

June 2001

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Photographers



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- ▶▶ *Controversial response to "The Rev"*
- ▶▶ *22 years of MRA Achievements*
- ▶▶ *Apathy Abounds !!*

MRA



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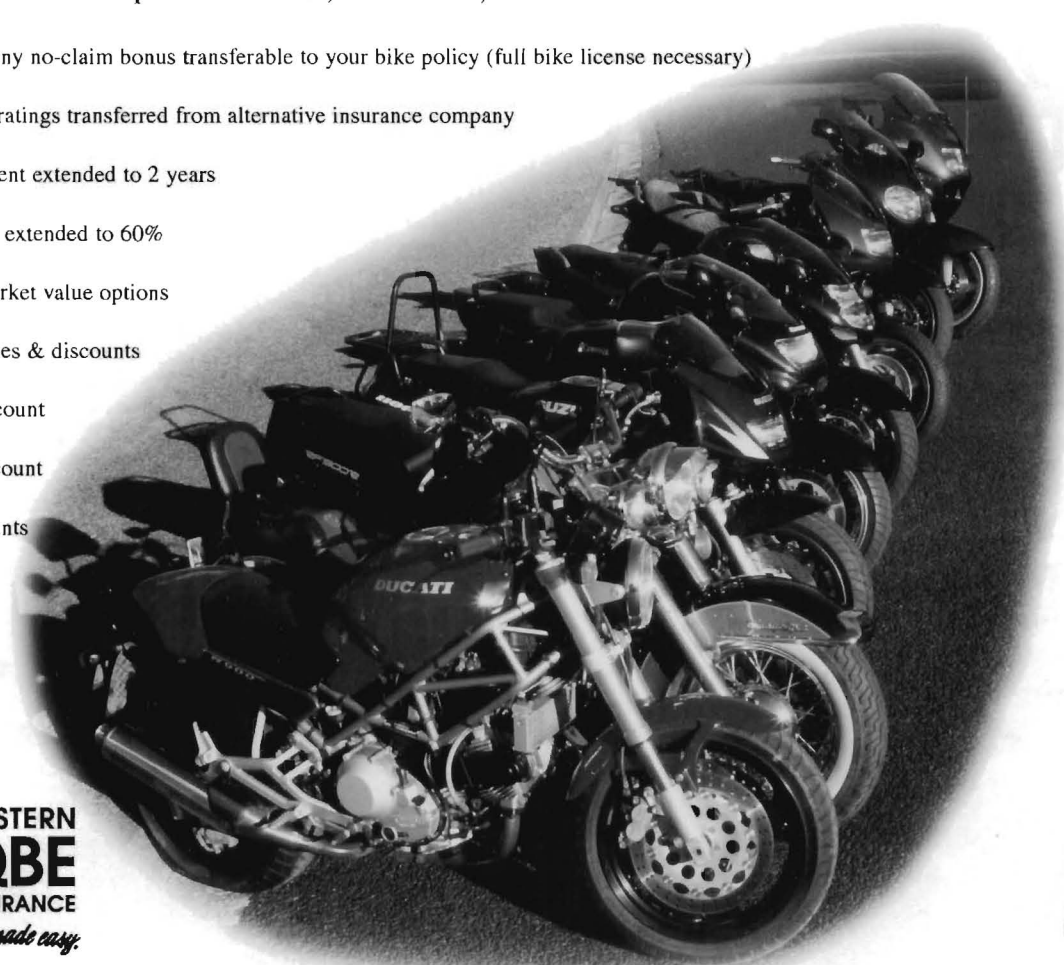
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MOTORCYCLE RIDERS ASSOCIATION Inc

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JUNE 2001

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Designed by
Dale Knöote-Parke

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.....from the editor.....

Apathy, that's what this is all about. It has been the centre of the committees mumblings. The MRA came very close to appointing a new editor last week, why? 'cos I was ready to throw the towel in. Myself and others are very concerned about the state of affairs within the motorcycling community. The dreadful sense of apathy, lethargy and total lack of commitment and willingness to make a difference. We have a responsibility to the motorcycling community to make a difference to the lifestyles of the above mentioned. It is evident most people don't actually realise what we do and why. Let's not be mistaken into thinking the MRA are a social club, quite the opposite. Any idea what the MRA have done for motorcyclists in the past? Well I won't repeat it because you can read all about it on page 9. In addition to lobbying to the government, representing motorcyclists in the AMC and generally fighting for the rights of motorcyclists, the MRA are busting their balls to do this for the motorcycling fraternity. Which leads me to front cover. Any thoughts? The reason I was ready to chuck it in was because we nearly didn't have a magazine this month, simply because hardly anybody could be bothered to submit anything. People, this magazine is for you, the MRA doesn't put this mag out for lack of nothing better to do, but really! Submit stuff! Some of you have and I would like to personally thank those that do send us letters, articles, photos, and especially a big thanks to the gentleman who responded to the Rev's article, you know who you are (see letters page 10). The same can be said for events, runs, fund raising, supporting new laws, voicing your problems to us. We are trying to fight for your rights, but dammit we are not miracle workers! Please realise we all need each other and there is strength in numbers. So talk to us, we don't bite! Well actually I do! They don't call me the nazi witch for nothing! No but really, PLEASE keep it flowing.



Ashley

MRA SA Noticeboard

Congratulations to members David (Spider) Vaselli and Alan (Pastie) Masters who were both nominated for and raised to the rank of Life Member of the MRASA at the May Committee meeting. Both David and Alan (who by the way is from our South East Register) have been active in the MRA for many years as members and at the committee level. Neither of them have ever been shy of pitching in and lending a hand where it was needed and have contributed to the development of the MRA. As is our custom David will receive his award at the AGM in September and Alan will get his at the Radiata Rally in July. Thanks guys for your help over the years and we expect to see you for a long time yet.



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You will find Papa-Johns drop in centre at shop 6, Elizabeth Grove Shopping Centre, 50 Fairfield Road, Elizabeth Grove.

HARRY'S PRACTICE

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

MRA RAFFLE

It's on again and when finalised, details will be put on the Web Site and then in the September 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.



MOUSETRAP CAPTION COMPETITION

Well the response to this was abysmal! Not ONE single person bothered to think of a caption! Well maybe they did but they didn't let me know! Come on people what is it going to take to get you going?! Give it your best shot, and think of a caption. I have left it empty for inspiration. E-mail me: editor@mrasa.asn.au



TOY NURSPONSORS



P

Residents Report

Motorcycling Publicity

Someone once said that they didn't care what people said about them as long as they didn't stop talking. I wish I could say the same thing with reference to motorcycling and the media. I have been keeping any cuttings that refer to motorcycling from the Australian, the Advertiser and my local Messenger just to get an idea of how we fare. I don't get the papers every day but keep an eye out when I do and ask others to send me any stuff they might find.

Of course we get a lot of good publicity around December when the Toy Run is on, but what about at other times? Well, looking just at this year I have collected the following stories :

Crash	6
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Patch Club	7

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Human Interest	2
Parking	1
Biking featured peripherally	2
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While not an exhaustive survey of the available resources or even considering radio and television news comments or stories it shows pretty well the kind of image perpetuated by the media regarding motorcyclists. Only one of the articles, a human interest story, could be said to be positive – that was from the Messenger. If one was to prepare a profile of motorcyclists based on the information available from newspapers, it is pretty clear what would be said. It shows that the work of the MRA in improving the image of motorcyclists with the general public continues to be important.

We will continue to make comment to organisations and the media where we feel that motorcyclists are being unfairly portrayed and treated, but that is not enough. If the only time the media gets a comment about motorcycling issues is from the MRA then they may or may not print it. If however, they get lots of letters from Joe and Jean public about the issues then there is a better chance that a letter will get printed and the bikers views put forward.

So when you get a chance, put pen to paper and don't miss an opportunity to let people know the good work we do, as motorcyclists and as ordinary citizens.

(Continued on page 6)

PERCEPTIONS

Ashley Knöote-Parke

Can you believe it! In September I get my BIG bike license. Man that has gone quickly! It is hard to believe that I am legally ready to drive any bike. What a scary thought (little me on a 1000cc) *tee hee hee* the image brings tears to my eyes & peals of laughter. Ha! I am only just getting used to JellyAnyDots (my little 100cc) and believe me I am no Evil Knievel. The thought of driving a mean machine brings flutters of an impending heart attack. I really take my hat off to those ladies who ride big bikes.

I don't think bike and product related manufactures really think of women when they are designing & making motorbikes (and related gear), well they certainly don't give a toss about ladies riding gear. I mean, can anyone tell me where I can get a really comfy pair of ladies riding boots? I'm talking shoes made for ladies feet, you know, delicate, narrow little size 4's? No? I didn't think so. I have been looking for a pair of boots for riding and so far, zilch! Why should I have to pay a fortune to a cobbler to get a pair made up for me? If anyone can tell me where I can get a yummy pair of boots that will fit, please let me know. It doesn't stop at shoes either, its all the other stuff. I have just forked out horribly large amounts of money for a custom fit jacket, all because nothing exists in my size. Its not that I'm a dwarf or anything, but we do get overlooked. So what's my point? Errrrm, oh ya I was talking about motorbikes for little people like me. Well they exist in the form of such marques as Ducati, Moto-Guzzi and even some of the mid range Japanese bikes (if you like race bikes that is) but the clothing sizes for little persons like me are conspicuous in their absence from dealers shelves. What will it take to get manufacturers to cater for us? Ashley

(Continued from page 5)

RAA

It has been brought to my attention that the RAA considers itself to represent motorcyclists in South Australia. Now there are issues that the RAA deals with which may affect motorcyclists as road users ie transport planning and funding, fuel taxes etc, but these are not dealt with taking into consideration the needs of motorcyclists per se. In terms of catering for motorcyclists issues the RAA tends to assume that they are the same as those of other road users. Currently, there is no one on the staff of the RAA who can be considered to be the spokesperson on motorcycle affairs. The person callers are referred to on these matters is Chris Thompson the RAA's Traffic and Safety Manager. He does not ride a motorcycle and has said that he is not an expert on motorcycling issues.

On the issue of Front Number Plates for motorcycles the RAA has simply parroted the police line and as far as I know at the time this issue was front page news in SA had not sought any information from motorcycle groups to get the full picture.

I don't want to just can the RAA because I believe that it does invaluable work and I recognise that communication between it and motorcycling representatives has improved. At the same time I recognise that it has a four wheel bias which comes through when its representatives talk about motorcycling. So if you are a member of the RAA, let them know when they say something negative about motorcycling and demand that their representatives give their comments the appropriate accuracy and balance. Let them know that motorcyclists are car drivers too.

VALE NICK McGRATH member No. 5057

- Nick was a keen supporter of the MRA and a member for the past 2 years. He passed away last year on November 26th after a long illness brought on by complications due to cirrhosis of the liver.

(Continued on page 7)

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(Continued from page 6)

There was nothing he liked better than to be out on the open road on his Harley with his old lady on the back. He is sorely missed by family and friends.

AMC Conference

The 2001 Annual General Meeting of the **Australian Motorcycle Council** will be held on July 7-8 at the Whalers Inn, the Bluff, Victor Harbor. The MRA SA is sending two delegates to the meeting as well as a number of observers. Any MRA member interested in attending as an observer should contact me as soon as possible to be included on the attendance list. This will be the biggest gathering of motorcycle organisations from around the country Adelaide has seen for quite a while so it will be worth it to see how our national organisation is representing us all.

Great Escape Rally

By the time you read this, the Rally will have been and gone – if you didn't go then you missed it, especially my cooking. Expect a report in the September issue. Also don't forget the Radiata Rally 20-22 July and the Bush Pig 14-16 September – must go events both of them..

MRA Raffle

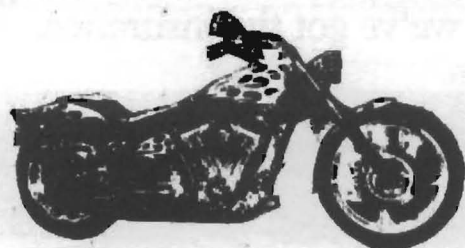
Sean and I are currently trying to put this together and if there is nothing further about it in this issue of Centrestand then expect it in the September issue. The main news so far is that the first prize will be a digital camera donated by our friends at **James Place Cameras**.

Stay Upright,
Harald

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ROAD SAFETY REPORT

Hello!

Sean McPherson

Once again I've been to an Adelaide Hills Road Safety Consulting Group meeting and have bought back some interesting tid-bits for your information.

Lately this group has been very active in the Adelaide Hills and there are a few things we are going to need to be aware of when going for a 'scratch'. Some of the towns have had their speed zones altered to include an 80kph buffer zone between the 60kph town limit to the 100kph open road limit. Be careful of this as they are recent changes.

Another thing to be aware of at the AHRSCG is dynamite! There is now a 25kph speed limit when you pass a school bus that is allowing passengers to alight or disembark. Don't forget this as fines are being issued to motorists who disregard this rule. You have been warned!

Another plan of the group is the Take 5 to Survive campaign, which means just take 5 seconds out to think about the speed you are doing and if it is safe for the road you are travelling on.

With winter fast approaching don't forget to use this time to replace your tyres if you need to and be aware that the rain brings all the oil and crap to the surface. This usually takes about 2 weeks of steady rain to flush away, so be extra careful riding in the wet.

I've been asked to give my opinion on noise testing for motorcycles and at the risk of being a hypocrite as I have the most offensive exhaust system in Australia. I have said that I agree with a 'signature' test for all motorcycles which basically is a 'fingerprint' of each motorcycle's sound when tested, which takes into account all the odd little noises such as engine & fairing noise when tested. I think this could go hand in hand with learner approved motorcycles (LAM's) to offer a wider choice of motorcycles to begin with rather than the current 250cc limit. Consequently learners have the option to buy RGV/NSR/TZR/KRI 250's and have a whole lot of power on tap which they aren't used to.

Watch out for all inexperienced cage drivers (all car drivers!) with regards to the changing road conditions as we go into winter, **DON'T DRINK & RIDE**, go out & pump your tyres up.

Sean

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THE DEVIL KNOWS

Paul Morgan



Who took 3 hours for a return trip Renmark to Berri.

Who was so drunk he slept with a couple of dogs at Renmark Oval.

Who shot four ducks in the Riverland and ended up with a scull.

Who was seen dancing at Renmark Oval and who was the redhead with him. (*wasn't me - Ed!*)

Who went on the Riverland Run in a car because his wife wanted to come.

Who said "this is the best fireworks I have ever seen."

Who forgot to take the keys for his race bike to a race meeting.

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NUMBER PLATES

Hello Ashley

It is with interest that I read the Never-ending debates and opinions on the front number plate issue so I thought I would entertain you with my exploits with the photographers of this state. (Picture below)

Way back in March 1997 I received a letter from our revered law enforcement representatives asking me to contribute to the financial wellbeing of our state with a substantial contribution. Knowing immediately that it could not be I requested proof of this outrageous charge. A few days later my patience was rewarded with the following photos.

In this photograph you can clearly not see the front number plate of the alleged speeding vehicle whilst it is travelling on the far side of the road partially obscured by the small blue vehicle closest to the camera.

Not taking this lying down I approached a solicitor to act on my behalf and endeavoured to challenge the charge.

One thing leads to another with the police making the statement that the 'camera operator had made a notation

of the number plate on the side of his paperwork' and this was sufficient for the charge not to be withdrawn.

In the end if I wished to challenge the charge in court there would be several people such as camera operator, photographic constable and officer in charge of traffic infringement would called as witnesses by the state. Should I lose the case considerable witness fees would be applicable as well as court costs, the fine itself and don't forget the victim of crime levy.


The solicitor believed that the photo would never hold up in court. Firstly because the motorcycle is behind another vehicle and secondly because there is no conclusive photographic proof of identity of the motorcycle or rider. However the costs should I loose would (including legal fees) probably cover the costs of a few years of bike expenses.

I am not confirming nor denying that the speeding motorcyclist was me but I paid the fine (which by now was late) because it was potentially a cheaper option. To this day I read the front number plate issue and wonder why they are required.

Peter

Dear Sir/Madam,
Please find enclosed the photographic evidence you requested relative to an Expiation Notice issued as a result of your vehicle being detected by a Speed Camera.

1. Shows the offence of exceeding the speed limit. 2. An enlargement of the vehicle's registration plate.



3. Below is an example of the information contained in the datablock at the top of Photograph 1.

FRAME NUMBER A11174894		TIME 12:02	LOCATION 12046	VEHICLE DIRECTION Towards Radar Unit
ACTUAL 270	LIMIT 100	DATE 24/02/02	USER 87802	Away from Radar Unit

EXAMPLE ONLY

- 22 years of Toy Runs
- Lights On Rallies 1990, 1991
- Lights On Repealed 1996
- Front Number Plates Repealed 1975, successfully fought in 2000
- Bent & Buckled Bikers Brigade – active since 1980
- Bunny Runs
- Share the Warmth Runs
- National Road Safety Strategy
- Centrestand – 17 years
- 8 Years of the Great Escape Rally
- Poker Runs
- Mystery Runs
- Motorcycle Expo
- Non Skid Paint
- Non Skid Metal Plates
- Third Party Protests – 1985,
- Australia Day
- Community Event Award – Toy Run 1995
- Red Cross Appreciation Awards – 1994-1997
- Bike Maintenance Days
- Roadcraft Days
- Biketober – Motorcycle Awareness Month
- Ride For Rights
- Blood Runs
- MRA Motorcycle Recovery Service
- No Nukes Run 1995
- Founder Member Riverland Run
- Radiata Rally since 1986
- Bush Pig Rally since 1988
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Scribbles



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Dear Ashley

This may be a long letter as it is about two topics which arose as I read your March 2001 issue.

First, in regards to your recently ordained reverend's anger at the recent death of his father, unfortunately, health and riding bikes are possible to link, but just how? Smoking causes a vast array of health problems, all of which can occur in non-smokers, just not so early! Riding a bike? what health problems – unless you have a crash! With the right precautions you can minimize the results – good riding gear and good riding help – but in the end a lot depends on how hard you impact on the rest of the world.

Now think about a heart surgeon who is trying to book someone into a hospital system which is underfunded. You're angry because he had to choose between a person who is unwilling to accept that they need to change their lifestyle which involves a hedonistic pursuit of a recreational drug, or another person who has made hard choices about their diet and exercise regime and rides a motorcycle to work. Or perhaps a young person whose heart-valve has been damaged due

to a viral attack? You are angry because your Father's surgeon has chosen someone else other than your Father. Did your Father help in making that choice any easier?

As a nurse, and a motorcyclist, and someone facing a terminal illness I have acquired, perhaps through no fault of my own, I look at those who rant at the world from a position of hubris with some annoyance – what makes you think you are so special that a fatal disease, or accident, or the "untimely" death of a loved one shouldn't happen to you? Despite all the precautions we take in life, despite all the risks and expectations we have for our lives, shit happens – you can try to minimize the risks, but that doesn't mean you will live to 120 years old... I took out income protection insurance in case of a bike accident (my broken-leg insurance) – at 38 years old I got non-hodgkins lymphoma. I'm now nearly 46 years old, not dead and grateful for every day I see, and every mile I can ride. Death draws one day nearer for all of us, and the choices we make in life will always play a role in determining when and how "shit happens". Don't get angry Rev, just be grateful for the time you had with your Father and, yes, mourn him (as I do mine), but think also of the surgeon whose skill was not enough to save a life – something no surgeon lives with easily.

My second issue concerns my belief that we can improve driver and rider safety, and reduce the road toll, by educating drivers (and riders). How? First, I'll be cynical and say first – it won't happen, but here goes! If you are educating people, the currently accepted best

practice is by repetition and positive reinforcement, so if you make a mistake (or fail to reach an appropriate standard) you teach the person how to do it properly.

So, the idea is, if you get busted for speeding, failure to indicate, undue care etc, you have to undertake a remedial driver training course, ideally within 2 weeks of the offence, and at your own expense (ideally in place of a fine, but on the other hand, it might just help to reinforce the need to manage your driving / riding in a more responsible manner – i.e. with due regard for other road users) This would have numerous benefits starting with:

1. Training drivers / riders to be better drivers / riders
2. Providing increased employment for driver instructors and administrators / clerks
3. Reducing the number of awful drivers on the roads.

I'm sure there are other benefits, but writing this much has worn me out!

Yours Sincerely
Name and Address
Withheld

P.S. If you happen to have any spare cash, then donating to the Hanson Centre for Cancer Research at the Royal Adelaide Hospital needs your help (No relation to the Pauline).

And giving blood to the Red Cross is not just an opportunity to have a beer and a cookie, but a real opportunity to help people like me who need regular blood transfusions to live, let alone ride a bike. Thank you for considering these two worthy organizations.

REVERENDS REPOSE

I've done it. I've had a critical response to my column at last, and I'm very happy about it. The editor asked me if I would like to respond to it, and I jumped at it.

First of all, I would like to thank the writer for thinking enough, and better still, feeling enough to respond to my rantings. It gives me hope that we aren't all a totally apathetic lot, and also helps me to reflect on my own stuff, to realise where I may have gone wrong, and where I may have been misunderstood. I'll attempt to deal with some of the things mentioned in the same order as they are written in the previous letter, but please excuse my rantings if they get out of hand. I'm afraid it's a habit of mine.

The first point I would like to clarify is what I see to be the link between smoking and motorcycling. I see it as a matter of perception of the motorcycling public, and the surgeons who despair at having to repair another smoker or motorcyclist.

Lets face it. Motorcyclists are seen by a majority of the non-motorcycling public as temporary Australians, just like smokers. The number of times I have heard opinions that it is our own fault that we are hurt or killed is impossible to count. I realise, however, that we are not perfectly innocent victims. As you say, we also need to take responsibility for ourselves, a point driven home by the large numbers of people who ride in shorts whenever the temperature gets above 25. I saw a person in hospital once who lost a finger due to a bike smash at 180 km/h, because they were not wearing gloves (or much else for that matter).

I see a distinct parallel between this

(Continued on page 15)

The 2001

Peter Mount

AMC Conference will be conducted in MRA SA's own backyard, at the Whalers Inn, Victor Harbor, on the weekend of July 7-8. Not only does the venue provide first-class conference facilities, but the AMC has arranged special accommodation rates for those wishing to stay over or take the opportunity to include it in their holiday schedule.

This will be the first time in the AMC's 21-year history that SA has hosted the conference, and will therefore be an excellent opportunity for MRA members to participate as observers, to meet AMC delegates, and to see at first hand how the organisation functions. Anyone interested in attending, or staying at the venue, should contact the AMC Secretary, Sammi Ross, on 08 8391 2648.

Not all delegates will be staying in house; some will require billeting. Would any MRA members who could put up a delegate for one or two nights please contact Sammi.

FIM Conference

The Federation Internationale de Motorcyclisme, in cooperation with the American Motorcyclist Association (AMA), conducted the third International Riders' Public Policy Conference on April 27-29 this year, at the AMA's headquarters in Pickerington, Ohio.

The AMC was represented by MAG Vic President, Paul Webster, and a full report will be provided in the September Centrestand. The items placed on the agenda by the AMC included:

1. Review of motorcycle exhaust noise standards. The Federation of European Motorcycle Associations (FEMA) is keenly interested in the Australian review as the present ECE standards are extremely stringent with even more odious proposals in the pipeline. If the AMC is successful in its efforts to maintain the present Australian levels it will assist FEMA in presenting its case to the ECE Parliament.

2. Front numberplates. There is likely to be a push by road "safety" and/or enforcement agencies to get the international motorcycle industry (i.e. manufacturers) involved in devising either alternative ways to attach plates to bikes or alternative methods of identifying bikes from the front. AMC thinks this role rests firmly in the lap of government and/or enforcement agencies rather than that of the industry. Nevertheless, we are very interested in the international motorcycle industry's view on this.

3. Australian Motorcycle Federation. Advising of its formation and inviting Rob Rasor, President, FIM Commission for Mobility, to address the next AMF Conference on ITS and Global Harmonisation.

4. Road Safety Barrier Systems. Advising that Monash University Accident Research Centre (MUARC) is

developing virtual reality testing (using the Madymo computer generation system) of motorcyclists' interaction with barrier systems. Project costs are estimated at A\$410k, which includes 15 tests, and is expected to take up to five years. Sponsorship is being sought by MUARC and the federal government, which could include approaches to Europe if there is likely to be support there.

5. Women in motorcycling. The female rider fatality rate in Australia is slightly lower than that of males, and the female hospitalisation rate is higher. The AMC has commenced research and has developed a questionnaire and database which, with the joint resources of the Australian Transport Safety Bureau, is expected to provide reasons for this phenomenon. We are interested in finding out if any Euro groups have experienced similar statistics, and if so, if they have found a reason.

6. Kyoto Protocol. We are interested in determining if there are any consequences of the Kyoto Protocol (which relates to greenhouse gases) which will affect vehicle emission standards in the EEC.

We expect this conference to be as fruitful and progressive for motorcycling as the past two conferences.

AMF Conference

This year's Australian Motorcycle Federation Conference will be held in Sydney on the weekend of August 11-12 at a venue to be confirmed. It will be a results-orientated conference focusing exclusively on current and anticipated motorcycling issues. These will include:

- The National Agenda for Motorcycle Safety
- Intelligent Transport Systems
- Global harmonisation
- Off-road issues
- Insurance for rider training (motorcycles and personnel)
- Conspicuity
- Women in motorcycling
- Front numberplates
- Exhaust noise
- Unlicensed and unregistered riding

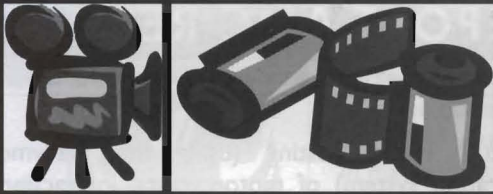
Delegates and observers from all interested clubs and organisations are welcome to attend.

Motorcycle Theft

The National Motor Vehicle Theft Reduction Council (NMVTRC) has invited the AMC to assist in developing solutions to the significant problem of motorcycle theft throughout Australia.

The NMVTRC is charged with the responsibility for implementing the 1997 recommendations of a theft reduction task force. While many of those recommendations will help to decrease

(Continued on page 20)



Gallery

TOY RUN REPORT

It's on

Paul Morgan

again, the meetings that is for the Toy Run 2001, A Toy Odyssey.

The new Committee is:

Co-ordinator, Paul Morgan; Sites, Brenton Mattiski/Harald Lindemann; Council Liaison, David Povey/Paul Morgan; Publicity, Sean McPherson; Sponsorship, Dale Knöote-Parke/Paul Morgan; Catering, Harald Lindemann; Minutes, Colleen O'Mahony; Transport, Sean McPherson; Marshals, David Povey; Quartermaster, Paul Morgan.

As you can see, a few people have more than one job, but we still need some one to fill the position of Entertainment Officer, so if that sounds like you, come along to the next meeting.

So far we have managed to secure \$4500 in sponsorship, with the major sponsors being Bike City, James Place Cameras and Vili's Cakes.

As for VIP's, we are planning to invite the mayors of Adelaide, Glenelg and Mt Barker and the new Democrat Leader, Natasha Stott Despoja, Natasha came on last years run and thoroughly enjoyed herself and the media coverage was good for the MRA and motorcyclists in general.

The next meeting will be held on Monday, June 18, so come along and offer your help.

Paul Morgan
Toy Run Co-ordinator



On your
marks, get set
GO!!

And they're
off to
Renmark



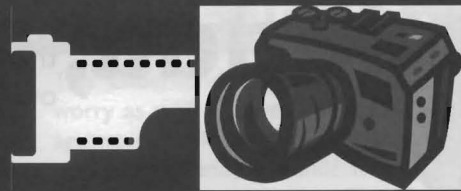
John Dorrestyn and his daughter Emily, I.y.o.



Last year John was hospitalised with a burst blood vessel in the brain. It has now stabilised and John is looking forward to getting back on his bike and coming on runs once again.

According to his partner Mandy, it would take full body paralysis to keep John off bikes.

Gallery



Roaring it up on the Riverland



The Swan Gang



The (skinny) Whale doing his beached impersonation



Celebration of Australian Motorcycling- Canberra

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Jedda, that's me on the right. Well I've had to take over this time, as boys will be boys, well more about that later.

Firstly Dad took Ochre and me on the Riverland Run, I had a terrific time waving to the girls and boys, meeting new friends and catching up with the Vietnam Veterans, (I remember the one Toy Run when I was a small puppy and one of the vets poured his ice coffee out and tore the carton in half so I could have a drink. Then they looked after me the rest of day!)

Then we went for a walk with Uncle Pervie, and someone disgraced themselves by piddling on Mr Whales swag, Dad was really angry.

But that's only the start of it, I warned a certain male not to be too frivolous with the colour-in prizes. Well girls we know what the inevitable happened—Dad found out, I have never heard so much howling in my life, and that was just Dad! Ochre received a hiding and is still trying to hide under the settee, he's lost his blanket sucking privileges and has to eat no name dog food (yuk!)

I guess he brought it on himself! Well I'm going outside to chase my tail as I can make more sense out of that than trying to reason with two males!

Woof from Jedda.



P.S. Ochre says Woof Woof Woof

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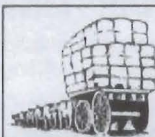
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REVEREND RITES REVEREND RITES REVEREND RITES

(Continued from page 10)

person and a smoker, perhaps even my father. Some would say that both of these people asked for what they got, because they both made lifestyle choices that played a large part in their misfortune.

Now the difference at the moment is that the motorcyclist is not told to give up riding, or give up wearing shorts and thongs and singlets on the bike, or they will not be operated on. They are treated the same as anyone else who comes in. But it is possible that a smoker will not be treated the same. What I am trying to point out is that there may come a time when this parallel is drawn by those who make decisions - that the motorcyclist will in effect be punished for their lifestyle choices which, as in the case of the smoker, has resulted in a severely curtailed enjoyment of life. There have already been calls from the AMA and various well-meaning surgeons to ban motorcycling, just as there are calls to ban the sale of tobacco. I don't feel it is a huge leap to draw a parallel, and the link between sportsmen and women has already been alluded to by ethicists quoted in the Herald-Sun newspaper, which as a source of good journalism is as reliable as a co-op Triumph, but never the less made sense to me. I could see what they were getting at.

Now to the point of the struggling surgeon, trying to book people in for operations. First of all, my father was booked in three times, the first of which was a total debacle, the second of which it was finally laid on the line to him that he must give up smoking. Yes, I know he should have known, but when you are addicted to something, it takes a big kick up the bum to make you stop. That was his choice. The surgeon had not had to struggle to get him in, as far as I could tell. The second time, he was shaved, ready to go, the day before the scheduled operation, then told he was to go back home. At the time, as I said, he told me it was because he was a smoker that he was refused. It was partially this, but also an infection he had, which of course makes it understandable that he was not operated on. So please excuse my anger towards the surgeon, but I was working with all the information available to me at the time. I am now in a position to appreciate the situation better, but that does not change my view that a surgeon must operate on someone, even if by participating in an unhealthy lifestyle option they may "undo his good work".

The under-funded health system is a worry as well. Do we start discriminating against certain people because there is not much money around? It seems to me you are suggesting this. The question that I would ask is "Why isn't there enough money to treat everyone regardless?" Who should we be blaming for this stuffed health system? I feel this would be a better place to start, not applying fault at the back-end of the problem, where the cuts are felt most. Those who are discriminated against for lifestyle choices that are considered unhealthy, for what ever reason, scientific, moral or otherwise, are presently paying the price of a health system that is stuffed. It just shouldn't be that patients have to

fight for the meagre funding. It has the effect of punishing people at the bottom for a problem that begins at the top, and with the society in general. Why is the health system good for those who do not have to rely on public health, and shitty for the plebs who do? And yes, you picked it, I am angry about that. Good, unbiased health care should be a

(Continued on page 19)



4B's REPORT 4B's REPORT 4B's REPORT

Several years back the 4B's ran a bike pick-up service. Some of you out there might have taken advantage of it. It was also a good fundraiser for the 4B's. Dues to various circumstances we gave up this service, but organised with the Bike Ambulance to offer a discount to MRA members and it's 4B's clients too. I was in touch with the Bike Ambulance recently to find that the business had changed hands some time ago. But the good news is that the arrangement still applies. So if you're in trouble ring Jason and the crew, and have your MRA membership card handy.

Another piece of good news is the Bike Tour will also offer discounts to MRA members. Thanks to Scott Maguire for his cooperation. So now we have two bike recovery services who favour MRA members. See their ads in this Centrestand issue.

If anyone out there is interested in the 4B's Annual-Not-The-Xmas-Dinner-Dinner, it will be held June 16th @ the Flagstaff Hotel, Franklin St. We'll meet there at 6.30 for a 7pm start. The last meal occasion there was great, so please feel free to join us. So call me on 8346-8068.

By the way, someone called me some weeks back with an offer of bike mags for the 4B's hospital visits, sorry, but I lost the message on the answering service and couldn't call back. Please call me again and thanks for the offer.

Cheers Greg



ON RUNS & THINGS

Dale Knöote-Parke

APATHY

Even the word sounds tired and listless. An interesting word, apathy. It is described in the Oxford English dictionary as meaning "lack of interest or feeling; indifference". Apathy can be seen and felt in all facets of our lives, from the bored sales assistant who REALLY can't be bothered to hear about the problem with the T.V. set he has just sold you, through the wave of apathy surrounding many of the drivers on the road, people who, for instance, can't be bothered to put on a seatbelt because they are just going down to the shops, through into the motorcycling community where people can't be bothered to put on protective clothing, because they are only going round the block... and continues right on up to here, to the point of my article, to the huge amounts of apathy that appear when people are actively required to do or support something.

You see, dear reader, the MRA isn't just a political organization, that fights for the rights of bikers, and for that we should be glad, because with the level of support we enjoy at the moment, we wouldn't be making much of an impression. Why do I say that? Well, take for instance the Toy Run.... Ahhhh yes, the Toy Run... EVERYONE comes to the Toy Run – last year we had around 16 000 bikes there – possibly twice that many people.... We gained 100 members at the Toy Run, and boosted our membership base to around the 400 level... and we were EXCITED that we actually gained that many. Now consider the MRA standing forth against some unjust legislation... like front number plates, say... and say "WE represent motorcyclists in South Australia... what's that? How many members? Oh, well, 400 or so..." Hmmmm... representative of motorcyclists in South Australia are we?

That aside, the MRA is also a social organization, that organizes social events, I have heard complaints back that the MRA never organizes the events that people want to go to, but when the question "so what DO you want to

do?" is asked, nobody can be bothered to tell the committee exactly WHAT it is they want !!

GET OFF YOUR BUMS !! Write letters to the Editor of this Magazine – it's YOUR magazine, and each quarter there is much scratching of heads as the editorial crew try and figure out where to get articles from. Write letters to the editor – write LOTS of letters, DELUGE the editor with letters, and if they can't all be fitted in one issue, they will go to the next issue, and maybe onto the Web site. GET to the meetings that are held, and make your feelings known. Tell the committee what it is you want. It is truly sad to go to an MRA meeting, and have only 10 or 12 people there... it is even sadder to go to the Annual General Meeting, and get a maximum of 15 people there.

The Motorcycle Riders Association is there for YOU. It is there to protect YOUR rights, and to organize events and functions for YOU, the member, but for the love of god, please PARTICIPATE, because it cannot function without YOU the member.

As I close this frustrated attempt to enjoiner some response from the membership base, think on this... there ARE people out there who would like to see motorcycles and motorcyclists legislated off the road... by not participating and helping the MRA grow, and becoming truly representative, you are helping those people chip away your lifestyle bit by bit. One day, in the future, when you awake to a world where the only way you can ride your ultra quiet, hyper-restricted, "intelligent" traffic controlled motorcycle at it's maximum speed of 30 km/h, wearing your ridiculously expensive mandatory fluorescent green riding suit and helmet, don't say "how did this happen, why didn't the MRA do anything about this?", because the answer will lie with you, with your lack of participation, with your apathy. Be Ashamed, be Very Ashamed...

Dale



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RALLIES IN 2001

Wintersun Run, 9-10 June, 2001

Once again the Mildura Ulysses members are conducting their annual gathering on the River Murray in a natural bushland setting at the Mildura Motorcycle Complex. This is fully catered with bonfires & lots of firewood. The site is easy to enter (no nasty dirt road!) with plenty of good camping spots, there's even a Classic Speedway event on Sunday. There's a gymkhana & all the usual rally awards. Entry is \$12 prepaid & \$15 on the day. Enquiries; phone Brian (03) 5025 2133 or Graeme 0419 824008. Pre-paids to; Ulysses Mildura. PO Box 513 Mildura Vic 3502.

Spalding Pub Run, 7-8 July, 2001

The Flinders Touring Motorcycle Association are conducting the annual Spalding Pub Run. Camping area at the rear of the pub & large tent for swags or sleeping bags. Showers & toilets, large bonfire, gymkhana, live band (not dead!). Entry \$10 includes Sunday brekky. Enquiries; Lou (BH) (08) 8633 2411 or email wdl@pirie.gulf.net.au. Pre-paids to; FTMA PO Box 892 Pt Pirie SA 5540.

Radiata Rally, 20-22 July, 2001

Conducted by the South East Register & held at Mac Park Mt Gambier, 14 kms along Carpenter's Rocks Rd, (follow the signs Sean!). Fully catered, usual awards, gymkhana, gate prize, toilets & showers, firewood etc. Enquiries; Vicki (08) 8735 4287 or Roger (08) 8739 6564. Pre-paids; SE MRA PO Box 909 Millicent SA 5280.

Rhynie Pub Run, 28-29 July, 2001

The SA Tourers MCC (the largest & fastest growing club in Australia!) is once again having their annual pub run, 100 kms North of Adelaide on the Clare Road, camping next to the pub, good meals & lots of bonhomie from Bondy the licensee. Badges are limited, cost is \$10, pre-paids to Secretary, SA Tourers MCC, PO Box 186 North Adelaide SA 5006.

Warnertown Wombat Rally, 25-26 August, 2001

The Flinders Tourers are running this rally also, (I think they're trying to outrally the Z Owners!) good catering, large camping area, all the usual rally awards, gymkhana etc. Entry \$10 includes Sunday brekky (Yum, yum!). Enquiries; Lou (BH) (08) 8633 2411 or email wdl@pirie.gulf.net.a.u. Pre-paids to; FTMA PO Box 892 Pt Pirie SA 5540.

Get your sleeping bags & tents out of the shed & get yourself off to one of these rallies.

Regards,
Leslie Dicker (Uncle Pervie to you!)



THANK YOU

We at the MRA would like to thank Martin & Jeff at GC Motorcycles for giving their time on Sunday 29th April for our Maintenance Day. It was most beneficial, with even old codgers like Uncle Pervy and Devil learning something new. No it was not a miracle. I heard it with my own ears.

They did point out something very important, which we should all take note of. If your tyres are past their wear indicator, or your brake pads are non existent, and you have an accident, then you could void your insurance.

So lets all play it safe, and make sure we maintain our precious toys in good roadworthy condition.

Thanks again to Martin & Jeff for a very informative day.

Robyn Gaden (Bob)

IS THIS YOU?



Well it could be!

All you need to do is keep your membership paid up & you stand a chance of winning a FREE weekend away. Our last winner was David Gabel, Congratulations! We will be drawing a name again in the 2001 September AGM.

Six current members are picked at random, and put in to a hat for a final draw of a FREE weekend for two and five FREE memberships for one year.

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THE WIND HAS CHANGED

Sammi Ross

I don't know why I pretend that I like this –
 Once it used to thrill me, but now . . .
 Just want to get home, have a hot shower, feet up in front
 of . . .
 What?! A roo! He's heading for it! It's stopped! Turning its
 head!
 Looking at us ! Dull surprise. We're going to hit it.

Thrashing. It's thrashing, lying on its side, thrashing
 - or is it me thrashing?
 - or is it the bike thrashing?

Death throes thrashing.

"Don't take my helmet off! Don't take my helmet off!"
 - can they hear me or am I dead?

Blackness. Grey blackness through eyelids.
 Prise those eyelids jerkily muscle-spasmed open.
 Ceiling whiteness drowns me.
 Why can't they put pictures on ceilings? – Sistine
 Chapel
 Grey blackness more comforting.

Hand being held by hand – his hand.
 His voice leaking yellowly through fog . . .
 Stories of friends who visit mix mix-masterish in my head.
 Cards stand soldierly demanding, "Get well": ordering "Get
 well soon."
 Signatures swim . . .

But, lying on the bedside table is Gran's understanding
 card –

"The wind has changed. I still love you. From
 Gran."

to be held protectively, possessively
 when I feel . . . when I feel . . .
 Most of the time.

His consoling, guilt-ridden face hovers . . .

A visitor? Another visitor? Who?
 Who has come to see this face, this new face? –
 My face no longer mine?

A female? A strange female?
 A strange female to talk about motorbikes? . . .

Gran's card! –

Cover my face
 Cover my new face
 Cover by tears
 Cover my fears
 Cover my terror
 Cover my memory

The wind has changed . . .

(Dedicated to motorcycle pillion accident victim
 Cranio-facial ward RAH, Aug 1998)

Sammi Ross

TOCHIMUFSZIG

TOCHIMUFSZIG

Was actually modelled on Sammi Ross's kitty cat
 who unfortunately has come to a somewhat
 suspicious demise. We therefore apologise for
 the absence of cartoon this edition.
 Sammi will need time to mourn, and
 we are awfully sorry to hear the bad news.

...classifieds..

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AVUNCULAR TALES

The recent ride I made to Canberra for
 the Celebration of Australian
 Motorcycling proved to be worthwhile
 if only to show some solidarity with
 like minded lobby groups from other
 states and to shake hands with Kevin
 Magee and Darrel Eastlake (I don't know whether to
 wash that hand or not!). The trip over was extremely
 hot with the local newspaper in Wagga saying that it
 was the hottest day on record there, about 45' C, but
 rest assured it was much hotter out on the Hay Plains
 from where I had just ridden! So I made a point of
 stopping at every town or settlement along the way just
 to get a drink to keep up my fluid levels as it's so easy
 to dehydrate on a trip like that.

An event such as this on a long weekend in Canberra
 should attract an enormous amount of motorcyclists,
 even if they're not too interested in the politics they
 can always visit some of the video emporiums for which
 the national capital is now famous!

The numbers were disappointing given the
 amount of effort and advertising that went into this
 gathering. In a manner which has been typical of the
 motorcycling community over the decades, there were
 many competing events which would have helped drag
 the numbers down, but some of these were close
 enough to Canberra to permit attendance at the run if
 the effort had been made to do so.

At the forming up area I met up with Damien

(Continued on page 19)

(Continued from page 15)

right for all, not a privilege for those more wealthy in our community.

As you say, shit happens, and yes, it may be asking too much to expect that a loved one not die at an untimely moment. But I would hazard a guess that most people in a similar situation would react in a similar way. Grief is a funny thing, as you seem to be aware. It is not always possible to act rationally. It is all very well to look back and say shit happens. I do it myself at times. That is not what a grieving person wants to hear, and will possibly take a long time to get to. I'm not angry now, and like I said in that article that you are responding to, please excuse the way I was back then. But please, also allow me the privilege of expressing how I was feeling in an authentic way, and expressing my genuine concern that there could be a flow on effect of this discrimination in health care to other sectors of the community.

We are all facing issues of existence in our lives. I once heard life referred to as a "sexually transmitted terminal disease" which

in some ways is a great description. I realise that it may be a much more immediate concern for you, and I am glad that you have got it together. Perhaps you could share some of your struggle, if you feel comfortable about it. It may help others. I wish we could all be the same. I guess in my line of work I come into contact with that crisis of death quite a lot. It is a hard one to face, and mostly we try to ignore it, until it comes up and whacks us in the face. Its a bit of a shock when it does. What gets me through (and I'll warn all you readers, here comes a religious bit) is hope. Hey, you know, maybe there is something beyond this existence. And what makes me feel more at peace about Dad is that nothing I do can bring him back. He is gone, and hopefully in a better place. I still miss him though.

As I said, I am glad you wrote, and you have helped me reflect on my own feelings and rantings that I expressed in the last column. I gladly accept critique. It give me a more objective view of what I am going on about. And thank you for sharing part of your journey with me, and with all the readers of the magazine. You give me hope for bikers, that there may be others like you who will develop the passion to do something to express what they feel, to speak up and speak out.

Thanks mate.
The Rev.

P.S. The FT is changing colour. I've almost finished painting the old girl Ford Hermitage (Haemorrhage?) Red. Looks much better, probably a waste of money, but what the hell. It was fun doing it.



(Continued from page 18)

Codognotto who expressed his disappointment at the numbers attending to which I responded that apathy is a growth industry! At the finish in front of Parliament House a lot of the participants in the run slowly drifted away to go to the pub, visit a video store, go back to their motel or wherever, and by doing so failed to at least hear out those politicians who made the effort to be present and address the crowd.

Once again it was a case of not making the effort to ensure that the motorcycling lobby groups that were present there were given wholehearted support by the riders, after all theirs are the only voices to be heard in this country in favour of motorcycling against the chorus of

AVUNCULAR TALES

government experts, the police and anti-motorcycling pressure groups.

If you're in any doubt about the anti-motorcycling lobbyists' effectiveness you need only read the numerous articles which have appeared in the local press in recent times, with little or no balanced viewpoint it's a continual call for "something" to be done about these motorbikes. And as most of the general readers are not licensed motorcycle riders and are mostly poorly skilled motorists the sum total effect is more pressure for repressive legislation aimed at motorcyclists. The usual pattern of such legislation in Australia is that once it is enacted it will take many decades to remove it, if ever.

Any government in Australia should at this time be attempting to get as many people to reduce the consumption of fossil fuels to lower the level of carbon emissions and a good way to do that would be to encourage the use of low fuel usage vehicles such as motorcycles. The current policies of Federal and State Governments towards motorcycling in Australia is not only one of discrimination but also environmental vandalism. The actions of politicians and anti-motorcycling lobbyists over the decades against all of us is not just a failure of duty of care but criminal irresponsibility.

If you doubt the validity of what I just said ask yourself these simple questions; how many motorcyclists' lives were saved by having an 80 kph speed limit on a motorcycle carrying a pillion? How many were saved by banning black crash helmets? How many were saved by hard wiring motorcycle headlights? How many will be saved by reintroducing front numberplates? How many will be killed by the wire rope barriers currently being installed on roads in Australia?

I guess you already know the answers! Keep dodging those drivers!

Leslie Dicker
(aka Uncle Pervie)



Uncle Pervie

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the opportunities for motorcycle theft (e.g through improved national exchange of stolen and written-off vehicle information between jurisdictions), other strategies are less likely to be effective. For instance, while engine immobilisers can be fitted, the ease with which a bike can be loaded onto another vehicle limits their effectiveness as a deterrent device.

The dynamics of motorcycle theft also vary considerable from those of other vehicles. For example, in 1999/2000 in SA around 780 bikes were stolen (representing 3% of all stolen vehicles), and in Queensland some 360 were stolen (representing 6%), yet less than 45% were recovered. This is a very low recovery rate compared to an 85% national average for all vehicles.

One reason for this could be the ease with which motorcycles can be disassembled and sold for parts or shipped overseas, and the lack of component identification. The low recovery rate also suggests that bikes are less likely to be stolen for opportunistic reasons such as transport or joyriding.

Recent feedback indicates that motorcycle theft continues to be a significant problem and that as the opportunities for professional thieves to steal cars diminish due to modern anti-theft devices there could be a consequential increase in motorcycle theft for financial gain.

The NMVTRC intends to commission specific research to provide a clearer picture of the extent and nature of motorcycle theft and common methodologies employed by thieves; it will also evaluate the effectiveness of current theft countermeasures and identify further preventative strategies.

Stakeholders will include rider groups, manufacturers, dealers, distributors, parts recyclers, insurers and police. The research is expected to be completed by the end of July 2001.

Wire Rope

Included in the MUARC virtual reality testing of the effects of motorcyclists' crashing into barrier systems (see item in *FIM Conference* above) will be the much-criticised Wire Rope Safety Barrier (WRSB) which, the AMC believes, has significantly greater potential for bodily harm than any other proprietary system currently in use in Australia.

The outcome of the tests will be of considerable interest to overseas motorcycle groups, for they have been quite active in gaining the attention of their road safety authorities. Norway, for instance, has provided for motorcyclists in its new Crash Barrier Manual, with recommendations against the use of WRSB, barriers mounted on posts and W-beam, and supported concrete barriers and steel systems with double beams to minimise gap penetration.

The manual also recommends flexible, round posts in preference to unforgiving posts with cutting edges.

Hazard Report Form

The Ulysses Club, an AMC member, has developed a form by which riders can easily notify their local road authorities of situations that are or could be hazardous to motorcyclists. It has been placed on the internet sites of AMC members for ease of access and transmission.

Motorcycle Safety Funding

Senator Bartlett (Australian Democrats) called for a significant increase in road safety funding for motorcyclists in an address to Parliament on April 2 this year. He argued that rider fatalities have increased by 14.7% over the past year, yet the federal government has contributed only \$77,000 to motorcycle safety campaigns, an unimpressive amount given that the average cost of a motorcycle crash is \$73,000, which primarily covers medical treatment.

Fuel prices and traffic congestion, he said, are contributing to the increasing popularity of motorcycles, with a concomitant responsibility on governments at all levels - local, state and federal - to provide additional resources for the safety needs of this group.

Senator Bartlett called on the federal government to commit \$1 million to motorcycle safety and awareness campaigns on the grounds that it would be returned many times over in savings within the public health system, insurance premiums and payouts, individual trauma, and general cost to the community.

He said this amount could be easily raised through governments allocating \$3.30 out of each motorcycle registration (based on there being around 320,000 registered motorcycles in Australia). The federal government has yet to respond.

ConCom

The Motorcycle Safety Consultative Committee met in Canberra on March 26 this year and considered the following matters:

1. Review of ConCom's strategic framework.

Primary objectives were confirmed:

- Reduce the number of motorcycle crashes
- Reduce the number of serious rider injuries

Strategic objectives were confirmed:

- Encourage drivers to adopt safe and responsible driving practices in relation to motorcyclists.
- Encourage riders to adopt safe and responsible riding practices.
- Facilitate the development of safer road environments for motorcyclists.

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(Continued from page 20)

- Encourage the motorcycle industry to take a more active role in fostering rider safety.
- Contribute to the development of a social environment which places greater value on motorcycle safety.
- Encourage more appropriate use of road safety enforcement measures.
- Facilitate greater exchange of strategic information between state and territory instrumentalities.
- Encourage more effective use of resources at state and federal levels.

2. **International Motorcycle Safety Conference.**

This was held in Germany in March as a collaborative effort by the (American) Motorcycle Safety Foundation (MSF) and the German Institute for Motorcycle Safety (IFZ), with main issues as follows:

- Mandatory helmets. EEC in favour, USA opposed.
- Formal release of MSF Agenda for Motorcycle Safety.
- EEC research on braking reaction times. Options considered such as linked brake systems, ABS, airbags.

3. **WRSB.**

MUARC virtual research noted. Actual barrier testing at NSW Crashlab also suggested. NSW MCC presentation of research document "Barriers to Safety". The French have developed a novel barrier system which is being patented before details are released. AMC members will be kept informed.

4. **Traffic sensors.**

Riders have trouble with these, but they can be readily adjusted via a plug-in circuit board. Review of Standard suggested. AMC to pursue.

5. **Rider injuries and fatalities.**

Need to identify actual causes of injuries and death, but problem with collection of and access to data. ATSB to consider options.

6. **Unlicensed riding.**

Consideration of ways to address. Will commence with developing a demographic profile.

7. **Rider training.**

Still in process of (re)developing national curriculum for novice training and instructor accreditation as per defunct 1992 model.

8. **Front numberplates.**

Presentation of AMC paper and outcome. ATSB to complete review of policies in other countries as a formality.

9. **Celebration Ride, Canberra January.**

Financial bomb, although well-attended. NSW MCC will not run it again.

10. **Motorcycle noise review.**

AMC paper presented.

11. **Road marking paint.**

Noted that new thermoplastics have a skid resistance below the minimum permissible level (similar problem with crack sealant). Standards Australia will be informed.

12. **Learner Approved Motorcycles.**

Tasmania intends replacing 250 limit with power to weight ratio. NSW Minister of Transport has called for review and if satisfied will recommend implementation. Victoria would like but only if national consistency.

13. **Women in motorcycling.**

Research into crash, injury and death statistical phenomena meant to be a collective effort by rider groups but only AMC active, so AMC will assume sole responsibility and liaise with ATSB.

14. **Motorcycle Awareness Week.**

Planned for October 6-13 this year in all states. ATSB will again provide \$15,000 to promote nationally. State groups should get onto their governments for support.

NRSS

Criticism was levelled at the AMC by a motorcyclist who wrote to the Federal Minister for Transport claiming that the *National Road Safety Strategy 2001 - 2010* contains no specific initiatives for motorcycle safety. In case others are of this opinion, I will explain why this statement is true not only for motorcyclist but for all other vehicles and road users.

It is important to understand the contextual relevance of the *National Strategy*: it is intended as a framework around which individual state road safety strategies will be built. It is the states, not the federal government, which implement the elements of the *National Strategy*; as such, wherever and however possible, according to local circumstances, needs and resources, the requisite detail to put into effect the more specific elements of the *Two Year Action Plans* resulting from the *National Strategy* will be included in the state strategies.

Within the necessarily general context of the *National Strategy* motorcyclists are, indeed, included, as they are in the *Action Plan 2001 - 2002* in no fewer than four sections.

It is up to the individual state and territory motorcycle groups to ensure that motorcyclists' safety issues are addressed in their respective local safety strategies, in the knowledge that there is provision for them in the *National Strategy*, and that such action would have the support of the federal government and the AMC.

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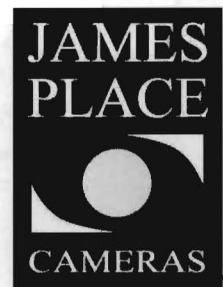
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