, any reduction in the current standard is likely to meet with a noticeable degree of resistance.

(Continued on page 20)



Toy 2 K

TOY RUN REPORT

Toy Run 2000

Paul Morgan

What a fantastic success, over 15,000 turned up in very hot conditions to make this the most successful Toy Run we have held. Once again we beat Melbourne who had 13,000, so well done South Australia.

We have to apologise for running out of drinks, not beer but water and soft drinks (are we getting more wiser in our old age?) This will not happen this year as we are allowing all the other food sites to sell drinks.

The following are our sponsors, without their help and support the run would not be as successful as it is.

Adelaide Expo Hire, Atlas Hire, B & C Security Services, Draggin Jeans, James Place Cameras, Walden Miller, Piccadilly Spring Water, Tip Top, Toll/SPD, Toys 'R' Us, Vili's, Western QBE.

Also: BMW Club, Christian Motorcycle Association, District Council of Mount Barker, Glen Dix, Holdfast Bay Council, Modbury Kiwanis, Gary McPherson, South Australian Police, SES, St Johns, St Vincent de Paul and the Veterans Motorcycle Club.

A special thanks to our guests: Senator Natasha Stott-Despoja, Para Olympians Tania Modra and Sarnya Parker, Mayor of Mt Barker, Linda Ward and Adelaide City Councilor Judith Byrne.

Finally, to the committee, Barry Edwards, Sonya Glaser, Dale Knöote-Parke, Harald Lindemann, Brenton Mattiski, Sean McPherson and David Povey, thank you for having the patience to put up with me and my demands.

I would also like to thank the people who helped on the day, especially the marshal and the people manning the stock and VIP tents, there are too many to mention by name, but you know who you are and you have my thanks.

Now for this year. The first meeting is on Monday, April 23. It is always nice to have new people on the committee, fresh ideas are always welcome, so if you can spare a Monday once a month, come along, we would love to see you.

Paul Morgan,
Toy Run 2000 Co-ordinator



Santa and
elves leaving
the North
Pole...

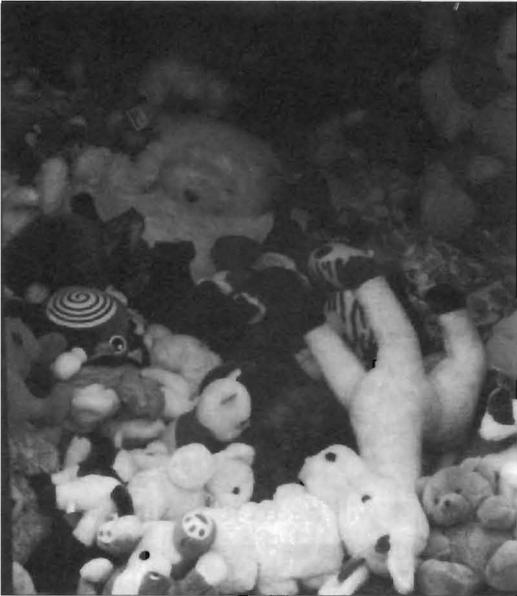


Santa practising
for Xmas in his
Sled-Mobile



Our very
own,
home
grown
Para-
Olympians
Tania
Modra &
Sarnia
Parker
WELL
DONE
LADIES!

TOY RUN



Some of the toys collected for the needy children supported by the St Vincent de Paul Society

As usual, the trade stands attracted interest at Hahndorf Oval



El Presidenté

Images of the Toy Run, courtesy Ron Prouse



Jedda

told me what Venison was because she is smart, she got mad at dad too and jumped on his ah-em's while he was in bed. I got reel mad and said I don't want to be a cattle dog anymore I want to be a REINDEER DOG that would be lots of fun helping Santa.

Santa gave me lots of chockies and chewy bones for Christmas, but he gave me a lolly on the toy run and I spat it out. Devil and Mr Whale said I did my job best on the toy run even better than dad. Someone gave me a drink when dad was yelling at the top oval – it was good !!

Jedda helped me pick the winner of the colour-in competition and Sascha is getting a scooter. I had a ride and fell off just like what dad does on Suzi.

My Aunties Ashley, Michelle and Robyn said everyone will get a prize because this was the firstest one. Who will be the best this year ?
El Presidente said I am getting a special helper this year whose job it will be to look after me and make sure I get to say hello to Santa and everyone at the toy run because dad never lets me have any fun.

Bye for now – WOOF, Ochre
P.S. Jedda says Woof Woof Woof



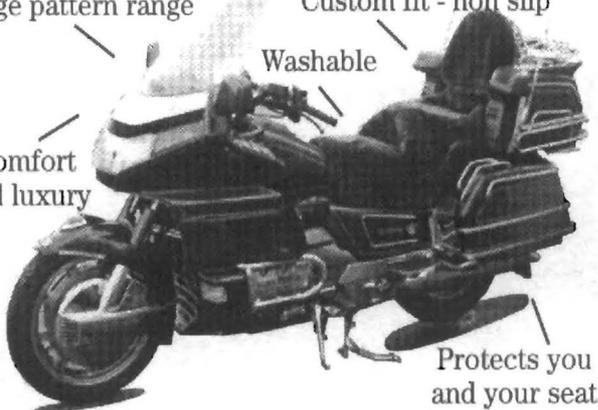
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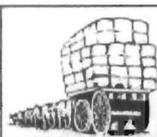


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Scribbles



Box of Bits for letters. This is the platform to air your views. Send your news, views, compliments & complaints to The Editor, GPO Box 1895, Adelaide SA 5001. Or e-mail editor@mrasa.asn.au

Dear Ashley, Dale, Paul & David

We had a great day at the Toy Run. The organisation worked really well for us. Our set up was great and Paul's help getting me and my daughter [both our birthday's too by the way!] to the line for the start was really appreciated. We had lots of interest in our product range too. Keep in touch, Ride safe, Grant Mackintosh Draggin' Jeans Victoria

Dear Editor

Years ago I was seriously injured when I collided with a drunk pedestrian while riding my motorcycle.

The accident was found to be his fault. He was covered by my compulsory third party insurance but I was not covered at all because he was not a motor vehicle.

Criminal compensation told me they would not pay out on an incident involving a motor vehicle even though the pedestrian was committing the offence of "walking without due care on the road"

To cut a (many years) long story short, I received a maximum payout of \$50 000 plus costs for being a victim of someone else's criminal

activity. A precedent has been made so if anyone in the future is in a similar incident I would suggest that they take similar action.

Thanks

Peter Kemp
27 Walker Ave
Heathfield

Dear Editor & Webmaster

As president of the British Columbia Coalition of Motorcyclists (BCCOM) I congratulate you on the outstanding success of your toy run. It is only through the hard work and generosity of motorcycle riders that thousands of children in need get to have a little brighter Christmas.

Keep up the good work and if you get a chance check out our website at www.bccom-bc.com and let us know what you think and if you ever get to Canada give us a call. All the best.

Errol Hannigan
enhannigan@home.com
Vancouver, BC Canada

Dear Webmaster

I was browsing your site and found your comments regarding the electronic tyre inflators installed at BP sites. What you and your members may not be aware of is that these products are developed and manufactured in Adelaide. As you mentioned they are extremely easy to use, the other benefit from this equipment is the increased accuracy compared to other tyre inflation methods.

The Clipsal Airtec tyre inflators are accurate to 0.5psi. They are being installed on an increasing number of sites nationally including BP, Shell, Woolworths and Caltex. I would be happy to provide more information and pictures to you if you would like to include this information on either your website or in your printed publications.

Regards
Stuart Davis
Operations Manager
Clipsal Airtec Pty Ltd

Dear Editor

I am extremely pleased at Peter Mount's paper on motorcycle noise and would like to join forces with a view to developing a National position for submission to the AMF for consideration.

On behalf of the Motorcycle Council of NSW, I have written to our local EPA and the Minister on the same subject and what is remarkable is the staggering similarity of our views and content of documents. The differences are minor and Peter's language is a little more temperate than mine, but the two together add to the "context" for a argument at Federal level.

The NSW Motor Traffic Act provides for policing of non-compliant exhausts in NSW. Embedded within the Motor Traffic Act are Regulations drawn from the NSW Protection of the Environment Act which is administered by the NSW Environmental Protection Authority (EPA). The EPA reviews and sets the noise levels for motor vehicles, from M/C's through to refrigeration units on insulated pantechs.

The battle has been engaged in NSW and the bureaucratic line says "but we can't do anything about the noise level - it's part of the ADR!" So the target is at Federal level and the various NSW "effects" are obfuscated by denying responsibility at the state level.

The arguments for exhaust noise must then be put into the context for an attack on the Australian Design Rules.

These will have to be aimed at integrated strategies, e.g. (a) prevent any further lowering of noise levels; (b) seek a raising of the acceptable

level OR Peter's strategy of widening the tolerance of accuracy; (c) seeking active policing of excessively noisy exhausts.

(c) is a bit twitchy unless bolted down to a simple screening test only that cannot be subverted and screwed down to a lower level. If it's simple and we are seen to be demanding it, it gives us the moral high ground in the arguments and makes the rest appear reasonable within the context of safety.

All of the EPA Regulations are written so that they are triggered by a complaint, i.e. they are bound, within the ambit of the office, to uphold the Act on receiving a complaint. This is what gives the power to so few. In NSW we have lost Luna Park, the city Heliport and countless other small joys due to the eternal joyless gray nark, born dickless, without guts or gullet or any semblance of a sense of humour.

There are clearly problems with the Prot. of the Eviron. Act in that an intelligent complainer can utilise the forces against his opponent, but no useful counter measure exists. From this you will notice that many property owners who complain about noise are not so much a "residents action group" as a "property value increase" collective.

We need to separate the nature of the complaints from nature of the complainant to get some idea of the actual problems in some quarters. I have a fair bit of the homework done for NSW and it is likely to be a similar situation Oz-wide.

Guy Stanford

Please see AMC report for details of noise reduction starting on page 7- Ed

Keep them rolling. - Ed



ON RUNS & THINGS

Dale Knöote-Parke

Hello

everybody, and here's hoping that 2001 has started bringing you all the good stuff that you hoped it would. In my last column, I railed against those persons who thought that laws didn't apply to them, and who's very actions challenged our own lifestyle... and it wouldn't be a March Issue without at least SOME mention of the Toy Run, would it? so...

Challenged. A lovely word, Challenged. Challenged I think aptly describes the mental state of the nameless rider who made the seemingly normal cretinous attempt to barge up to the front of the Toy Run, ignoring instructions from Marshals, and riding in a manner that could only be described as dangerous... Why do I say mentally challenged? well, not so much his behaviour on the run, as his behaviour AFTER it... I am talking about the phone call our erstwhile Presidents answering machine picked up and faithfully recorded, which shows up this idiots knowledge of the Toy Run in particular, the MRA and who they are in general and also his knowledge of the English language... oh sure, the language WAS English... after a fashion, but if you edit out the many minutes of boring four letter expletives, mindless invective and threats, not much is left...

As I mentioned in my last column, it is my opinion that people like that are probably Neanderthal's who have only just learned to walk upright, and who probably can't read... so on the off-chance that this joker has some friends, hopefully one of them will read these few points to him:

1. "Let those who ride decide" does NOT mean you can go stupid on a run with that many thousand people attending and just barge to the front and race away, despite your assertion to the contrary
2. The MRA has ALWAYS run and organised the Toy Run – for the past 22 years, so saying "the Toy Run was brilliant until you guys took it over" is a bit, well... thick.
3. So you are going to bring 10 mates along and kick us off our bikes this year are you? That may be construed as a threat, and one that is taped as well. Many thanks for leaving your phone number, but none of us really acknowledges your feeble minded vitriol as important enough to return your call.

This individual, and a few like him, obviously feel that the Toy Run is a place to run amuck and do what they want, so lets go over the rules again, shall we?

RULE 1 – It is a TOY RUN.. it directly benefits the children supported by the St. Vincent de Paul society.

RULE 2 - MRA Marshals ride up the front coz

- They are there to ensure the safety of the run.
- They need to get to the Oval first, and arrange parking, marshalling, and many other aspects of the afternoons festivities, and
- These are the guys and girls that have spent the prior 11 months sweating it out and organising it (organisation of the 2001 Toy Run -A Toy Odyssey, has ALREADY started) they have earned the RIGHT to ride up front.

RULE 3 - YOU want to ride up front? Come and join the Toy Run committee and help organise the run then!

We try to have an orderly run, so that it is SAFE... because if it becomes UNSAFE it will be STOPPED, and then where are we all left? Oh yes, my brave Kawasaki rider, strutting around no doubt, proudly declaring to all and sundry that it was YOU who was responsible for beating the MRA into submission, and thinking you're clever... except that many many MANY more people will remember you as the Grinch who stole Christmas from the kids supported by the St. Vincent de Paul Society. The MRA does not intend to let this happen. Believe me when I say a repeat of this behaviour WILL NOT be tolerated. My goal is for me NOT to have to highlight someone's stupidity this time next year.

To the many more thousands of you who DID ride and act responsibly, we extend our grateful thanks, and look forward to seeing you back on THIS years run, which it is to be hoped will be bigger and better than EVER, and thanks also to you for helping make this the Biggest and BEST Toy Run in the Southern Hemisphere.

Ride Safe, stay alive
Dale



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RALLIES IN 2001

Rivergum Rally, 2-4 March, 2001.

Once again the Z Owners are conducting their Rivergum Rally on the River Murray at Renmark. This is a back to basics rally, so you have to bring everything yourself. The site is excellent with plenty of good camping spots & a really good swimming beach. There's a gymkhana & all the usual rally awards (including Best Burnout). Entry is \$8 prepaid & \$10 on the day.

Enquiries; phone Peter (08) 8250 1714 or Tony (08) 8298 7762.

Riverland Run, 10 March, 2001.

The Veterans Motorcycle Riders Association are conducting the annual Riverland Run to raise funds for Childhood Cancer. Entry is \$10 which includes a badge & entry to concert. Free camping on the oval at Renmark. Leaves Adelaide Oval gates at 10 am.

Enquiries; phone David (08) 8265 5388 bh.

Merino Pub Run, 17-18 March, 2001.

This is the inaugural Merino Pub Run conducted by the South East Register. Merino is about 30 kms from Casterton Vic. Entry is by donation of a gold coin, catering by the publican, camping around the pub. Enquiries; Vicki (08) 8735 4287 or Roger (08) 8739 6564

Swagman Rally, 5-6 May, 2001.

The Bower Boys are running this rally again with good catering, good camping, lots of fun, all the usual rally awards, gymkhana etc. \$12 prepaid, \$15 on the day.

Enquiries; Rhino (08) 8540 2229 or Roger (08) 8541 2834.

The Great Escape Rally, 19-20 May, 2001.

Yes, you're not seeing things, it's now in May so as to avoid the fire ban season. It's still on at Murray Murray's property just out of Marrabel, and has all the usual good catering & awards, plus you get the opportunity to personally abuse all the members of the MRA committee. \$10 prepaid, \$12 on the day, limited badges.

Enquiries; Harald (08) 8262 2150

Wanbi Pub Run, 26-27 May, 2001.

The Z Owners doing it again at Wanbi, with catering by the publican, a spit roast dinner, Sunday breakfast & badge included in the entry fee (bargain!). Lots of camping available. \$11 prepaid, \$15 on the day. Enquiries; Peter (08) 8250 1714 or Tony (08) 8298 7762.

Spalding Pub Run 7/8 July 2001

Camping area at the rear of the pub, large tent for swags or sleeping bags. Shower and toilet block supplied. Usual Rally Awards Large Bonfire, Gymkhana, Live Band Entertainment Supplied Badges \$10 with complimentary breakfast on Sunday. Breakfast \$3 Catered by Pub \$6.50 special & Spalding Pub Community BBQ stalls Organised by FTMA in conjunction with the Spalding Community For Motorcyclist and the Community

Enquiries B/H Lou on 8633 2411 or E-mail wdl@pirie.gulf.net.au Pre-pays to FTMA Spalding PO Box 892 Pt Pirie

Warnertown Wombat Rally 25/26 August 2001-01-27

Large Camping Area, Large Bonfire, shower and toilet block supplied Gymkhana with usual rally awards, entertainment supplied Badges \$10 with complimentary breakfast on Sunday. Breakfast \$3 Organised and Catered by Flinders Touring Motorcycle Association Inc.

Gold coin donation at the gate for Make a Wish Foundation Enquiries B/H Lou on 8633 2411 or E-mail wdl@pirie.gulf.net.au Prepays to FTMA Wombat Rally PO Box 892 Pt Pirie

I hope to see you at one of these rallies, stay upright.

Leslie Dicker (Uncle Pervie to you!)



WINNERS!

Colouring Competition Winners

1. **Sascha Crompton,**
15 Mortimer St, Whyalla Stuart 5608
2. **Peter Migliore, 32 Graves St. Newton 5074**
3. **Mia Davey, P.O. Box 607, Noarlunga Ctr 5168**
Jesse, P.O. Box 16, Callington 5254
Bonny Hill, 37 Mitchell St, Crystal Brook 5523 x2
Mia Davey, 14 Regent St, Morphetvale 5162
Dylan Davey, 14 Regent St, Morphetvale 5162
Brook Davey, 14 Regent St, Morphetvale 5162
Vanessa Guess, C/- 35 Amber Road, Highbury 5089
Shaun Gilkes, 63 Viscountslim Ave, Whyalla Norrie 5608
Lauren Kerr, 18 Mundon St, Cambelltown 5074
Andrew Ham, 8 Waring St, West Tarpeena 5277
Sara Ham, 8 Waring St, West Tarpeena 5277
Jarred Lawrence, 10 Alderwood Court, Hillbank 5112
Erin, Bernhardt Crescent, Hahndorf 5245
Zoe Waters, 38 Swan St, Semaphore 5019
Master ?, (4 Yrs Old), 7 Oreilly St, Parafield Gardens 5107
Miss ?, (10 Yrs Old), 7 Oreilly St, Parafield Gardens 5107
Uncle Pervie

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BEESTINGS

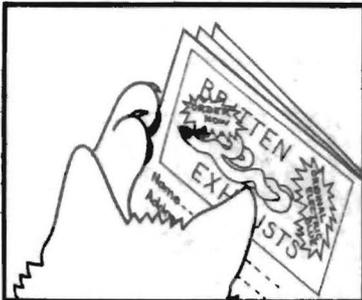
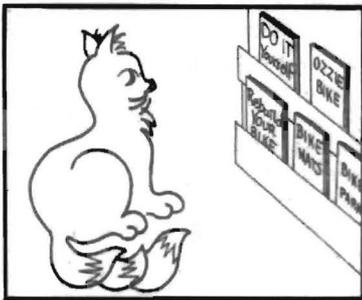
Sammi Ross

“Motorcyclist

dies after being stung by a bee.”
Memories haunt me.

I clobber up for the summer ride, scarf wrapped twice around my throat, over my nose and cheeks, large-framed sunglasses leaving very little of my face showing in the full face helmet. Gloves, jacket, jeans, socks and sneakers complete my all over cover.

beh mfszg



I didn't always cover up so prodigiously. I was known to ride bare-armed, ungloved – once only though: when I noticed that my arms had small white blotches scattered over them I decided that would be the end of that.

Twenty years ago, when I bought my house, I decided that, along with three sheep, a cow with calf at foot, an orchard and vegie garden, I would benefit from having bees hived in amongst the fruit trees.

Over the next five years I was occasionally stung, usually on the face, when one of the inquisitive bees would get jammed between my specs and my face, or entangled in my hair. I would look like elephant woman for a day or two and then my face would return to normal. There was one striped blue blouse that seemed to arouse their ire more than usual.

Fifteen years ago I was living on campus at the Australian National University in Canberra, and was riding my Kawasaki GPZ250 around the traps.

Many of the surrounding towns I had investigated: one day I decided, after riding to Queanbeyan, that I'd check out Goulburn. Roads leading into and out of Canberra meander through beautiful scenery, rarely seen by the plane-hopping semi-residents of our national capital. The roads are therefore quiet.

As I rode north out of Queanbeyan towards the Hume Highway intersection, a car passed me, going in the opposite direction. A small, sharp nick on my throat indicated a tiny stone, twig or such like had hit me, presumably kicked up by the passing car. I rode on unperturbed, entered the freeway, then under construction, and headed east towards Goulburn.

After a few miles I thought that I was having trouble breathing. Initially thinking that it could be the onset of an asthma attack, although I could think of no reason as to why this should be occurring, I eventually pulled over, got off the bike and looked in the mirror.

There, sticking out of the side of my throat, was a bee sting!

I flicked it out, gloved up and got the Kwaka moving. And move she did. Several

miles up the road I pulled over a car and asked how much further to Goulburn. About 5 kilometres I was told. Too bad if I was speeding. I had the Kwaka full throttle, flat chat.



On reaching Goulburn it seemed that no one knew where the hospital was, until I asked a woman with kids. She wanted to know which of the three hospitals I wanted . . .

“The closest!”

She gave me directions.

Fortunately the casualty door for the ambulance was very evident, although closed, but I pushed a large red button next to it and an adjacent smaller door opened.

By this time I could barely talk – just pointed to my neck and whispered, “Bee sting.” A flurry of activity resulted – my personal details were whispered to them, next of kin, as they made many unsuccessful attempts to insert a drip into my arm, wrist and hand.

Eventually one of my veins decided not to collapse and I spent the next four hours being kept awake and supplied with numerous cups of tea and glasses of water. Once they'd satisfied themselves that they'd got the internal swelling down they discharged me with strict instructions to immediately go to the chemist and get a supply of tablets. If I get stung again, I am to take two tablets and high-tail it to the nearest hospital. I have 20 minutes grace. Admittedly this is only for neck stings, just in case it swells internally like the Canberra sting did – no sign at all on the outside that I'd been stung after I'd removed the sting. So, maybe go to the chemist and grab some tablets, stash them on your bike somewhere. They could save you or your mate's life one day.

Sammi

(Continued from page 10)

they will only go out and play again, putting themselves at further risk of injury. How dare Sean Renn have his knee reconstructed, only go out on the football ground again and take a risk of further bugging up his knee! Maybe someone injured in an industrial accident will be refused treatment, because he or she will just go back out to work again, and might do it again. And what about bikers?

The powers that be already think of us as temporary Australians. I think that most of us would acknowledge that we take huge risks riding on the roads, just as it is impossible for a smoker today not to be aware of the health risks of smoking. We take our lives into our own hands. It is only a small step to the conclusion that we contribute to the danger and possible injuries because of what we like to do, just like smokers. Will the health system refuse to fix us up, because as motorcyclists we will only subject ourselves to danger again?

Because we choose to take a risk?

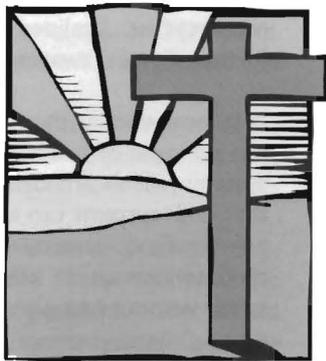
Maybe this is a little extreme. Maybe I'm being a bit paranoid. (I'm not paranoid - its just that everyone hates me!) But every few years some doctor or medical expert makes a plea for motorcycles to be banned, just as a total ban on tobacco is also called for. The similarities are there. The groundwork, in terms of attitudes of a majority, is there. Public sympathy certainly seems to be mostly on the side of the surgeons stance in the case of smokers. A lot of non-motorcyclists already think we shouldn't be on the road, even though in other road users are responsible for the majority of motorcycle accident injuries and fatalities. It could happen. We could be refused.

Given that the funds for the public health system are being taken away, that surgeons in public hospitals have to do more and more with less and less, then prioritising patients and looking at the best outcome scenarios will become more common. Who will be next? Us?

Yeah, I'm angry. I'm pissed off that my dad died, and I'm not convinced that everything that could have been done was done in time to save his life. I miss him. So please excuse my ranting. Excuse it, but don't forget it.

Ride safe, and don't let the bastards get you down.

The Rev



AVUNCULAR TALES

The recent spate of baying by mad dogs in the mainstream media for the reintroduction of front numberplates on motorcycles got me thinking about all the forced nonsense that we motorcyclists have had to endure over the years by such ignorant groups.

The members of such groups are usually not qualified to be licensed as a motorcyclist, and it is my opinion that they have in all likelihood never ridden a motorcycle. And yet such people have more say in legislation than you the more qualified road user. In my opinion they have made a negative contribution to the formulation of road safety policy in this country. One policy that some of them are pursuing is the 100 kph speed limit on major interstate highways, eg Sturt, Dukes and Barrier highways, and the 80 kph speed limit on all other country roads, eg Strathalbyn, Swan Reach etc. Of course they also want 40 kph in all cities and towns. And they will do this if we let them.

It is also my opinion that most of these people are the kind of incompetent drivers that we constantly need to use our greater roadskills against in order to avoid becoming another road statistic. Most of these drivers would never have taken part in an advanced driving course and appear to lack any commonsense when on the road.

This was confirmed one night when I saw one of these people arguing against Peter Brock in a TV discussion about driving skills! Therefore I decided make a mental note of some of the events and places where a few of the more memorable activities by some of our lesser skilled roadusers have occurred. Here a just a small selection.

It's a nice sunny morning on Hampstead Road and I'm on my way to Devil's place for a chat and a coffee (as is my wont!) when near the Mobil service station at Northfield a red Ford Telstar comes up behind me at approximately 110 kph (in a 60 kph zone), and swerves around me into the outside lane. The lights at the Grand Junction Road intersection were on red to all traffic travelling on Hampstead Road, however that did not prevent this car turning right when it reached them!

One sunny Sunday, Jellybelly and I are coming back from Lobethal after a chat and a coffee at the Amberlight Deli. When we reached the T intersection at Cudlee Creek there was a late model Commodore at the junction in the centre of the road with its right indicator flashing. There's plenty of room, so Jellybelly went through on the inside of the vehicle to turn left, and I followed his manoeuvre in order to do the same. As I drew alongside of the car it performed a left hand turn, but it was too slow to get the ZZR! It's a nice sunny Wednesday morning and I'm in the carpark of the Windsor Gardens Shopping Centre to visit Bunnings to get some hardware. The parking aisles are one way only, but the driver of a late model Ford Falcon decided that he must reverse the full length of the carpark into me, and got very upset when I had the audacity to actually sound the ZZR's horn to warn him that he looked to his rear he might actually see where he was going!

Another beautiful sunny Tuesday afternoon on Portrush Road at the intersection of Magill Road found me at the traffic lights behind some chap in a battered old Toyota Corolla who was in a very animated conversation on his mobile phone, so much so that I had to sound the ZZR's horn several times to get him to notice that the lights had turned green. So he started alternately changing the hand holding the mobile phone so that he could shift gears, steer etc, and this went on until I managed to get past him whilst yelling out, "Hang up that @\$% phone and drive for a while!" I don't think he took my advice!

I'm beginning to think that such dorks only come out on sunny days, perhaps I should only ride on wet horrible days!

No doubt you could detail many similar or worse events that have happened to you in your riding experience, and I guess as long as the present road safety policies continue to be followed by the authorities we can all expect to be faced with such appallingly bad driving habits.

Regards until next time.

Leslie Dicker (Uncle Pervie)



Uncle Pervie

AMC REPORT AMC REPORT AMC REPORT AMC REPORT

(Continued from page 11)

This resistance may be expressed in many ways, some of which could well be counterproductive to the objective, such as drilling original exhaust systems and increased usage of non-compliant systems. This problem was recognised by the U.S. Environmental Protection Authority in its rejection of a proposed reduction from 83 dB(A) to 81 dB(A) on the grounds that such a reduction would be likely to actually increase noise on the street through private modifications to exhaust systems.

This argument was supported by the Amsterdam Police in their submission to the ECE in 1996 regarding a proposal to reduce the motorcycle noise standard to 80 dB(A).

Type approval or anti-tampering regulations are likely to produce a similar response, for reasons explained earlier; to wit, the significant increase in the cost of compliance and a reduction in the availability of approved parts.

Maintaining the current standard, but modified to allow for instrument and human error, is likely to produce the greatest level of compliance when combined with information, education and training programs, which should all but eradicate the primary causal factor of complaints related to motorcycle noise.

Standards and Systems of Measurement

The lack of uniform methods for motorcycle noise measurement compounds the difficulty of reaching any globally satisfactory solution to the question of noise. Australia, Europe and the USA (83 dB(A)) currently differ in either standards or/and methodology. Disparities in standards and systems of measurement cause confusion and concomitant difficulty for both manufacturers and consumers.

Scientific rigour dictates that, even within these differing systems, a balance must be struck between methodological consistency and human and calibration error, with a resultant percentage allowance for total error. This error, after conversion to a sound pressure level (SPL), should then be applied to any given result to determine the acceptable value in relation to the specified standard. Given that (a) acoustic calibrators function at different SPLs and frequencies depending on type, and (b) the average person can only distinguish, at best, between noises differing by around 3 dB(A) in ideal circumstances (i.e. with no background noise), the most logical and practicable solution would be to include within any standard a tolerance of plus or minus 5 dB(A).

This solution, together with the provision of instruments of an appropriate standard and adequate training in their usage, may be expected to attract widespread acceptance whilst reducing still further the relatively small level of non-compliance.

Safety: the motorcyclists' view

The principal reason most motorcyclists, given the choice, prefer louder to quieter exhaust systems (within the permissible levels, of course), is that of what they call 'audible conspicuity'.

The reasoning is based on the preponderance of motorcy-

cle/car crashes being caused by the car driver, with the latter almost invariably arguing that he/she did not see the motorcyclist, and therefore, as hearing is the only other sense by which a rider may be detected, the noise of a motorcycle can be a significant safety factor (this is also the reason some riders choose to fit non-compliant systems).

Generally, an observer can only distinguish a noise that is about 10 dB(A) louder than the background noise (Overton 2000). Given that the compartment of a car is becoming more and more insulated from the outside world, that windows reduce outside sound by around 15 dB(A), that more effective stereo systems further reduce the likelihood of outside sounds being heard, and that drivers are still not being trained to be aware of motorcyclists on the road, audible conspicuity is becoming an increasingly important factor in motorcyclists' safety, primarily in urban areas where the majority of motorcycle/car crashes occur.

On this basis many riders are arguing for a return to the 1985 standard of 100 dB(A) to give them greater control over their own safety and to avoid what they see as the potential for a reversal of the current downward trend of motorcyclist fatalities if further reductions in noise levels are implemented.

A reduction in the current standard of, say, 2 dB(A) would equate to a 58% reduction in sound intensity which is not only a significant drop in real terms, but, through bringing motorcycle exhaust noise more closely in alignment with that of cars and the average urban curbside intensity level of 80 dB(A), it would not be unreasonable to expect an increase in motorcyclist fatalities and injuries through reducing still further drivers' awareness of motorcycles.

It is noteworthy that, whilst the majority of riders endorse the principle of audible conspicuity, they do not want exhaust systems which are overly loud, for they are aware not only that such systems can add to fatigue, but of the trend towards a generally quieter environment, and therefore believe that a modest increase in noise levels would be beneficial for their safety without being unreasonably intrusive.

Although a quieter environment and enhanced motorcyclists' safety are not necessarily incompatible, one should not be at the expense of the other. A balance must be reached, and whilst the general view of motorcyclists is that they would benefit from an increase in noise level, a pragmatic approach dictates support for no lower noise level than that stipulated in the current ADR; i.e. support for the status quo.

This position is also supported by the European Motorcycle Constructors Association (ACEM), the U.S. Motorcycle Manufacturers Association (USMMA), the Japanese Motorcycle Manufacturers Association (JAMA), the International Motorcycle Manufacturers Association (IMMA) and the Federal Chamber of Automotive Industries (FCAI).

Conclusion

AMC REPORT AMC REPORT AMC REPORT AMC REPORT

* The noise problem lies not with the existing ADR but with a relatively small number of modified, non-compliant, racing or defective exhaust systems and the attention drawn to these systems by the behaviour of a few of their owners. The main offenders are those with systems that exceed 100 dB(A).

* The standard and system of controls currently in place are adequate, are generally accepted by the vast majority of motorcyclists and the industry, and have no bearing on the cause of complaints regarding motorcycle noise, for today's motorcycles are already well restricted and muffled. As a reduction in the current ADR noise level will exclusively target those who already comply with the standard, it will have absolutely no positive impact upon what amounts to an 'in service' problem.

* Conversely any reduction in present levels would be likely to result in greater abuse through the fitting of modified and non-compliant systems with an actual increase in the problem, a view which is supported by American and Dutch opinion. This increase in tampering is likely to occur if motorcyclists believe the noise limits are too low for motorcycles to be sufficiently conspicuous in traffic to avoid collisions.

* Reducing the noise emissions of motorcycles would be very difficult as many factors other than exhaust systems contribute to overall noise. Resolving some noise problems will give rise to other environmental problems such as increased fuel consumption.

* Type approval or compulsory use of original engine manufacturer (OEM) mufflers and anti-tampering regulations are likely to exacerbate the problem rather than reduce it. Motorcyclists will tend to avoid replacing parts until absolutely necessary because of the expense or availability of OEM parts. There would also be a serious impact on the aftermarket industry as a whole.

* Solutions must address the cause without discriminating against those who comply with current requirements, and without reducing an individual's capacity to take further steps to enhance their own safety.

* A constructive, practical and focused, rather than prohibitory, approach would be more likely to have the desired effect upon the cause of the problem. This would include providing information to motorcyclists on the potential for modified, non-compliant and unserviceable exhaust systems to damage their engines, and the effect that inconsiderate riding behaviour has upon the public's perception of motorcyclists as a group.

* Methodology and measuring instruments for standards vary widely at present. Uniformity would, generally, be beneficial to the industry, the consumers and the authorities, provided a realistic approach is adopted. A pragmatic approach to criteria for establishing and applying standards would be eminently appropriate and well-received.

- There is an important link between noise levels and the ability of motorists to notice motorcycle riders. Motorcyclists consider audible conspicuity one of the principal means of improving, if only to a limited degree, their chances of survival in a world from which the individual road user is becoming increasingly isolated and insulated.

- Therefore, in an ideal world in which their safety would be given the same weighting as that of other road users, motorcyclists would opt for an increase in permissible exhaust noise levels. However, they also appreciate that other considerations must be taken into account, such as the needs of other road users and the public, a greater general awareness of the deleterious effects of noise in the community, and that the current ADR has been in place for some time, leading both to its recognition and general accommodation by the industry and consumers.
- Given these considerations, motorcyclists would accept, albeit not without some reservations, the retention of the existing standard as the minimum and most rational point of balance.
- This AMC position is supported by Australian and international motorcycle manufacturer organisations.
- The safety of motorcyclists must not be compromised in the interests of reducing the nuisance factor of noise pollution. Motorcyclists are emphatic and united in their expressions of concern for their own safety.

Recommendations

Rather than focusing on new ADR levels the noise problem could be improved by:

- on-going provision of information at point-of-sale of motorcycles and parts and through the motorcycle media regarding the potential for modified, non-compliant and defective exhaust systems to damage their engines and reduce power and performance.
- information and education programs targeting motorcyclists whose inconsiderate riding behaviour may have a detrimental effect upon the general public's perception of all motorcyclists.
- provision of advice to aftermarket parts manufacturers regarding their responsibility to comply with Australian standards.
- establishment and promotion of self-administered design and materials codes for exhaust system (including original parts) manufacturers which will extend the effective serviceable life of any system.
- progress towards global uniformity in methodology and measuring instruments in the application and monitoring of standards directly related to noise intensity levels, and ensure that adequate training is available for those involved.
- training for drivers in awareness of motorcyclists on the road, with the objective of reducing the requirement for audible conspicuity.
- the current ADR standard and in-service standards should be retained but with a tolerance of a 5 dB (A) total error factor in accordance with scientific principle.



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Don't Slip, Grip

GC Motorcycles came into being back in 1987 in a tin shed in the suburb of Windsor Gardens before relocating to its current position on the corner of Main North Road and Pulsford Street Prospect. To start with, GC's only used the front area of their current site, with the tyres squeezed into the main shop, and the tyre changing being done at the back. Now the majority of the main shop front is used for the second hand bikes and accessory displays, with the tyres in the old changing area, and the actual workshop in the rear of the building.

The main business of GC's is, of course, the tyres. But did you know that they also service bikes? Did you also know that they have used and pre-loved bikes for sale? Not to mention the other useful things to go with the bikes, i.e. helmets and gloves, and also can order in leathers and boots if required. But also those useful things for the bikes themselves, i.e. batteries, oil, brake pads, fork seals, and the list goes on....



Martin Renfrey has managed GC's since its birth. In fact, GC's was born to enable Martin to have an income whilst he was racing as his previous boss had this problem with motorbikes and told him it was either the job or bikes but not both. (Thank God for his previous boss.) Currently the other staff on hand to assist you are Gary and Chris. All of which have extensive knowledge and experience in the field of motorcycling. (Well, Chris is learning!)

As I mentioned earlier, the main trade is the new rubber mart. All you have to do is come in on your bike, or bring the wheels in on their own, and decide which tyres most suit you, or you would prefer to purchase and the guys will gladly change the tyres for you. All fitting is included in the price of your new tyres. If you cannot decide which tyre most suits you, they are more than willing to ask questions to determine your riding style and choose the most appropriate tyre. They also advise on correct and recommended tyre pressure etc. You also get the spiel "remember new tyres are slippery so take it extra careful for the next 160k's or so." I wonder just how many times they have actually watched the customer leave the shop, only to "loose it" going out the drive? Bet that customer takes more heed next time.



Now if you are wondering why I am giving the guys at GC's this plug, you had best keep reading. Martin is prepared to give up one Sunday in the near future to assist our members in maintaining their most precious pride and joy.



He is giving us the use of his workshop on Sunday the 29th April 2001 for a Maintenance and Information Day. He will also be in attendance to answer any relevant questions that you may have. This day will be free, so if you feel that you may benefit, please contact David Povey on 8265 5388 (W) so we will know how many people to expect. *When you ring, if you have any specific questions, let us know and we will make sure you get an answer on the day.*

The day will commence at 10am with a sausage sizzle at noon, cooked by our famous chef, Uncle Pervie, at the low low cost of \$1.00 per sausage or \$1.50 for 2.

Robyn (Bob) Gaden

Maintenance Day

April 29, 10.00a.m.

We are holding a maintenance day at
GC Motorcycles, Main North Rd., Prospect
 If you want to know how to maintain your pride and joy, the correct tyre pressure, chain tension or any other questions you may have, come along and Martin will be only too pleased to help. Martin will be giving his time free, so give us a ring to let us know you are coming.
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 There will also be a sausage sizzle at the low, low cost of \$1 per sausage or \$1.50 for 2.



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