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the official magazine for the mra motorcycle riders association of sa.
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september 2002

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from
the
editor

A few things before I forget. In the last Centrestand, I made a reference to Chris as a chiroprapist - my mistake I meant to say Chiropractor!

Also, I apologise for the last edition being late. We had a few technical glitches with the printing resulting in the magazine running a bit late. A first under my editorship. Lastly I have included a press release about a motorcycle radio programme happening in Melbourne. I have thoughtfully provided this information to you readers as I am cognisant of holidays around the corner and thought you would appreciate being able to tune in to some interesting listening (whilst tuning out from your beloved spouse! - who said that?).

Anyway, I have been sitting here twiddling my thumbs as I WAIT for my esteemed colleague (Ken Binns) to provide me with the cover and columnist photos. He won't tell me what he is doing so this is probably going to come as much as a surprise to you all as it is to me!

On my 21st birthday, I was awarded with the hugest wooden spoon you have ever seen (5ft), delightfully scribed on it is 'Shit Stirrer'. Any of you who have used our guest loo will have seen the spoon I refer to (its doing its loo roll holding impersonation). I worked hard for that spoon as I really earned it. I got another one about 10 years ago whilst at the Star Newspaper in Johannesburg! My point? Well one of the things I relish is shit stirring (I'm really quite good at it!). I LOVE letting the cat amongst the pigeons (metaphorically speaking you understand).

Anyway, in the last edition I (metaphorically speaking) let the cat amongst the pigeons by printing a letter from Stephen Scott (you may recall he was somewhat scathing of the MRA). I printed this letter hoping a lively debate would ensue, I am not disappointed. I of course remain, quite faithfully neutral. (You will have noticed I seldom venture my opinion - no I am quite happy to let others strut their stuff - after all - whats the point of a media vehicle if it censors every nasty little missive that passes its way?). Cast your mind back to the Rev's letter and furor it caused. (Controversy is my middle name). Needless to say Stephen's letter has prompted some vitriol from some committee members (please see letters page -6). A must read! Rivetting stuff - not to be missed. A particularly ferocious letter was written and the 'editorial collective' (or non committe as was mentioned in the last meeting - now renamed the editorial uncommittee) came under fire. Well it was a thinly veiled suggestion of hidden agendas. Hidden agenda' my bottom! I don't even have time to write an agenda, let alone think of a hidden one. Besides, whats the point of a hidden agenda if no one can see it! Duh! (oh how very de riguer, de 80's). Sorry, I digress. Where was I? Oh yes, the hidden agenda and letter VS article. Read on, letters (page 6) the next letter makes reference to the diversity provided by Centrestand in terms of editorial balance. We are talking Ying & Yang here, finding the balance and after 4 years at the helm and 13 editions under my belt, I believe I have provided a balanced, well presented platform for news, information and commentary. What more could you ask from a publication?

Anyway, I hope that this edition provides some entertaining, thought provoking interesting reading. Do respond - I need some juicy stuff for the March edition. Bring it on!

See you at the Toy Run & you be careful out there - The Ed.

from
the
president



A Annual General Meeting

In September the MRASA held its AGM for 2002. There was a feeling that this meeting was a watershed for the organisation in that a number of things happened. About thirty people attended and most took an active part in the proceedings.

The meeting received and endorsed a report and recommendations from the President regarding the Future Directions of the MRASA. The Report made recommendations regarding attitudes and action in the areas of MRASA Core Values, Strategic Directions, Membership, Image and Services. I have asked the Webmaster to find a spot on the MRASA Website so that everyone gets a chance to read it. If you don't have access to the web and want a copy, let me know and I will send you a copy.

A new Committee for 2002-2003 was elected. This Committee contains a number of new faces and a number of new people committing themselves to portfolio positions. The positions of Vice President and Membership Secretary were contested; a first for the MRASA and all the General Committee member positions were filled.

Your New Committee is :

President:	Harald Lindemann
Vice President:	David Filler
Secretary:	Ros Hunt
Treasurer:	Ian 'Milo' Marlow
Editor 'Centrestand':	Ashley Knoote-Parke
Publicity Officer:	Paul Morgan
Membership Secretary:	Ken Binns
Minutes Secretary:	Les 'Uncle Pervie' Dicker
Stock Control Officer:	Paul Morgan
Register Liaison Officer:	Les 'Uncle Pervie' Dicker

continued on pg 4

mra sa bits & pieces



Road Safety Consultative Group (ROSCOG)

This is a South Australian road safety committee that discusses state and national road safety issues and advises the State Transport Minister on a number of reviews and issues. The group had input for example on the recent National Road Safety Standards review. It is made up of representatives from relevant government departments, community organisations and interest groups. The MRA has a representative on this group and in the past has made strong representations on behalf of motorcyclists and has played a role in educating other members of the Group (who have their own interests and barrows to push) on issues concerning motorcyclists. It was at this Group for example, that the matter of front number plates for motorcycles was brought up and the MRA was there to ensure that the discussion contained a bit more sensibility and substance than the expected SAPOL fait accompli. Our new member on this Group is Tim Hunt who replaces Peter Mount after many years of service. Thanks Pete and thanks Tim for taking on the job. Thanks also to David Filler who will provide back up when Tim is unable to attend meetings. This is a good example of members having a go at representing motorcyclists where they think they might be able to make

a difference and their efforts need to be recognised by the whole membership.

PARKING

Now here's an idea! When I was in Canberra recently I picked up a brochure put out by the City Council showing where all the dedicated motorcycle parking bays were in the city. It contained maps, descriptions, costs and details of some of the relevant parking bylaws. It made me feel that the CCC was bike friendly. Maybe this is something that we could instigate here in Adelaide. Is there anyone out there who would like to work on this? Give the MRA a call.

SOUTH EAST REGISTER TOY RUN

A correction for the 2002 Pick Your Date is that the South East Register's Toy Run will be held on Saturday December 7th, the day before the Adelaide Toy Run. The Run leaves Naracoorte Shell Roadhouse at 9am, en route to Penola Shell Roadhouse at 10am, through Mount Gambier at 11am and will conclude at the Valley Lakes for the handing over of the presents to Santa and a BBQ lunch. Toy Run badges will be available. For more info call Andrew (08) 8724 9778, Ellen (08) 8765 1030 or Allan (08) 8733 2792.

Toy Run Sponsors 2001-2002

from the president

continued from pg 2

Road Safety Officer: Sean McPherson

General Committee Reps.

Dale Knoote-Parke

Janice Wilkins

Sammy Carter

John Dorrestyn

Chris Hume-Phillips

Tim Pepper

Rick Stadler

Tim Hunt

(In addition the following people have also accepted a role within the MRA which has been approved by the Committee; SAMRATS Coordinator - Tim Hunt, 4Bs Coordinator - Greg Janzow, Spokesperson & Public Officer - Peter Mount.)

Paul Crawthorne from Bolton's Kawasaki spoke to the meeting about how the motorcycling industry has changed over the last thirty years. The discussion included the segmentation of the industry, the influence of older riders, front number plates, the significance of power to weight ratio licensing regulations, the effects of recreational registration (yet to be enacted in SA) and the shortage of mechanics within the industry. This was a great success for everyone who was there and we

hope to do more in a similar vein at future General Meetings.

Ride On Videos

There are still some Ride On videos available to give away. See September Centrestand for details.

Member emails

The MRASA now has a directory of member's email addresses that we intend to use on a regular basis to provide you with information in which we think you might have a interest. Things like reminders of MRASA meetings, notices of MRASA activities ie runs and rallies, Toy Run info, website changes, legislation changes, MRASA media releases etc. We see this as a low cost service to our members and as a way to keep in touch, particularly if you respond. If you don't want to be included let the membership Secretary know on membership@mrasa.asn.au. Conversely, if you want to be included and we don't have your email address or when you change it let Ken know as well.

Membership Form

In this issue on page 10 you will find a membership form for the

MRA. Cut it out or photocopy it and hand it to motorcyclist who you know are not members. After all if membership is good enough for you then it's good enough for them and you can do a small bit to support the association.

SAMRATS

The SAMRATS are officially back. For those not in the know the South Australian Motorcycle Riders Association Tourers was originally formed in 1985 and disbanded in 1989 through lack of active members. The SAMRATS was a social group within the MRA that went on rallies, organised runs, parties, film nights, bus tours etc and generally behaved in the traditional debauched manner expected of motorcyclists let loose on the world. In its new version ably led by Coordinator Tim Hunt, the SAMRATS will replace the unofficial Jolly Good Run Committee as the social arm of the MRA organising all sorts of get togethers for the membership. So expect to hear more from them in the future via the Centrestand or your email. Its first official activity was the Five Ferries Run and barbeque on November 10th in conjunction with the Leukemia Foundation. Great stuff!

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kens comment



binns

ken

I might be an old dog, but I don't mind new tricks!

You may have noticed over the last few months various activities aimed at bringing a stronger sense of focus and direction to the Motorcycle Riders Association have been going on.

There has been meetings involving the wider membership, work groups involving the whole committee along with the usual list of meetings that are normally scheduled.

The reaction to all this has been mixed, however the greater majority have had a positive and enthusiastic reaction. The mere fact that we are human beings makes us pre-dispositioned to have a strong aversion to change – we fear the unknown.

In the case of the MRA we should fear the known. We know that there are those in our community that would change our very way of life. Why these people want to bring on these changes still alludes me.

There are members who flail and strop whenever we suggest changes to the MRA's image or to the MRA's constitution or whatever it maybe. Generally we are told "You can't change that" then are given no reason why. How are we to do the job of running

the MRA if we have our hands tied?

I will let you in on the worst kept secret in our community – times have changed but we haven't!

What the new committee is doing is to blend all that the MRA is and all that the MRA means and with modern thinking and renewed vigour continue the good fight. To do this we have to do it with modern weapons, hell even the cavalry traded in their horses for choppers and armed personnel carriers.

The corporate government complex that brings about all of the anti-motorcycling legislation and taxes that the MRA is constantly opposing, is a very well oiled and sophisticated machine, it has virtually unlimited resources, ironically these resources are funded from the public purse that we all contribute to.

So if we are going to even try to keep up, we have to modernise our thinking – I would defy anybody to refute this.

How are we going to do this? Well firstly as a membership you should look at yourselves and ask if you are prepared to give the new committee the support it will need over the next 12 months to develop and implement plans, protocols and processes necessary to modernise the MRA.

Therefore, when ever you think something is changing, instead of dreading the worst and falling on your sword, look at the whole picture, and see what is happening, why it is happening and what are the benefits of this change taking place.

Other news:

This year my name was put forward to stand for the position of membership secretary and as luck would have it this is my new office for the next twelve months.

Therefore, other than picking up and running with the great work that the previous office holder, Aidan Hanafin, has been doing I am hoping to bring some new vision for membership in the Motorcycle Riders Association.

This, in part, amounts to working with the definition of us being an association and in the local confines of that definition look to associate ourselves with the wider motoring community to add numbers to our name.

What this comprises of at this point, I am uncertain, however I am keen to further the dialogue I had with Paul Crawthorne at the recent MRA AGM.

Who is this Paul Crawthorne? Paul is the gent who was our guest speaker at the AGM; you all know this of course because there was a full turn out of the membership for the meeting. Paul spoke on behalf of the Motor Transport Association in his capacity as committee member for the Motorcycle Traders Council.

Paul regaled us briefly about the retail history of motorcycling in SA and what the future holds. I think we should have some more guest speakers in the future – any suggestions send them our way.

The dialogue Paul and I had consisted of finding common ground with other interest groups to look and see if there was mutual benefit in joining forces to work together.

This may be for a particular issue or it may be an on going issue that requires a longer term relationship – like I said I have no idea where it will lead but to quote Michael Jordan "I missed 100% of the shots I didn't take".

In closing I would like say to the people who feel that you can't change various aspects of the MRA for whatever reason, that it was your very strength of conviction and courage to stand up and be counted that brought about change in the first place.

You lot got the ball rolling and we are trying to keep it rolling, just because we don't do it the same as you used to doesn't make us right or wrong, better or worse, it just means we are doing it how it needs to be done today.

Good things are happening – be there when they do! Ken



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letters *to the editor*

Dear Editor

Well, in the course of my working life I have come across some good examples of documents that are devoid of any constructive ideas, totally negative in content and based on misinformed comments - they usually emanate from government departments and relate to motorcyclists - but Stephen Scotts "article" in the September Centrestand is one of the best examples I have seen for quite a while.

I think that I would be safe making a bet with anyone to find a constructive idea anywhere in it with the whole theme of his "article" being that the MRA is washed up and not a representative body for motorcyclists.

Stephen, if that is the case then I suggest that put forward a motion for the winding up of the MRA and then we can see how correct your statement "But the MRA ain't it folksand it knows it" really is.

As to the misinformed comment where do you start

- there were more than 10 members, other than committee, present.

- Item 4 of the constitution states "Any person who has an interest in the aims of the MRA is eligible for membership. There is no requirement for such a person to own a motorcycle." But for your interest all committee mem-

bers are active motorcyclists.

- there was more than one resolution passed.

- as you rightly stated at the beginning of our letter the aim was to canvass the views of members, not come up with a whole list of resolutions defined to the nth detail as you imply at the end.

- Etc, etc, etc

Maybe if you spent less time thinking up fancy by-lines for letters and more time listening and being involved you would be able to get the facts right.

No association, let alone the MRA, needs people like you as members.

We have enough negative elements to deal with in the fight for motorcyclists rights out in the real world, and if it helps I would be more than prepared to refund the "few dollars" that you outlaid on your membership out of my own pocket.

There is one other matter relating to this issue that I find even more disappointing than the "article" itself and that is that this it actually started out as a letter, uncertain if was actually to the editor, which the self appointed "editorial committee" decided should be promoted as an item of value.

I presume that they must have contacted Stephen to invite him to have his picture taken and make the letter into an article.

My questions of them are

- what is their agenda in promoting this? Do they really

think that promoting negative misinformed comment is going to rally members and get new ones on board? If so then they are **very** wrong as a number of members, including myself, are considering our continued membership.

- do they actually agree with his comments? If so then I put the same challenge to them regarding the winding up of the MRA.

- were all other contributors of letters contacted and asked to change their letters into articles and if so why not?

The Centrestand is for informing members and a forum for open debate, not pushing personal agendas.

Regards

Aidan Hanafin - Member No. 352

Email: aidanh@picknowl.com.au

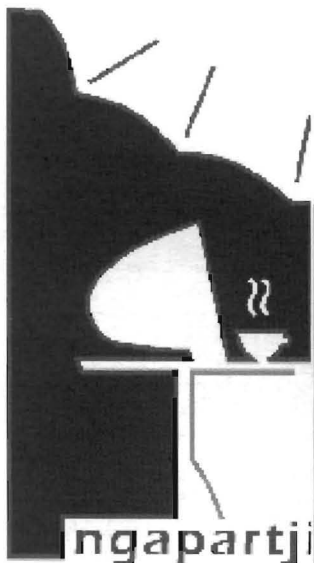
To the Editor, Centrestand,

Dear Madam,

I was interested to read the letter by Stephen Scott in the last issue of Centrestand, it was good to see one of the new members giving his opinions in such a forthright manner and also supplying a photograph of himself with his motorcycle.

I thought that this would be a good opportunity for a person who is obviously very new to the MRA, and to motorcycle lobbying, to get onto the committee

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road safety



mcpherson

sean

Hello

once again, Firstly Thank you for electing me once more as Road safety officer! Now that the editorial teams' insidious plan to change logo's etc. is out in the open and done with, too much navel-gazing has been done and unfortunately has taken up valuable time that should have

been use for matters with higher priority (hopefully no damage has been done!)

Recently, I've been to regular meetings of the Adelaide hills road safety group, they are embarking on an education campaign in their area of 'BE AWARE' on the

hills roads; i.e. being aware that unexpected things happen on the roads, farmers moving stock, tourists and the inevitable punter going for a scratch. This program is aimed at all road users through the hills and is starting

continued on pg 14

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letters *to the editor*

continued from pg 6

and get some experience and to inject us with some new ideas in the process.

Perhaps he could relieve me of one of my several committee positions!

But no, it was all too much to hope for, because on the night of the AGM he was nowhere to be seen! So I stood for the same positions on the committee, yet again, and I continue to work in those positions for the benefit of the motorcyclists of South Australia.

The MRA needs members on the committee who are committed to fighting for the rights of all motorcyclists. Most motorcyclists are an apathetic lot who will not join us to help us fight to protect their rights! But that is no excuse to roll over to the anti-motorcycle lobbyists who will have motorcycles off the road whenever the opportunity arises. We need committee members who will stand up and be counted. It's easy to stand up and criticise, but harder to do a better job!

We need the support of all motorcyclists in our efforts to protect motorcycling, so if you're not prepared to throw your hat into the ring, then by all means continue to support us with your membership, and attempt to get other motorcyclists that you may know to become members of the MRA. That way you can be sure that we in the MRA will continue to protect the rights of all motorcyclists.

Yours truly,
Leslie Dicker.

Dear Ashley

When I was a young man, those of us who owned motorised transport usually rode a motorcycle - why? Well cars were expensive and a motorcycle was a cheaper alternative. Today most motorcyclists own both, which puts them into two classes, which is 'thems' & the 'us's'. The 'thems' are the motorists and the 'us's' are the motorcyclists, a division or mentality that has always existed especially among motorcyclists. Motorcycles have always been

regarded as 'bad news' - mothers frown upon their siblings wishing to buy a motorcycle. We were called 'temporary Australians' and of course the motorcycles in this era 1940-1950 had not the speed associated with today's high-powered rockets. Nevertheless accidents were common and we rode (public perception) 'death traps'!

White lines were always a problem but the worst were the tramlines - like skating on ice, so we avoided these traps where possible. There were no traffic lights to speak of, intersections were manned by Police Officers directing traffic and no one dared cross when he signalled to stop (a little different now). Today's roads are safer, we have synchronised traffic lights, upgraded vehicles - hey we have got it made, but the big safety factor still rears its head. It boils down to human nature & bad attitudes. If we all had Sleaze's attitude (Centrestand - June 2002) quote "I should be able to please myself whether I do or don't" end quote. We would have confusion of the greatest order - that's why we have laws & recommendations to override this attitude - in other words safety boils down to your common sense. If you take our own motto 'let those who ride decide' make sure you decide to act responsibly.

I see nothing wrong with frontal identification (not numberplates) if there is no extra cost to the motorcyclist. Neither do speed cameras or laser guns worry me, if you are stupid enough to speed & get caught that's your problem.

However, I would like to see the open road speed limit upgraded to 130kph as suggested by Parliamentarian Hon Gunn.

I love motorcycles and have been riding for 55 years and I believe that motorcycling makes you more aware of the need to be careful & cautious. Ride responsibly and you will have many years of happy motorcycling and remember to stay up right.

I do not know why Sean should be offended by the bright colour suggestion - perhaps Ochre has been piddling in his pocket.

The magazine is terrific - keep up the good work!

Noel Wasley Langman
Clare - SA
Member # 5127

Thank you for that Noel & I agree with you - The Ed.

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For further information, contact Alex Money on 0414 994 600 or amoney@ozemail.com.au

Melbourne's Talk 1116 3AK program, 'On Ya Bike', Australia's only mainstream radio show specifically for motorcyclists, has impressed Western QBE so much with topics for riders of all ages and types, owning all sorts of machines, from Harleys to Hondas, Kawasakis to Ducatis, Vespas to Suzukis, Laverdas to BMWs, Western QBE have sponsored the program and extended the air time from 30 minutes to one hour, every Saturday morning from 9am to 10am.

Important note: Alex invites all motorcycle magazines to forward material for program content to the contact details supplied above.

Presenters in images are, (left to right) Neale Brumby, Glenn Knight & Alex Money.

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samrats *stuff*

Hello everyone I am your new SAMRATS & MRA Run Coordinator Tim Hunt I have been riding off & on for about 8 years only seriously for about 1&1/2 years. When I say seriously I mean everyday. I don't own a cage any more so I commute everyday to work on my Honda VFR 800. My wife also rides a ZZR 250 she has been riding for about 6 months now. Two years year ago she swore she would never ever ride after loving being a pillion so much. She changed her mind & loves riding almost as much as me. Besides my beautiful wife motorcycling is the main passion in my life.

I love nothing more than getting on my bike riding everywhere & anywhere solo, 2 up groups both large & small.

I am very pleased to be a part of getting the social arm of the MRA (South Australian Motorcycle Riders Association Touring Squad) SAMRATS up & running once again. I am looking forward to a great summer of various runs & rallies meeting & making some new friends.

Our aim is to organise runs that everyone regardless of sex, age, experience level, type of bike can all enjoy together in an organised & safe environment. It's going to take a while & a lot of hard work but I believe with the great committee we are getting together the SAMRATS will be a great success once again & a hell of a lot of fun to be involved with.

Please send me lots of feedback & suggestions I want to know what you the members enjoy. After all the SAMRATS is about members having fun on your motorcycle & meeting new like minded motorcyclists. The Web site for the MRA is all new & we now have a SAMRATS site thanks to the great work of Callan & Alex two of our members.

Please send them any motorcycle related stories you have to share & we will put them up on the site. Pictures are also very welcome. You can be famous!

I hope to see you all out in the sunshine loving life on two wheels very soon. By the time you read this our first SAMRATS run will have gone. Hopefully I will have met a lot of you there & had a great day raising some money for a great cause!!!

Stay Upright, SAMRATS Run Coordinator

Tim Hunt

These new Helmet Safety Tests are going to be the death of me!

Stephen "GOOSE" Burford





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YOUR BIKE MAY NOT HAVE A CENTRESTAND, BUT WITH THE MRA YOU'LL ALWAYS HAVE ONE!

toy run report

It's here again. Get your bikes polished, decorate them with Christmas tinsel and don't forget there will be a trophy up for grabs again for the best Christmas decorated bike.

Guest on the run this year with be Michael Wright, Minister of Transport, Natasha Stott Despoja, and the Mayor of Mount Barker Bernie Eglinton. The club leading the run will be the HOGS.

The bands this year are, Marshal Madness and Blue Katz.

Santa and St. Vincent de Paul will be handing out balloons.

A few things to remember:

- **The Run is on Sunday, December 8.**
- The run starts at 11.00 a.m. at Glenelg
- Arrive early, before 10.30 a.m.

- Follow the instructions of the marshals and the police, they are there to make the run a safe one.

- Do not get in front of Santa, remember this is a run, not a race.

- Once at the oval, follow the instructions of the SES and the marshals as where to park your bike, this way we will be able to get the 1000's of bikes into the oval with little delay. These people are there for your safety, so please follow their instructions and be patient.

- Admission to the oval is a toy, non perishable food or gold coin donation. Bring a toy of reasonable value and for older kids (12-16 years).

- If you tie a toy to your bike,



morgon

paul

make sure it is not touching the exhaust.

Tell everyone you know or see who rides a bike about the run. If they have not been on the run before they will really get a buzz riding with so many others.

Now all we need is a fine day.

Ride safe and I'll see you down at the Bay.

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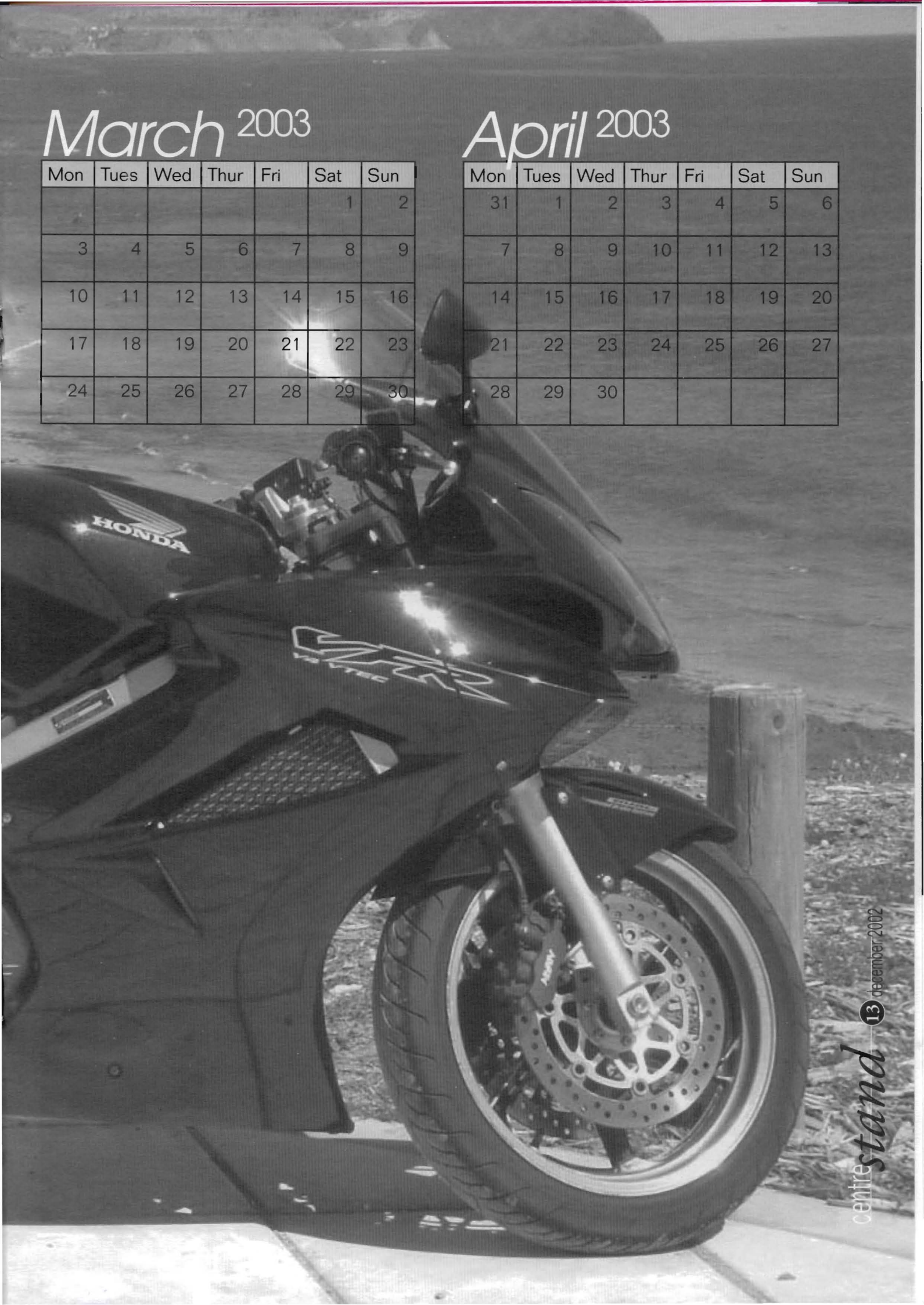


March 2003

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April 2003

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road safety

continued from pg 7

with schools, filtering up.

I also attended the 2002 Road Safety Research, Policing and Education Conference held in Adelaide on Nov 4 - 5.

I think the money was well spent as several items on the agenda were aimed at motorcycles, specifically one in particular was presented by a consultant who claimed to be a biker. He presented a paper, which to me had no references or research done other than anecdotal evidence.

He never expected two MRASA members to be present; after Brenton Mattiske shot his paper to pieces I wasn't allowed questions (probably as I was closing in for the kill!!!). I also made some contacts with other groups, which will benefit us in the future; the only problem being with only Centrestand's available & no application form in it now some potential memberships could have been lost?

That's enough for now I won't put this paper in the magazine, but I will get it up on the Website for discussion ASAP.

Don't forget your Toy Run riding etiquette - Don't push in front of Santa, be patient and most of all make sure your machine is in good condition (tyres, fuel, chain etc.)

Go out & check your tyre pressures and I will see you on the run!

Sean

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Sunday 10 November. Well it was a perfect day for the first run of the new SAMRATS. We arrived at Povey motors at about 8:30 with the sun shining.

By 9:30 we had 23 riders and off we went heading towards Swan Reach through Birdwood, Gumeracha and Mount Pleasant, over the first ferry at Swan Reach. From there we headed to Walkers Flat and the second ferry, then on to Mannum where we had 5 more riders join the run. We had a short stop and regroup before crossing the third ferry.

Next stop was Murray Bridge for lunch, petrol and a bit of socialising. On to Tailem Bend and ferry 4. On to Wellington where we crossed the fifth and final ferry. The last stretch took us through Langhorne Creek and onto Mount Barker for Poker Run presentation and a sausage sizzle.

I would like to thank everyone involved in organising and the volunteers that helped at Mount Barker. David Povey for use of Povey Motors and leading us over some Great roads. Steve and Frank Burford, Fran & Peter Lukeman, Natasha Mason & my Beautiful wife Ros who gave up her ride to organise the bbq.

Poker Run Winners: 1st David Filler \$45: 2nd Tony Collier \$30: 3rd John Dorrestyn \$10

I would like to thank everyone for coming along and supporting a great cause. Hope everyone had a fabulous day I know I did.

With your support we raised \$265 for the Leukaemia Foundation S.A.

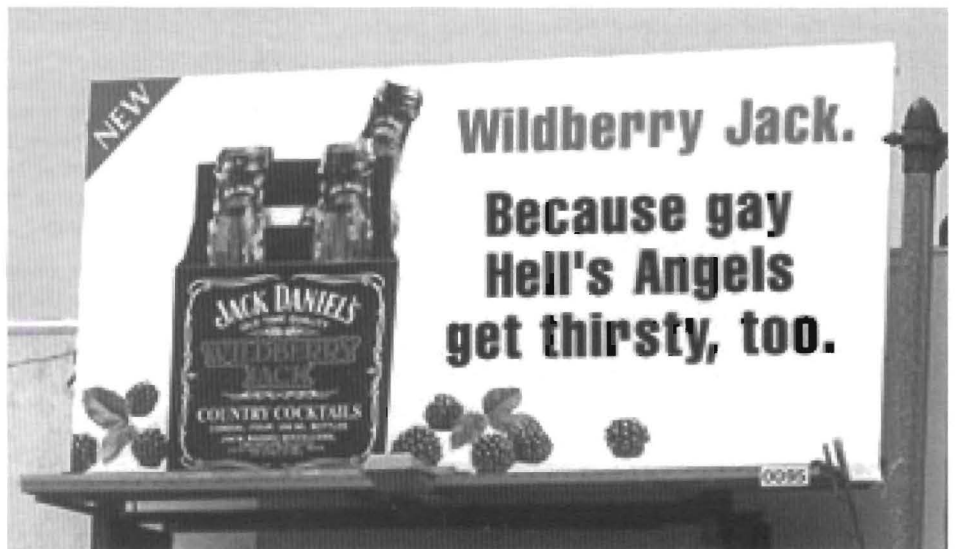
See you all soon at the next run

Stay Upright

Tim Hunt, SAMRATS Coordinator.

Mail to: runs@mrasa.asn.au

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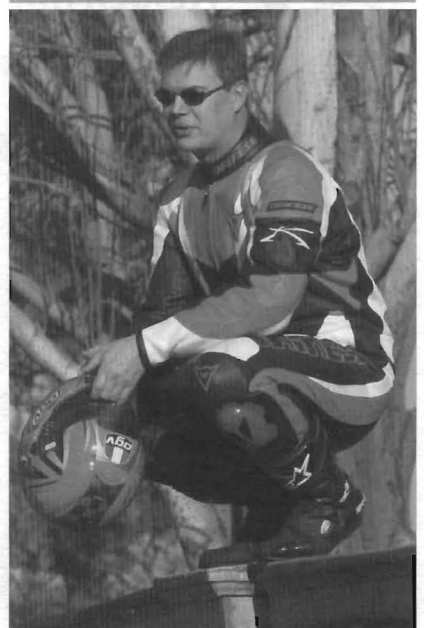


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The Ed directing the 'crew'
with a steaming cuppa!



Our resident model, Chris,
posing for last editions cover.



4B's report

It's been a long time since the Centrestand has seen a 4Bs Report. We had our "AGM" last meeting and, as mentioned previously, this is a short, casual procedure due to our small numbers. It is therefore not a surprise that the status quo persists for another year; yours truly as coordinator, and Rosemary Bonnett as secretary-treasurer.

Once again I would like to thank all members of the group for their support over the last year. We have kept up our hospital visits and continue to get a lot of positive feedback from patients and staff. Also thanks to ex-patient Phil for his magazine donation, and others who have helped there as well; to Lefty in Pt Pirie and Tracy in Whyalla for flying the 4Bs flag there and to Sean McPherson for helping us with printing. And a special thanks to Ian and staff at the Flagstaff Hotel for their support over the last few years. They are off to Sydney, but apparently the new management are aware of our meetings on the first Tuesday of each month.

As part of our hospital visiting we often hand out "horizontal sheets" which is a questionnaire for patients regarding the circumstances of their accident. We've been doing this for years but up until this year not much was done with the information gathered. Earlier this year Sammi Ross and I collated data from the last 10 years sheets and passed the information onto the Transport Safety Committee.

There was some interesting information which we summarised into an overall statement for the committee which will hopefully be useful. Since then the group has made a special effort to push the Horizontal Sheets and we are getting more information back from patients.

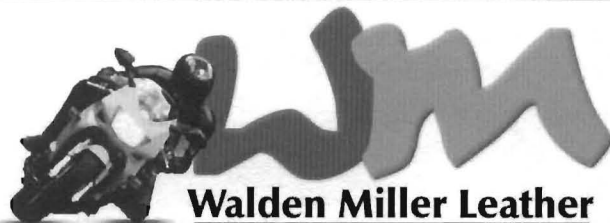
The 4Bs received an invitation to attend the AMC Conference in July as observers. There was a report from Peter Mount in the last Centrestand. The conference agenda was huge and a lot of interesting issues were discussed. We were pleased also to be able to give a bit of a spiel on the 4Bs group and what we do. But above all the conference highlighted the importance of the AMC in protecting the interests of motorcyclists. By gathering information on motorcycling issues from all over, discussing them and presenting a united motorcycling point of view to where it counts in the halls of power, the AMC does a service for us all. We need such a group!

We've had two dinners this year; the first in January at Fasta Pasta, and then another in June at Bicos'. Both were well attended by about 20 people a number of whom were 4Bs members in the early days of the group and it was good to meet them and get a sense of continuity. We plan to have another dinner on Monday 13th January next year at the La Porchetta, Camden Park at 7 pm. MRA members, and in particular former 4Bs members are welcome. If you are interested, please let me know so we can tell the restaurant.

Meanwhile have a beaut Christmas-New Year, and above all, keep upright and away from the hospital wards. See ya' at the Toy Run!

Cheers.

Greg Janzow.



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The MRA web site www.mrasa.asn.au has recently been updated and those involved have put in a great deal of work to give it a fresh look, I believe that they are looking for some additional content so if you feel inclined, send the authors an email via the site with anything of interest to other members.

For this month we are going to look at ideas for the person who wants to do some or all the maintenance on their pride and joy as well as some relevant technical articles.

www.visi.com/~dalebor/maint.htm has many handy hints that would be of benefit to someone just starting out in motorcycling and worth the read for the experienced rider who may want to refresh some of the basics of motorcycling maintenance.

Changing a tyre in my own shed is not something that I would bother with, but if you feel inclined to do this follow the instructions of www.clarity.net/~adam/tire-changing-doc.html. This site has clear and explicit advice in nine steps that includes how to balance the rim without tyre and with the tyre fitted, also there are many high quality photos of changing a tyre on a CBR 900. There are also many other links at the end of this page that discuss many factors of bike tyres including manufactures sites and how to read the codes embossed on the tyre.

We have all seen the advert on TV where some bloke who won Bathurst many times using refined oil products, picks up a hand full of dirt and says something like this is

where most oils come from and that he won't use them. Is This The Right Oil For My Bike? www.ibmwr.org/otech/oilreport.html#charta investigates very thoroughly via chemical analysis what is in oil products, the reasons behind the ratings given to oil and the additives that go into oil. It is somewhat technical but well worth the read and the graphs give the detail required to make informed decisions regarding oil products.

I know that it is now summer and winter storage is something that for us fortunate souls in Adelaide is not required, but this site Winter Storage for Motorcycles www.clarity.net/~adam/winter-storage.html gives many tips on storing your bike when it is not going to be used for some time.

Now you may not want to store your bike for an extended period but cleaning it is important and Shinybike www.shinybike.com/tips_&techniques.htm has many tips on detailing, washing, drying and waxing you pride and joy.

One of the best ways to get advice on any aspects of motorcycling is from a fellow motorcyclist and for this there are two similar forum pages that can provide answers to those vexing questions that keep us all awake during the night. The first is an 'ask an expert' page for motorcycle repairs. www.allexperts.com/getExpert.asp?Category=837 has a number of 'experts' that have skills in many areas such as Harley modifications or two stroke porting for improved performance etc and they will answer any questions that you may have.

The second www.jpcycles.com/forum/forum/9/ is a peer page where anyone can post a question and anyone can post an answer. When posting an answer you need to be sure of your facts, as others will very quickly put you in your place for incorrect replies.

www.biketweakers.com has many little pieces of information that can be used to make your riding more fun, a high percentage of the site is dedicated to mods to an R6, but the one article that caught my attention was the Garage Door Opener Modification to open the roller door from a switch mounted onto the handlebar switch block. You will need to hack into a spare remote for the door.

I want to finish this with a photo of a modified bike and when you see the bike you will agree that the maintenance of this bike is best left to someone else, all I will say is that getting the timing correct on all 24 (yes twenty four) cylinders may take some time users.hunterlink.net.au/~ddped/joebody.html (no www) take a look and judge for yourself.

Ensure you keep up to date with the MRA of SA via the (new updated) site provided for us, it's members' www.mrasa.asn.au

If you have any feedback or interesting web sites that you want to share with other motorcyclists let me know. You can contact me via johnedor@adam.com.au.

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centrestand

piddle puddles

Hello Everydog

It's getting close to Santa time so I have been asked wot does a dog have to do to make sure Santa comes to your Kennel.

Here are 10 things to remember:

-Always eat your tucker & save on doing the dishes by cleaning your bowl!

-Conserve water & avoid baths at all costs!

-Pizza boxes don't fit through the doggie door!(Must get dad to order smaller pizzas)

-Empty the bins for dad, every day!

-If it moves woof at it, if it does not woof at it anyway!

-Always suck your blankie!

-If you can reach it it's fair game, if you can't, get jedda to help!

-Always put your bones away (pot plants are easier to dig into)



-Make sure you always introduce yourself with a cold nose & aim carefully!

There, I hope thats all stratened out now becoss I have to go chase some smells & practise my woofing sos everydog will no that I am Helping Santa and we all have to be reelly good becoss it is your last chance to get on the good list.

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p.s. lots & lots of boys and girls are good colour-inners!!! WOOF

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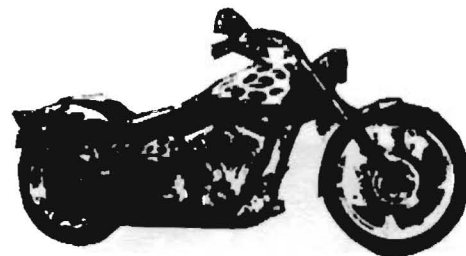
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This year's GP

at Phillip Island marked a new era in motorcycle racing with the new MotoGP formula making its first appearance in Australia. The weather was much better than the last time I was there for the Super Bikes in 2001 when it was a washout!

Just to make the trip over a little easier I went on Wednesday with some friends and we spent the night in Ararat and had a marvellous meal at the local RSL Club, paid for in my case by their one armed bandits, it's not often that I get a win on those things!

During the trip from Adelaide to Ararat I witnessed some of the worst driving by a truck driver that I have ever seen. My friends passed this truck in one of the overtaking lanes and the driver of the truck obviously didn't like that for some reason so he commenced blocking me getting by. This went on for a number of overtaking lanes and it resulted in the truck forcing several vehicles off the road and onto the shoulder! It was all for no good reason as when a suitable opportunity arose I got by him anyway, but one has to wonder about it all!

Thursday saw us arrive at Phillip Island at about lunchtime, so we had a great feed of fish at the San Remo Hotel, lots of yummy flathead tails!

After lunch we went into the Trackside Campground at the circuit and set up our tents and met up with many of the regulars that we see at Phillip Island. The campsite soon filled up with GP fans from all over Australia and, with the exception of Friday when there were some very strong winds the weather was quite good.

I was quite taken with the GP programme introduction by the Victorian Premier who bragged about how many millions of dollars this motorcycle event brought into the state's economy, if that's true then why impose the \$50 levy on all bikes in Victoria? On the way into the track there was a banner on a fence on the main road which said; "The \$50 motorcycle levy is brought to you by Mr Steve Bracks". Hopefully that sign will urge Victorian motorcyclists to join their local MRA and fight that discriminatory tax.

No doubt everyone who watched the races on TV saw what a high standard of event this is and how it draws such a large crowd. On the track commentary there was some criticism of the Bracks levy, but it was not given any airplay on TV as far as I'm aware. And therein lies the problem, the media will give plenty of space to sporting activities and to events like the Toy Run and of course the inevitable "bikie" horror stories, but nothing about the real problems facing motorcyclists everyday in Australia ever makes it into their audiences living rooms.

On my way back from Phillip Island on Monday, as is often the case, nearly every fuel stop found me talking to the locals about how good the motorcycle races were, because

they were all impressed with the event. If only we could get our voice heard by these people then we would get more leverage against such actions as the \$50 levy.

I guess that the Victorian MRA would not have the resources to take up a site in the Expo at the GP and that the best that they could do was the banner on the main road, but it was still a good effort and would have raised awareness about the levy. The various motorcycle lobby groups have always shunned ratbag publicity stunts to get out our message, but maybe we should have all chipped in and hired that chap who calls himself "The serial pest" and got him to run naked through the grid at the start of the MotoGP holding up a sign reading "Down with the Bracks tax!"

One thing is certain, no amount of navel gazing by us is going to stop the activities of the various anti-motorcycling lobby groups most of whom have the ear of the authorities. We should continue to concentrate on protecting the rights of motorcyclists by opposing the many and varied restrictions that are always being imposed upon us.

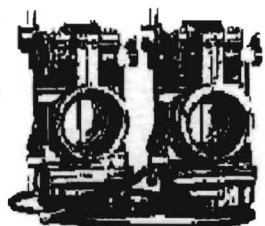
Keep on riding and supporting the MRA.

Leslie Dicker (Uncle Pervie to you!)

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amc

report

Hello there!

Peter Mounts' dignified features no longer grace the top of this page, I hope that I can live up to the standards that have been set in the past, and no the articles won't be getting any shorter.

The most recent AMC meeting almost never happened with personal timetables dictating the date, which seemed to be pushed further & further back. But we did it! Firstly we are looking into Scooters as those 49cc and under can be ridden with a car licence with no training. Yet when one is involved in a crash the statistics appear on the motorcycle list. The powers that be see it as 'It has two wheels and a motor therefore it is a motorcycle' this tends

to blow out the figures somewhat, we would like a licence specific category with crash reporting.

This leads into our next 'endeavour' we have obtained crash report forms from most state police forces (thank-you to our contacts). We will be sending them to MRA's, etc. for their comment with the aim of trying to suggest a unified form so that the information can be easily accessed and is an accurate description of what happened. How we go with this is unknown.

Neville Gray of Ulysses is working on an information sheet re: trailer towing with a bike, we are asking MRASA to join in and work on a sidecar information sheet. So anyone with relevant information please contact the road safety officer so we can make a start on this.

At the moment frontal identification is still hanging around and after hearing one consultant complain about fitting them it's still going

to be a bureaucratic affair on the legislators part! What was more insidious is mandatory lights-on is worming it's way back with a recent ITS researcher citing that 'recent research has proven it to be beneficial even saying that the lights-on campaign by us was misleading!'

One positive thing I do have to report is I have managed to obtain a copy of the 'Vice-Versa' commercial produced by the TAC. It is one of the best I have seen for a long time and I will be pushing MRASA to join forces with Transport SA to get as much airtime during the 'good weather' riding period. (Thanks to another contact who dropped a copy in my lap).

Well that's about it for the moment until I sort my notes out properly, I will keep any updates on new information on the web so it won't be a long wait for March's Centrestand for new data.

Thank-you

So???

So, what was your reaction?

By now you would have read Aidan's letter and would have got the feeling that Aidan didn't agree with Stephen Scott at all.

Let's rewind a little to the meeting of the the 31st July, this is the one Stephen refers to in his article in the previous issue of Centrestand.

Stephen made some strong and interesting comments at the meeting and as he was a new face, the Centrestand team approached him to put some words together.

So one correction already for Aidan, we asked him outright on the night. Secondly we are not a self appointed committee that develops each issue of Centrestand we are a team of interested members, just for the record, a team is a group of people who get off of the collective arse's and do the work.

The article Stephen wrote were the impressions of a first

timer, this was the all important edge.

How did we come across to a first timer? Well not so well according to Stephen, however in the Pandora's box of issues that the MRA has been dealing with he saw a vestige of hope.

Stephen referred to the current committee looking a little senior, everybody can sleep well, the recent AGM turned up some new committee members, some of these are actual new MRA members to boot! There is now a mixture of some new blood to fire up the furnace and some old hands to steady the ship.

I have read and re-read Aidan's letter (published in this issue) and I unfortunately feel Aidan has missed the whole point of the exercise. Instead, of seeing through the writing style and looking at the facts Aidan has hit it head on, apparently along with some un-named members he refers to in his letter.

So to extrapolate, the focus of any organisation

should be on the facts. I think we found out some facts about life that night, and as we all know the truth hurts. However if we take it on the chin now, in 12 months time we can see how far we have come rather than look back at all of the opportunities missed.

Unfortunately, I am also somewhat disappointed for the speculation in Aidan's letter, which is mooted in reference to the Centrestand editorial team. Aidan at least Stephen didn't presume or assume anything in his article he stuck to the facts and then issued a challenge for us to prove him wrong.

In summary, Stephen called a spade a spade and delivered various facts in reference to the MRA and its committee. Aidan has missed an opportunity to enlighten us to a counter view and has ended up taking a cheap shot at the Centrestand team – who was it that was supposed to have the hidden agenda?

Finally here is my the question I have on my agenda – Are we the peak political lobby group for motorcyclists in this state or are we a bunch of grey haired old farts sitting around swilling beer and putting on the toy run?

Only the future will tell.

Ken



on runs & things

Summer's here !! At last. I KNOW it's summer because I finally washed the bike... Yep. The whole trip. Got the bucket and sponge out, wash leather, shampoo - you name it, Brunhilde got the complete treatment - including squirty stuff on the alloy wheels to clean them (I had forgotten they were silver coloured!!) seemed to go a bit quicker after that as well... must have been the huge amounts of dust covering the Beemer. Pain in the bum, really, because a few days after that, after having tiles put down in the house, poor old Brunhilde was again covered in a fine layer of dust from all the tiles being cut. Bugger. I will have to wash her AGAIN now. Ahh yes, summer. The days are getting hotter - not only that, but the days are getting longer as well - almost unnoticed until you realise that it is 8 o'clock and it's still light... good riding weather.

That means that Toy Run time is almost on us again, and the normal organised bedlam

that accompanies it. You know, the how-ever-many-thousand-bikes there are at Glenelg, the stern admonitions not to try and get past the marshals, the normal amount of people completely ignoring this instruction and going for it anyway... Makes life very difficult for the marshals. Now why, I hear you ask, is he burbling on about this Toy Run stuff again? Well, it's that time of year, to start with, and on top of that, not having done much riding recently, I had to have SOMETHING to write about... it was either that, or suffer the wrath of the Editor (note capital letter for Editor...) I decided that holding forth on the Toy Run was infinitely less painful than the Editors wrath.

We will, no doubt, be marshalling again, this year (if I can get the day off work) and the run for us will no doubt again not be the pleasurable gentle run up into the hills that I hope it is for the rest of you, but a stressful challenge to jockey for position and keep the hoons behind the marshals. Why do we bother, I hear you ask, I mean, let those who ride decide, right? Wrong. That would be anarchy, and where there are several thousand vehicles in close proximity using the road, that would not be a good thing. Ohhh noo, not at all. So... try and behave this year. As always, my admonitions will

fall on a few deaf ears, but I kind of expect that now. All I hope and will strive for is that we all make it up to the Oval safely. We have been lucky, in that in all the years of the Toy Run, there have been no serious accidents. Lucky, because despite the marshals and Police's best efforts, there are always those who see the Toy Run as well, I guess, an excuse to show off, go wild - buggered if I know really, but it makes it a scary time up front. We have H.O.G. leading the run this year, though, so that should help a fair bit - as well as trying to get past the marshals, any nutcases will have to try and get past a horde of thundering Harleys (what IS the collective noun for Harleys anyway? Horde? Pack? Breakdown? - just joking) Good news, because H.O.G. have always shown themselves in the past to be very responsible and committed to the cause of the Toy Run. So I look forward to seeing them up front. With that, I shall close this article, wish you all the best of health and merriment for the coming festive season.

I bid you all farewell for now, have a good, happy, SAFE and fun festive season, and I'll see if I can come up with something more interesting to tantalise you with in the March edition !!

Dale



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Rallies in 2003

To help you plan for next year's rally season I've been able to obtain a list of most rallies and dates from Mr & Mrs Meataxe, so a big vote of thanks is due to them for their efforts in supplying this info. Some of the dates are tentative so they may change during the year, but most of them are OK, so start planning for next year's rally season now.

Riverland Run, Renmark,
1-2 March.

Rivergum Rally, Renmark,
1-2 March.

Appila Booleroo Centre Rally,
29-30 March.

Prostate Cancer Run by FTMA,
13 April.

Swagman Rally at Bower,
3-4 May.

The MRA Great Escape Rally
at Marrabel, 17-28 May.

Wanbi Pub Run, 24-25 May.

Wintersun Rally at Mildura,
7-9 June.

Spalding Pub Run, 5-6 July.

MRA Radiata Rally at Mt Gambier,
18-20 July.

Rhynie Pub Run, 2-3 August.

Alzheimer's Rally at Sedan,
15-17 August.

Wombat Rally at Warnertown,
23-24 August.

Ghost Town Rally at Silverton
(Broken Hill), 5-7 September.

MRA Bush Pig Rally at Crystal Brook,
19-21 September.

SA Ranges Rally at Farina Campsite
near Lyndhurst, 25-26 October.

WIMA Pink Ribbon Run will be on
again in October.

Redback Rally at Overland Corner
will probably be on the weekend
following the MotoGP.

Route 12 Rally at Pinnaroo,
1-2 November.

Cavendish Rally in Victoria,
22-23 November.

That's twenty rallies that will be easy to get to for South Aussie rallyists, there are of course lots of rallies farther away from us, so if you wish to know about them, keep your eyes on the rally pages in AMCN, Two Wheels and other publications.

Best wishes for 2003 and I hope to see you at some of these rallies,

Regards,

Leslie Dicker (Uncle Pervie to you!)



back chat

Being 6'2, there's nothing I enjoy less than riding a small-framed bike, with my knees up next to my ears! Not a pretty site – not to mention the replacement of peripheral vision with 2 knee-caps!

Sitting cramped on a motorbike for a length of time commonly causes knee problems. Aside from pre-existing knee problems (arthritis, cartilage and ligament damage etc), two main causes are readily seen.

Firstly, keeping the knee flexed with jeans or leathers pulled tightly over the knee, and around the back of it, for a length of time easily aggravates the knee joint (particularly where those pre-existing problems are present). Leathers can tend to be a little less forgiving, as they don't often have the stretch that denim can afford, and is often complicated by the presence of knee/shin protectors, and other padding (which of course offers a level of protection that jeans could never afford!). Either way, the constant pressure on the front of the knee, or at the back of it, can generate

stiffness, crampiness, and sometimes swelling around the joint.

The obvious solution here is to make sure that when you buy leathers, or ride in jeans, that you allow for plenty of room around the knee joint, especially where longer touring is likely. That way the knee won't be subject to compression, shearing or rotation forces, and will allow normal circulation to move through and around the knee. This is also important for helping blood drain from the lower leg to prevent cramping in the calves, shins and feet.

Secondly, there is the matter of rear-brake, gear-lever and peg design. If you sit in a chair, and spread your legs and feet apart to simulate sitting on your bike, you will see that your feet should naturally want to point along the same line as your thighs, i.e. outwards and forwards. The problem here is that in this position, the front of your feet won't be near your rear-brake and gear levers. So riding in a way that requires you to 'cover' your rear brake and gear lever, ready to apply, means you have to point your toes inwards. This is achieved by a small amount of rotation at the knee joint (if you're still sitting on your chair, try it and see), thanks to some small muscles at the back of the knee.

Hold this position for long enough, and this little muscle starts to fatigue and get crampy, and not to forget, the ligaments in and around the knee will start to complain because of the constant stretch in a direction they don't normally like

moving in. Before you know it, you've got one (or two!) very achy, sore tight knee that's just screamin' and beggin' to be straightened up and stretched.

Now, those proponents of proper riding technique may disagree (yup, that includes you Marylou!), however, I suggest that when it's safe to do so, allow your feet to rest in that neutral, slightly turned out position to give the knee a rest. This allows those small muscles to relax and rest, and takes the tension out of the ligaments. If you can get off and stretch out, that's even better, however, this advice covers for when that's not always practical.

For those with the more chronic knee problems mentioned previously, I can highly recommend getting onto some stuff called glucosamine. It helps to reduce joint swelling, and helps to rehydrate cartilage (Nah, doesn't work for rehydrating hangovers – tried that!). Note that if you're allergic to shellfish, give this a miss as that's partly what it's made of.

Knees also suffer at the hand of poor foot biomechanics and pelvis problems. Where feet are the problem, orthotics, fitted by a podiatrist are a great help. Obviously the pelvic problems can be handled by your chiro.

Anyways, bye for now. Hope to see you all at the Toy Run.

Chris Hume-Phillips

'let those who ride *decide*

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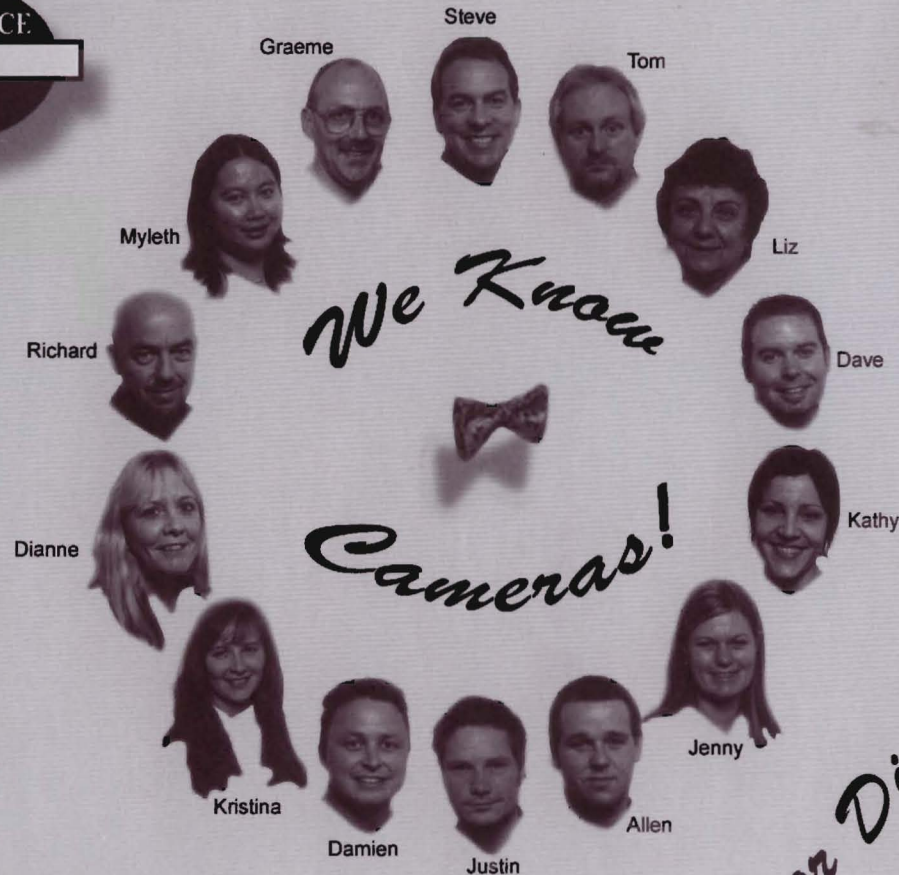
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