

CENTRESTAND

December 2001

◀◀ THIS ISSUE THIS ISSUE THIS ISSUE THIS ISSUE

Introducing our new column "Backchat"

A sad farewell to "Reverend Rites"

Wire Rope Barriers media release

"Let Those Who Ride Decide"

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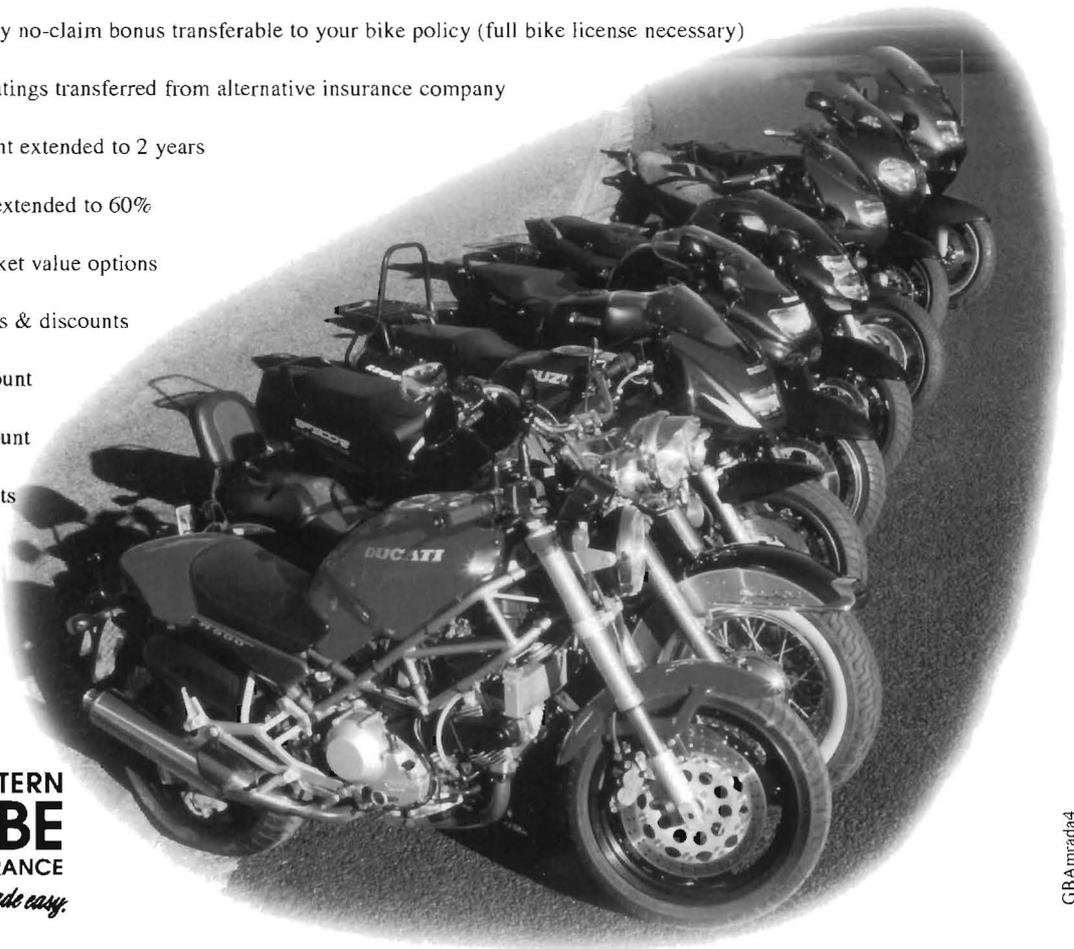
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COVER PICTURE

Toy Run 2000
Dale Knöote-Parke

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

Time flies when you are having fun (even when you're not!). As I was slogging away on this edition, I realised that this is my 3rd Xmas edition. That's right folks, I took over as Editor in December 1999 *shakes her head*. We've come a long way from there and next year we will be taking the Centrestand into the next dimension, to boldly go where no Centrestand has gone before! Now is the time to contribute with new ideas and suggestions. I look forward to the deluge of inspiration!

We also know that it is Toy Run time again. 15 year old boys are not partial to Teddy Bears. Think of the audience, boys and girls, 9-15. Here are some ideas for Xmas pressie list. Cheap walkmans, make-up kits, skateboards, footballs, cricket sets, tennis racquets & balls, T-Shirts, toiletries stuff, nail polish kits, cute writing pads, diaries & pen sets, game-boys, books, movie vouchers, gift vouchers. Like I said last year, this stuff is cheap and available at Cunningham's, Cheap as Chips, Big W etc.

Lastly I would like to bid farewell to the Rev, who has been a stoic supporter of the Centrestand. We shall miss him as he takes 'time-out' to seek new inspiration. I would also like to welcome two new columnists, Chris Hume-Phillips & John Dorrestyn. Thank you and welcome aboard. See you all the Toy Run, don't forget Teddies for the bikes, and be safe. Until then.....



Ashley

MRA SA Noticeboard

Bed & Breakfast Winner

CONGRATULATIONS! Mr Nick Tucker of Echunga has won a weekend Bed & Breakfast at Alison's Apothecary

Congratulations! The following people have won a years FREE membership to the MRA.

- T Higgingbottom - Teringie
- Mr Benn Cooper - Clearview
- Mr Brenton Mattiske - NARACOOORTE
- Mr Harvey Holberry - Christies Beach
- Ms Annette Baker - Dulwich

FYI FYI FYI

The South East register of the MRA will be having their toy run on Saturday 1st December. Meet at: Naracoorte shell roadhouse 9am. Penola shell roadhouse 10 am. Mount Gambier Penola Rd 11am. Bring a toy, food or money. For more information ring:
 Millicent - Allan & Erica 8733 2792
 Naracoorte - Ellen & Frank 8765 1030
 Mount Gambier - Andrew 8724 9778

Colouring in Competition
 Get your entries in to win a PLAYSTATION!



TOY RUN UPDATE

Please note that this year the annual MRA Toy Run will be starting from the junction of New Tapleys Hill Road & Anzac Highway, 150 metres east of where it previously started. There may be some changes or restrictions to parking due to the ongoing construction. Please obey the directions of Marshals.

This Helmet will pass the Australian Helmet Safety Standards-even if it kills me!!



Caption supplied by Russel Mackenzie

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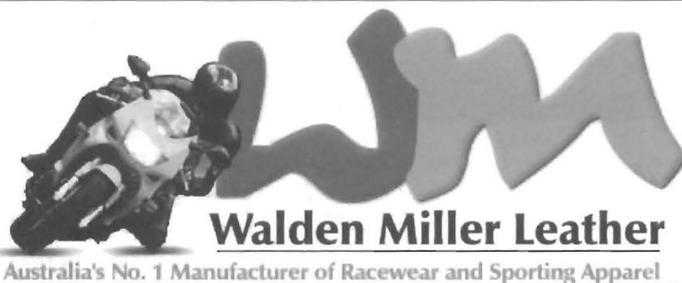




Residents Report

Welcome this year to the 23rd South Australian Annual Toy Run. It's likely to be bigger and just as much fun as all the rest. The first Toy Run had a bear (?) 300 bikes in attendance. These days it's well in excess of 10,000. Thanks to all of you out there and all of your friends who help to make it a success. It is getting to be more of an organisational chore every year but each time we manage to streamline things a bit more and keep most people happy. But even if we didn't do it I guess that a bunch of you would turn up anyway and go for it!

You will probably hear it elsewhere but I want to thank in advance our sponsors who help in various ways to make the day an organisational and experiential success: **Bike City, James Place Cameras, Toll SPD, Walden Miller Leather, Draggin' Jeans, B&C Security Services, The City Of Holdfast Bay, The DC Of Mount Barker And Rainbow Press.** Lots of other organisations and people help out by providing services and discounted goods a full list of who will be in the March Centrestand. The point I want to make here is that the Toy Run is no small event and everyone that helps out is contributing to help make it a safe and enjoyable day for you the punter, member, biker or Joe/Jane Public who comes along. So as members of the MRA it's your job to let people, especially non-members, know what is going on and make



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sure that they appreciate what is being done for them. A great motorcycling event that gives motorcycling a good name is happening here in Adelaide and it's free.

So maybe they could be persuaded to part with what they would normally spend on an entrance fee to Glendi or the Schutzenfest and take out membership of the motorcycling organisation that represents them all year round and not just for one day in December.

*"... lighthearted I take to the open road,
 healthy, free the world before me,
 The long brown path before me leading where I choose.
 ... Strong and content I travel the open road."*

Those are some words penned by Walt Whitman in his "Song of the Open Road". It could almost be a biker's anthem, although he was talking about wearing out shoe leather at the time. It's going to be a great summer. Just the time to get out on to the open road and see new places and new faces. There are some new faces and places however that we don't want you to see. And I'm not talking about the unsavory dives that were in your stories of your last trip. I'm talking about emergency services and ambulance personnel and the inside of strange hospitals far from home.

So don't become a casualty, a statistic, a check mark on some green duplicate, a memory. Go out prepared both mentally and mechanically. Give yourself and the bike a once over before you go and ride within your limits. If you don't know what they are, don't try to find out by dodging the holiday crazies who are driving too fast, too slow, too overloaded, too tired and too many screaming kids, "Are we there yet?" There are more of them than there are of you and remember, they are not out to get you, they just don't know that you are there. So stay strong and content and upright on the open road.

*Ride Safe
 Harald*

PERCEPTIONS

Ashley Knöote-Parke

Aussie Sheila! *That's me (well allegedly, i.e. now that I have my citizenship papers, I qualify to be a Sheila!) HA! Anyone who knows me will know otherwise. But I was too late to vote - darn! Never mind, next time.*

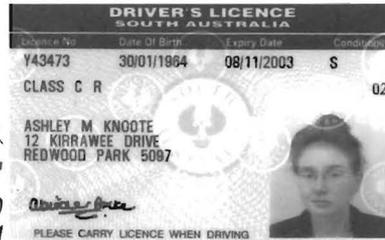
I got it!

I was issued with my R license the other day and now I am eligible to drive any motorbike - Heaven forbid! (Proof is in the pic - ugh! Tell me how is that these pics manage to make us look like worlds most wanted criminals!?) I can barely handle JellyAnyDots let alone a beastie, but we've been down that road before! It has been suggested I try something like a Ducati Monster 600 or a mid-range Kawasaki GPX. (Errrrrr, I'm not sure I like the sound of this monster stuff!) Any other suggestions?

I am planning on giving the mag a facelift next year and am looking for ideas. What do you readers want to see, read, any ideas on the layout, style, content, pictures etc. In the last edition, I was looking for someone to provide the service of a mechanics column, sort of like a Dear Doc. Nobody bit! This is a fantastic opportunity to gain free exposure and promote your services. I don't know if my 'from the Editor' column is read, or what, but I can't believe that people would turn a gift horse down. Come on people, get your act together and help us out with a column. It is quid pro quo you know.

Otherwise I will torture you all by introducing a Dear Abby Agony column!

So call me NOW and let's get this rolling.



TOY RUN REPORT

Finally the _____ Paul Morgan

time has arrived, so 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 will be the leader of the Democrats, Natasha Stott Despoja, the Mayor of Holdfast Bay, Brian Nadilo and the Mayor of Mount Barker Bernie Eglinton. The club leading the run will be WIMA.

The bands this year are, FreightTrain, Box of Frogs and DV8. Clarry the Clown will be handing out balloons.

A few things to remember:

- 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 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, make sure it is not touching the exhaust.

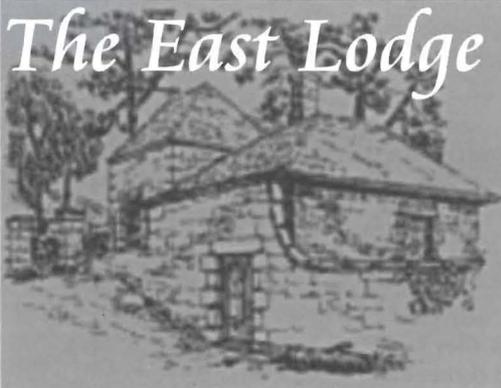
Tell everyone you know or see who rides a bike about the run. If they have not been on the run before they will really get a buzz riding with so many others. Now all we need is a fine day.

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

Paul Morgan

Toy Run Co-ordinator

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4B's REPORT

By the time you read this I'll be back in the last stages of my trips to the US. I'd like to thank Sammi for conducting the last meeting for me and also doing my RAH visits. Speaking of which, the number of motorcycle accidents victims increased as soon as the warmer weather started in late September. This was after a very quiet winter with some hospital visits finding no-one in the wards of the RAH.

At our October meeting we had our 'AGM', again taking a minute or so during which the status quo was supported i.e: yours truly remains Coordinator and Rosemary again takes up the pen as Secretary-Treasurer. We also decided at that meeting to have another get together dinner after the success of the last one. It will be held on Saturday 19th January starting at 7pm at the North Adelaide Fast Pasta in O'Connell St, where I understand there is plenty of parking and you can spend as little or as much you like on the menu. It would be nice to give the restaurant some ideas of number, so if you are interested call me on 8346-8068 or Sammi on 8391-2648. All MRA members, friends and particularly ex 4B's members are welcome.

Our meeting place, the Flagstaff Hotel next to Peter Stevens remains the same and our meetings are held on the 1st Tuesday of the month (except this December on the 11th). But we've had to change the time to 7pm to fall in with Hotel operations, anyone interested is invited to join us. By the way if anyone has spare magazines they'd like to get rid of, we could sure use them. I had a call from a fellow while I was away in July but didn't get the number - sorry, if he calls again I'll try to do better.

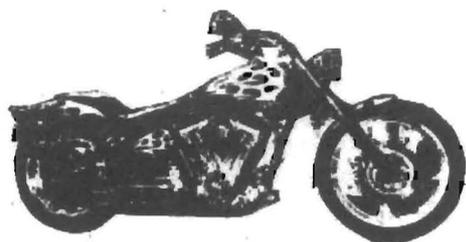
It only remains for me to thank the other 4B's members near & far for this support of motorcycling through the years and to which all on behalf of the 4B's a Merry Christmas and a Happy New Year.

Cheers
Greg Janzow

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ROAD SAFETY REPORT

Sean McPherson

Hello once again! Well the silly season is coming up again - we all know what that means - good weather, lousy roads and fools behind the wheels of cars! Time to also get that new front tyre you've been thinking about all winter while the 'beast' has been off the road (don't forget to replace it just before winter next year, if you are an all year rider) It's also coming up to the Toy Run again, so if you know people attending this run who aren't members please remind them the reason of the Toy run is a family day out, fundraising and it's not a race but rather a run. If you know the \$%&#@! on the brown Kawasaki who acted like a total goose last year, kick him in the cajoules for me (there's a case of beer in it for the person who proves to do the deed - Bounty has been set!)

Seriously gentlefolk there has been an information session in the Adelaide Hills that I attended regarding speed limits. I represented the MRA and voiced our concerns that a blanket 80kmph limit was going to be enforced. This was voted by the Adelaide Hills Road Safety group last week (26-10-01) . All roads are now being assessed individually now it has come to the attention that some roads are just unsafe being posted with 100kmph limit (well for cars anyway, personally I don't think we'll ever see the Gorge road back at 100! again!)

Another thing I've noticed especially if you live in the Northern suburbs (don't know if its happening anywhere else?) is that some of the lads in the area are pooning around doing burnouts. Now I don't mind the odd burnout done at the right place & right time, but these kids are pouring oil onto the road to give them some assistance. You come slinging around the corner and land belly up because it wasn't there earlier. I guess it shows the selfishness of car drivers.

Well that's enough drivell from me for this quarter. See you at the Toy Run. Have a safe and blessed Christmas. Be careful and go and check your tyre pressures before you ride!

Cheers
Sean

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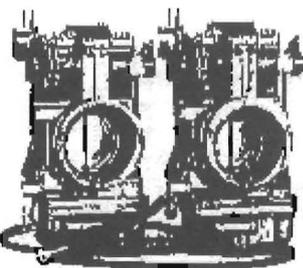


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MEDIA RELEASE

Wire Rope Barriers - Tyre Walls And Sand Pits Replacement Proposed For Motorcycle Death Trap

Safer barrier to be installed on the Princess Highway. Vic Roads, with support from the Motorcycle Riders Association of Australia (MRAA) and National Road Safety Councils, are to install a Car tyre barrier to replace the dangerous and expensive Wire Rope Fence that is currently there. Tyre barriers have been used extensively and successfully at race tracks to limit injury and property damage. Coupled with a sandpit to slow down vehicles before impact the barriers represent a significant improvement in road safety.

Cheryl Ford, an independent agent of the National Road Safety Council, and the MRAA, along with many other supportive groups, have developed a concept and proposed that Vic Roads erect and test a Wire Rope Barrier (WRB) replacement along the Geelong Freeway. The concept involves constructing a "tyre wall" in the center section of the freeway, with tyre walls fastened down, as erected at race tracks (like the ones seen at Bathurst recently) with sand pits placed in front, to slow all vehicles down before they hit the tyre wall, after the vehicle has left the road.

Tyre Companies Support Concept as Environmentally Sensible

Tyre manufacturers and distributors have lent their support to this concept, which they see as a cost effective and environmentally sound answer to the current cost of used tyre disposal. They have indicated that they have ten's of thousands of tyres available for such barriers.

Background

WRB pose an unacceptable risk to motorcyclists because they contain exposed metal posts that will result in severe injury to the body of any motorcyclist who strikes a WRB. A Motorcycle Safe Barrier is the answer to the dangers that are posed by WRB.

This concept was devised by Cheryl Ford, National Road Safety Councils, who believes that a safer crash barrier will more effectively save lives by utilising what is a conventional concept used on most race tracks. It will reduce trauma and the associated cost of vehicle repairs that result from impacts with roadside barriers.

Vic Roads Accepts Proposal to Test Barrier

Vic Roads has shown interest in this idea and have been requested to put this project in place immediately for safety and evaluation purposes.

For information contact

Cheryl Ford - National Road Safety Councils on 9408 1212
 John Karmouche - May 5 WRB Motorcycle Protest Organiser on 9877 3004.

Michael Czjaka MRAA Safety Representative on 9352 5544

Backchat Backchat Backchat

Chris Hume-Phillips

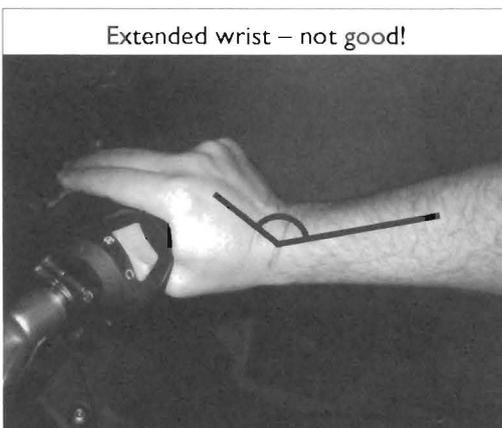


After a long break, I am finally back on a bike again, and thought I might share a few little gems of advice from my professional point of view. First though, a short introduction. I'm Chris, and have been a chiropractor now for 10 years, having practiced in Sydney, Brisbane and now Adelaide (my home town). I've done several years of lecturing in anatomy at NSW uni, and also related topics at RMIT uni in Victoria both in *human* and *animal* chiropractic (yes, you read it right!). I practice in

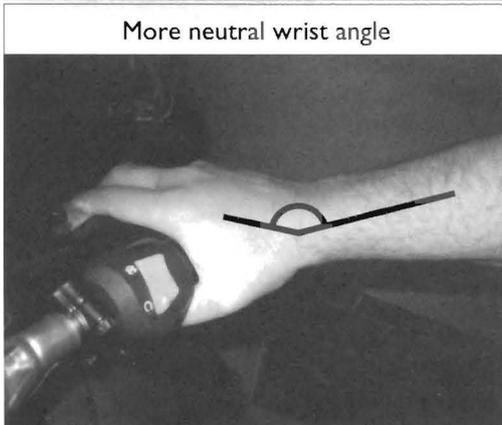
Clovelly Park, and yes, I love riding!

I'm now a proud owner of my new VFR, and can't get out on it enough. Which brings me to my next point. The reason I purchased this bike, was more for ergonomic reasons than anything else. I'm 6'2", and not many bikes allow for my height. (I didn't fancy riding with my legs wrapped around my ears – not a pretty site!) Riding ergonomics may seem trivial, yet most of us have complained at some stage about wrist pain, back or neck pains, cramping, or hip soreness after riding. It can be the very thing that decides how long we want to ride, apart from an empty tank!

In this column I'll be providing advice on some simple solutions to common problems experienced by riders, and passengers alike. *Don't get me wrong – I'm not here to plug my practice, just to give away some good old fashioned free advice that works.*



Extended wrist – not good!



More neutral wrist angle

Whilst 'spines' are what you may call my 'specialty', I'm actually going to start this off discussing a very common problem – wrists. Riding with sore wrists is about as much fun as bobbing for apples in your toilet bowl. So let's look at the main causes of wrist pain when riding;

- lots of weight on the wrists (i.e. sports bikes)
- grips angle away from the bike awkwardly
- too narrow a grip
- excessive wrist extension

Weight on the wrists is very much dependant on your type of bike, your build, and your speed. When buying sports bikes, this should be a significant consideration.

The angle the grips leave the fork legs affects how

much your wrists have to bend inwards or outwards. Too much of either can cause a great deal of comfort, though fortunately, this setting is

usually adjustable. In a neutral position, the wrists should bend outwards slightly (thumb hand deviates away from the tank).

Narrow grips, relative to large hands, generate significant tension in the *carpal tunnel* (where the tendons run up to the hand). This irritates tendons, and can compress blood vessels and nerves causing wrist soreness, and hand numbness. I have found using push-bike handlebar strapping over my existing grips a good solution to 'thicken' the grips, and add extra cushioning.

Most importantly, excessive wrist extension for long periods should be avoided. Again, this causes friction within the carpal tunnel (the tendons have to bend around the front of the wrist) and in addition, compresses the 8 small bones that make up the wrist, causing inflammation and soreness. I find on a bike like mine, a sports tourer (and most bikes for that matter), so long as you keep your elbows a little bent, your wrists don't need to extend as much, taking the pressure off them, and also saves jarring that occurs with straight arms.

The two pictures show an extended wrist, and then a shallower wrist angle. By minimising the amount of wrist extension, you can dramatically reduce wrist soreness whilst riding.

A good stretch for sore wrists, is to use one hand to gently stretch back the 4 fingers of the other hand (do the thumb separately) so that the wrist is bent back to stretch out all the muscles of the palm, and wrist flexors. Doing this before and during a ride, *dramatically* reduces any soreness.

In the next issue of Centrestand, I'll be showing you some great and simple stretches you can do after those long rides, particularly for loosening up the lower back and hips. Till then, enjoy the riding.

Chris Hume-Phillips (don't have a 'nickname'..... yet!) chris@hume-phillips.com

Ok, readers. There were NO letters for this edition so I am introducing you to our new columnist and our onboard bones man, Chris Hume-Phillips with his column of 'Backchat' (very punny Chris)

Scribbles

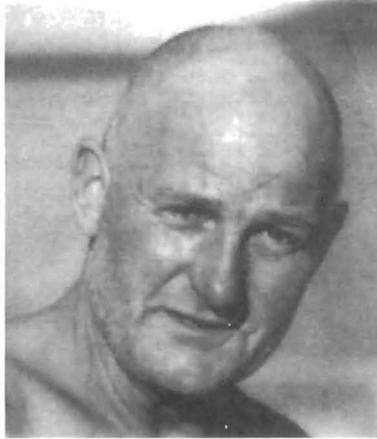


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OBITUARY NORMAN TREVOR O'CONNOR

Norman

Trevor O'Connor
29/9/50 – 15/9/01



On a wonderful day for a ride last September, when many of us were going to an MRA rally at Crystal Brook, Norm was devoting his time to a charity event at Mallala Race Track. He was competing in a demonstration race being held to raise funds for Flinders Medical Centre and also to raise awareness of motorcycling.

Unfortunately for all, Norm never finished the race. He was involved in a collision that took his life.

Norm rode his bike like he lived his life, not always seeing eye to eye with the constabulary. I mean, why couldn't he ride his bike like he wanted to. Just because he like to ride hard and fast..... sometimes harder and faster than he should have.

Although Norm was not a current member of the MRA, he had very much supported the MRA at many rallies and runs. Many of us have fond memories of Norm. How about that time at the Great Escape Rally when he bought 3 or 4 bottles of port, drank them all, came back for more, and brushed his teeth in the morning with one. What about up at Warnertown, when he decided to ride his bike back and forth in front of the pub, pulling mono's and tipped up too far, fell of the back, cracked his skull open, had stitches, was kept in overnight, discharged himself, and rode back to Adelaide the next day.

Over the last couple of years or so, Norm had decided that the race track was probably a safer and cheaper option for going fast. No police.... He was able to go as fast as he wanted. He also started competing in Bracket Racing, and actually won a trophy or two.



There was also a quiet thoughtful side to Norm. He probably deceived quite a few of us, in as much that he was much deeper than he seemed. He was always willing to offer assistance and give his time to any cause that he thought was worthwhile. That was why he was where he was on that lovely sunny day.

Our mate Norm passed away doing what he loved. Not so much racing, but out riding his bike, helping others.

Forever ride in peace.

Robyn Gaden & David Povey

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SURFING WITH JOHN SURFING WITH JOHN

John Dorrestyn



Welcome to the first of what may become a regular feature. What I intend to do with this feature is provide some useful web sites from the Internet that may be of interest to fellow motorcyclists. I will try to cover some of the more obscure or harder to find sites on the Internet.

If it is sites for major manufacturers that are required, put the name on the company between the www. and the .com (eg for Kawasaki just type www.kawasaki.com) into your favourite browser and after a few moments up will come the named site (hopefully). One of the better manufacturer's sites is www.Aprilia.com, the opening graphics are well worth the look and even if you're not an Aprilia fan you will be impressed by the site.

If motorcycle history is of interest, start with www.motorcycle.com/mo/mcmuseum/firstbike.html this site provides a general introduction to where it all started. The best chronological site on the web has to be Ian Chadwick's Triumph Motorcycle Timeline home page www.ianchadwick.com/motorcycles/triumph. Ian has put so much effort into this site he should be paid for it. Anything you ever wanted to know about Triumph motorcycles from inception through the highs and lows to today's latest releases is here.

For those in the market for a second hand bike need to check out www.redbook.com.au. This is the electronic version of the used car salesman's bible, almost any bike (or car) sold in Australia over the last 20 or so years is listed with what you should expect to pay, both privately and at a dealer. Just follow the links to the motorcycle section, then on to the manufactures area of your choice.

Next month (October) the almost famous Gold Coast Bike week will be held in Queensland, if you are heading that way check out the site www.goldcoastbikeweek.com/bw2001files/index2.htm.

As I write it is lacking in real content but I am sure as the event gets closer the site will expand with event information, accommodation etc.

Are you into Police Motorcycles, or like me just want to know what to look out for, check out this Australian Police Vehicle site www.acay.com.au/~jbartok/, there are some photos of police motorcycles from all states, including some shots of a very unique Yamaha used in NT.

For the latest news and updates on all things motorcycle check out WEB Motor Cycle News at <http://mcnews.com.au/>, here you will find news, tests, product reviews, national and international racing results and some fantastic photos to use for desktop wallpaper.

Ensure you keep up to date with the MRA of SA via the site provided for us, it's members www.mrasa.asn.au. Here you will find run and rally details, news and membership information, if its been some time since you last looked, or you've never been there have a look, its been updated and its new interface is easy to follow.

To keep this feature going I need some feedback. If you have any comments or interesting web sites that you want to share with other motorcyclists let me know. You can contact the author via john@johnd.8k.com.

JOHN DORRESTYN.

Ashley,

Sorry this took nearly a month to get to you (lots of fun had researching).
John

Thank you John, and I'm sure our readers will find this useful and interesting.



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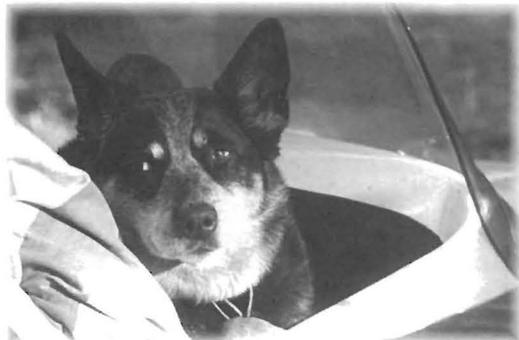


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Flashback

Exciting things are happening in the new year so we decided to end this year with a retrospective of events of years gone by.



REVEREND RITES REVEREND RITES REVEREND RITES

Last Rites

Hands up everyone who believes in omens. I suspect that not many hands went up. Yet whenever something goes wrong, we look for the meaning in it. We try to work out if there is a message. We try to interpret a course of action in dealing with the hardship. Take the tragic events of September 11. Some of those who we would call the more lunatic religious fanatics are trying to see it as a sign of the immanent end of the world, and scaring the willies out of their kids, who end up believing that the end is nigh. In America, since the "War on terrorism" began, match-making agencies have been inundated with customers wanting to get married. They obviously sense something. Whether or not it is worth getting married in a hurry is worth debating perhaps.



For some people, an omen might be a black cat walking across a path, or seeing a particular bird, or whatever. Here is an example :

I saw a blackbird yesterday, so I should buy a Blackbird. Hang on, it was squashed on the road, oh, it means I should get a 'Busa. But it was a dirt road. Oh, I'd better get a Varadero. But I just can't bring myself to ride something so bloody ugly.

Quite often anything can be interpreted as an omen to support a decision that had already been made anyway. In other words, it can be used as an excuse. It's a bit like having an opinion, then finding evidence to prove it, rather than testing a proposition.

We have a great tradition of interpreting events as omens, it's part of our search for some sort of meaning to life. Even in the Christmas story, the one about Jesus, not the fat guy in the red suit, there is an omen, a sign - the star of Bethlehem. Three allegedly wise blokes followed that one.

So what am I getting at: A few weeks ago, I was riding my trusty and long suffering FT500 to work. About 500 metres from the church, there was a noise, can't actually remember what it sounded like, and power ceased being transmitted to the rear wheel. The engine was still running. I thought "Oh bugger, another false neutral". (Honda boxes often have more false neutrals than the UN). Pulled in the clutch, tried to change gear. Nuh, nothing. Couldn't even get the shifter to move. I pulled over and looked down. It was then that I noticed the oil coming out of the engine, in the vicinity of the engine sprocket. Killed the engine and pushed it the rest

(Continued on page 15)

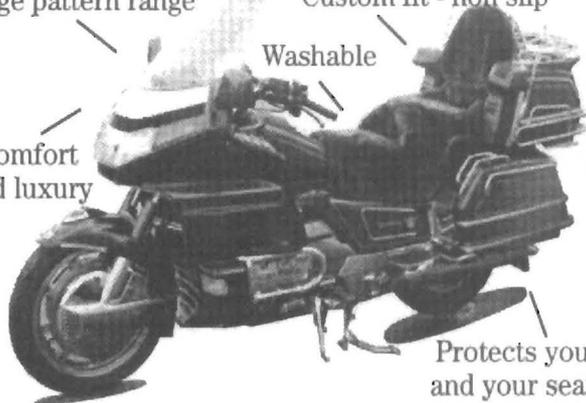
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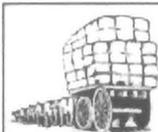


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Sasha
#1 CRampton



REVEREND RITES REVEREND RITES REVEREND RITES

(Continued from page 14)

of the way. On getting it home, I took the sprocket cover off, and found that the countershaft bearing was in bits, and had disappeared into the engine, leaving the shaft unable to stay engaged, the oil seal hanging in mid air, and I would presume a heap of bits of metal in the bottom of the engine. Normally, the bearing could be replaced by removing the engine, turning it upside down and taking the bottom of the engine, a short cut I have used several times to replace seals, etc. In this case, with the possibility of metal through the engine, and the added danger that by turning it upside down I will undoubtedly cause more to go into the workings of the engine and gearbox, I decided that it would not be the best option. The only way is to go from the top down, cleaning everything out. Given that the top probably hasn't been off the engine for up to 19 years, it will possibly need a fair bit of work, which would not be financially viable, given the value or lack thereof of the bike. So with great regret I handed the plate in, and will fix it one day, maybe. In the meantime, I drive a car, sit in the traffic and wish I had enough money for a new bike.

Still you ask, what is the point of all this rambling? The point is, that I thought about whether this could be an omen, and if so, what it could mean. Well, suffice to say I don't think it is an omen, I'm not into that, but it did get me thinking about things motorcycling, and what my priorities are. To cut a long story short, I've decided that the time has come to put "The Reverend Rites" to sleep, for a while at least. I'm out of ideas.



Maybe there will be a resurrection one day. I'm not into ruling anything out, but for now, this Reverend Rites is the Last Rites.

Thanks to you all for reading, and occasionally putting pen to paper to respond. I hope I haven't offended or bored too many of you, unless of course you needed offending, and I am convinced that there are people everywhere who actually need offending to kick them into action. Hopefully I've been able to do this.

I will still be continuing as the Chaplain of the MRA, so please feel free to contact me if I can be of assistance.

Hopefully it won't be too long until I'm riding again. Maybe I'll see some of you on the road. Until then, Ride Safe.

The Reverend.

We will miss you Rev - Ed

OCHRES PIDDLE PUDDLES

Wow! Dad has got Suzi fixed then he broke it strait away! I laughed lots & lots and he was not happy because Uncle Keith came over to help him put Suzis motor in. I like Unckle Keith, he gives dad heaps and when he found about dad breaking Suzi he threw empty weebee cans at dad and he wasn't happy.

Is every dog ready for the Toy Run? I have been practising my woofing so I can tell every boy and girl that they have to be good all the time for Santa and not to forget that doggies and kitties (yuk) are FOREVER and not just pressies.

We have had lots of entries for the colour in competition and there is just as many good colour-inners as last year.

CONGRATULATIONS to Sascha Crompton (on left side of my column) she won last years competition and has written a lovely letter - thank you Sascha. My aunties are going to have lots of truble helping me pick a winner but I have had to promise there can only be one winner this year. I'm sorry but dad is really mean and he is the only one who can work the tin opener (I wish I had thumbs) so jedda and me have to be good or we miss out on our tucker. If I had lots of \$\$\$ I would only eat yummy stuff like smako's & chockies.

Has every dog been good for Santa? jedda & me have been xtra good so we will get lots of pressies and eat all your tucker and watch the house when dad goes to work. I went to work last week and the girls like us and I said hello to Uncle Keith and even wanted to play scoobie, but he just sat in his chair and dranked coke - he was no fun!

Be good boys & girls and don't forget to say hello to me & my new helper at the Toy Run. Bye bye, woof, woof, woof, woof, woof, woof, bark.



Ochre



ON RUNS & THINGS



Well hello

Dale Knöote-Parke

there once again. There is no particular theme to this issue except Christmas, and I have no wish to ramble on at length about the toy run... again, so I shall ramble on about anything motorcycling that comes to mind. And what comes to mind is a feeling of sorrow as we bid adios, at least for the time being, to Reverend Rites. I have thoroughly enjoyed Ken's meanderings and I am very sad to see it become part of the history of this august production. I can only hope that Ken finds fresh inspiration, and once again feels able to put pen to paper (or finger to keyboard to be more accurate) and once again regales us with his theologically inspired thoughts.

That now said that, I shall try to work a credible story into this column. I was very honoured, recently, to be invited to ride in the Bay to Birdwood classic. The day dawned slightly overcast and too blasted early for my liking, as I rode my faithful BMW K100RS, (affectionately named Brunhilde) over to my colleagues house to collect my steed for the day, a 1947 AJS christened "Prestige". Prestige was a true British bike, in that she was temperamental, leaked oil... and was a fascinating, fabulous and fun machine... I use the word "fun" in its loosest possible sense.. Not "fun" in the scratching-round-corners sense, but "fun" in the purposeful-crack-of-exhaust-note-rigid-framed-bounce-up-and-down-when-you-hit-a-bump sense. A whole different style of riding indeed.

For those of us used to the Japanese and European style of left hand, 1 down 4 up gearshift, getting used to a RIGHT hand 1 UP and 3 down gearshift was ...amusing... to say the least. And the extra lever on the handlebar? Manual advance and retard? See what I mean about fun? Luckily I had been out on this machine prior to the big day - for exactly those reasons. Anyway, at some very early hour, the AJS, in company with a 1957 Triumph Thunderbird, also owned by my colleague, left Redwood Park, bound for the Bay, to begin the great adventure.

As we got past the traffic lights at the junction of North East and Sudholz road, Prestige decided to show her

British heritage, and promptly died. 10 minutes and a swift strip down of the Magneto and HT assembly, and a small amount of cursing and swearing, and we were once again on the road. Our arrival at the bay was heralded by lines of Classic Cars, waiting to get into the start point. Did I say "lines"? There looked to be every classic vehicle ever made jammed onto the approach road... Ahhhh... the joys of being on a bike... straight down the outside of the line of classic vehicles, and soon enough we were parked up with all the other various classic bikes that were there - and there were PLENTY.

All marques and makes were represented.. And this is where my story takes its normal turn, and I have a dig. My first indication that all was not as it should be was when no-one seemed really sure when the bikes were supposed to leave. The cars were all leaving, and being described in passionate tones by the commentator as they drove off, but the bikes? Not really sure where they figured in the days events. Most of the bikes decided they had had enough of waiting, and everyone made there own way out of the starting point, and as expected, up to the head of the seemingly endless stream of classic 4 wheeled devices.

The reception by the crowds lining the roads could only be described as rapturous as the sound of thundering exhausts filled the air, and waves of nostalgia swept the assembled throng - watchers and riders alike. The sound of a collection of mainly classic British bikes all pulling away from various traffic lights has got to be experienced to be believed. And onwards we went, onto Birdwood. The ride up itself was uneventful, with Traffic Police doing a great and often thankless task of blocking the roads through the hills. But in all the news reports I saw, all the media releases, all the printed material and all the forewords in that printed material, the motorcycles were rarely, if ever, mentioned. Are we as motorcyclists such a pariah to society that we must be shunned on even such and event like this?

I think some serious education is called for here... but what? How do we educate Joe public that we are not social outcasts because we choose to use two wheels instead of four?

The person who can answer THAT question successfully stands to become a very rich person... any suggestions, please send them to me, c/~ the MRA on the back of a \$50.00 note...



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RALLIES IN 2001

Well it's nearly the end of the year and I wonder where all the time has gone, I've done some eleven rallies this year, which is not bad given the fact that at the end of the rally season I missed three of them due to illness.

Of course I've made some monumental errors in this column, (read stuff-ups!). I got the date wrong for the Redbacks Rally, and the PMT's did have their rally in spite of what I said, as soon as the last issue came out I received a flyer for the Route 12 Rally! C'est la vie!

The best rally badge that I received this year has got to be the one for the Rhynie Pub Run which was a replica of the Star Trek communicator badge. The SA Tourers have put out a series of really good badges over the years for this rally, well done folks.

The rally season for me will not start until next year in late February or early March, so I'll give out some details in the next issue, and hopefully they'll be accurate! However there are many rallies interstate that are advertised in AMCN and Two Wheels etc that you can go to, especially if you're on holidays and in the vicinity of some of them, so check out any that may be on and see if you can get to some of them, and perhaps get a longest distance award.

If you're not going to do any rallying over the Festive Season, then it's a good time to do some servicing of the rally gear. Erect the tent on the back lawn and check it out for any repairs. It's a good idea to go over all the seams with some

kind of sealant to ensure that there are no leaks appearing in the middle of the night during a storm. Also check that the tent pegs are alright and straighten or replace any that look second hand. Make sure that the guy ropes are all there and in good condition. Also it's a good idea after every rally to hang up the tent to thoroughly dry out and air for a few days just to avoid getting any mould problems.

It's also the time to repair or replace any other items that need it at this time, ie sleeping bags and liners etc, also their carry bags which can get knocked around a lot during the course of the year. Don't forget to check out the ocky straps as well, any that look a little tired should get an early retirement package so that way you won't have to backtrack down a road somewhere looking for your gear!

There are lots of other things you can do to prepare for the next rally such as getting all the food utensils and cooking gear together and giving them a good clean and pack them up ready to go. I also look around at the supermarket for any specials of the small tinned food items, preferably with the ringpull lids, and build up a small collection of them for having as quick and easy snacks at rallies. I particularly like the tuna and crackers snack packs which are really tasty and require no cooking. Also muesli bars are really good to munch around the rally fire. I take along teabags and instant coffee sachets to make a brew with a minimum of fuss. I'll leave any strong beverages that you may prefer to your own selection, but just ensure that they are securely packed on the bike and if in a glass container make sure that they avoid being broken.

And of course, this is the season to start dropping hints to your nearest and dearest along the lines of; "Gee, I'd really like one of those nice new Trangias to take to rallies next year!" And with a bit of luck it could appear in the stocking by the fireplace! If that doesn't work then you can always spend some time looking around the camping shops for some bargains and grab some items as they become available. Quite often tents go out cheaply if they've been used as a demonstration item, or if there's a new model released on the market.

Also you can often pick up discounted sleeping bags and mattresses. I prefer the self inflating mattresses, which while being expensive, are light and easy to use. You may be able to get some of these items second hand, but I'd be careful when purchasing them, instead I prefer to get them new just to make sure that they're in optimum condition.

Regards,

Leslie Dicker (Uncle Pervie to you!)

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LET THOSE WHO RIDE DECIDE

Sammi Ross

Recently I was invited to attend a W I M A (W o m e n ' s International Motorcycling Association – I think) meeting to inform them of the current status of the Women's Questionnaire, and to give them a potted history of the Australian Motorcycle Council. It was encouraging to see so many happy, committed motorcyclists at their meeting - 20 or so – ranging in ages and in types of bikes ridden. While the majority of their meeting was concerned with their social activities of riding, drinking coffee, eating, and generally just getting together, they were also very interested when I got into the hard yacka of discussing motorcycling politics with them. I left the meeting heartened to think that WIMA is one group that is not apathetic about motorcycling issues. Maybe this is indicative of the fact that, as females, there are definite, specific problems encountered – e.g. rider training, seat heights, clothing, footwear, male expectations . . . and so they are already active in thinking of ways to address these and other problems.

It reminded me of the days in the early 80s when, as Public Relations officer for the Motorcycle Riders Association, I used to attend motorcycle club meetings around Adelaide encouraging them to send representatives to the MRA meetings so they could have input and reap the benefits of political lobbying. They were invigorating and satisfying times as the MRA grew from a couple of dozen members attending meetings to well over a hundred crammed into the Trades Hall on South Terrace – happy, committed motorcyclists from a wide range of groups, therefore a range of ages and bike types.

Standing talking to my neighbour (a would-be rider if he had the money and time to get his verandah-ed Ninja going) at the local post-office-cum-service station one day three bikers rode in to get petrol during that 15 minutes or so – young, middle-aged, elderly: dirt bike, commuter 250, Ducati respectively. The MRA and the Australian Motorcycle Council exist for these people to continue to ride with as few constraints as possible. The MRA motto is so applicable – Let Those Who Ride Decide. We are at the forefront of the decision making process. Gone are the days of protesting against the politicians after a law has come into being. We have motorcycle representatives on the committees where the decisions are being made. When suggestions (e.g. front number plates) are put forward for discussion by our member groups, we canvas our members' opinions, feed that back to the authorities and assist with the formation of the resultant regulations. Some suggestions are harder to fight than others.

A fortnight ago, while visiting Royal Adelaide Hospital as a 4B member (Bent and Buckled Bikers Brigade – we visit motorcycle accident victims), I got into a discussion with a young lad who was about to return to his home in The Alice to recuperate after a bike accident. He mentioned to me that he and several of his university mates who ride motorbikes had difficulty with the sameness of the colour of amber street lighting and the shade of the amber traffic signal lights (which show only when going from green to red).

This causes a problem for them at one particular set of traffic lights on Lower North East Road. Because of a bend or rise in the road, the lights are invisible to an approaching rider until you are "on top" of them. This also occurs on the Mount Barker bridge over the freeway. This is a 80 km zone. It is possible to see ONLY the amber traffic signal lights for a period of time that allows you to be almost at the lights by the time they turn to red – suddenly it's too late to brake so you run a red light. . .

After mentioning this at the last AMC executive meeting, Neville Gray, the Ulysses representative on the AMC, enquired at the Road Transport Authority and found that if they are told of specific problems, they will immediately change the globe in the offending street lights so there is no confusion – it alters the colour of the street light. This information now needs to be spread around the motorcycling community.

So, if you have concerns about your safety, or threats to your enjoyment of motorcycling, speak up. No doubt problems that you experience are also experienced by others. Let us know so that they can be pursued either at the state level through the MRA, or federally through the AMC. We're all in it together.

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AVUNCULAR TALES AVUNCULAR TALES

October

this year saw me undergo surgery for a severe hiatus hernia and removal of my gall bladder. I guess I must be getting old, what a pity it's not possible to go into a shop and buy some new or reconditioned spares for yourself. "Yes, I'll have a new gall bladder, some kidneys and a set of gonads to go please!"

The hospital orderly who wheeled me into the operating theatre was a motorcyclist as it so happened, and we spent a while discussing bikes, riding through the hills, Toy Run etc whilst awaiting the surgeon's call. Once I was in the operating theatre I noticed the most fantastic set of lights over the table, I'd really love to have them on the ZZR, that would make those cars coming towards me dip their lights in a hurry!

The anaesthetist looked at my arm and said to the nurse, "I'll need an 18 gauge for this one" and I responded "Oh no, not an 18 gauge!" He then told me to keep my eyes open for as long as possible, and I said "What's it like in the Wild West, the first one to blink?" and I can't remember anything else.

The next thing I was seeing a nurse bending over me and explaining how to use the pain management drug system. "You must press this until it makes a beep" she said. "Beep, beep," I said, "it's got to go beep, beep!" Well, I guess I was really out of it!

The guts mechanic had done the operation using keyhole surgery, also known as Laparoscopic Surgery, and so now I've got seven holes scattered around in a circle on my torso, it looks rather like I've been shot by that Bin Liner terrorist bloke! When they do keyhole surgery they pump you up with carbon dioxide to enable all their tools to have easy access into your abdominal cavity, someone said I didn't need it as I was full of hot air already. I was afraid that they would use helium by mistake and that I would float around the place like a kid's balloon, and you know what would happen to me when they pulled out the plug!

After about three days on the drip and nothing to eat, I was back on solid food again, and it all went through me faster than Rossi overtaking Biaggi on the last lap at Phillip Island! Talk about Delhi Belly! Anyway all that has calmed down and I'm almost back to normal, except that coffee still tastes a little odd to me.

This little adventure prevented me from going to Phillip Island for the 500 GP, however I did see it on the TV in hospital. On the sports show late on the Thursday night I saw all the poor bikers at the trackside campground putting up their tents in the wind and pouring rain, and I thought, "That's what I'm missing by being in here!" I did have lots of visitors come in to see me while I was in there, so many thanks to those who did.

My mate Greg came in to visit me and he had his right arm in plaster, and my reaction was; "Oh no, you've dropped the VFR!" But no, he had taken his teenage offspring to Mount Thebarton the week before and had broken his arm ice skating! So be warned, skating is more dangerous than motorcycling!

After about a week I went home, but with some restrictions on my activities. No jogging or riding the ZZR allowed for about six weeks, so I've missed out on a few rallies, Redbacks, PMT and Fish Holes, plus the Five Ferries Run. Still I'm giving the Kwacker a really good clean so it will be nice and shiny for the Toy Run.

During the first week I was home there were visits by a nurse every morning to check my blood pressure and other bodily functions, and then she would get me to drop my pants so she could give me an injection of Clexane. Good job she never knew my nickname eh!

I guess you really can tell when people are getting old, they keep boring you with stories about their operations and want to show you the scars, so if you are really desperate and do wish to see the bullet holes then to go with the viewing of them I've made up a really unbelievable story about the time I never was in the Vietnam War!

Stay fit and healthy,

Les Dicker
(that's Uncle Pervie to you)

Uncle Pervie



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National Speed & Road Safety Conference

Peter Mount

Conducted in Adelaide last August and attended by some 270 state, national and international delegates and speakers from a broad range of road user, administrative, government, industry, enforcement, training and educational groups, this conference was intended to identify the significance of the relationship between speed and safety, the degree of speeding, community attitudes to speeding, levels of enforcement, technological development and solutions to the stipulated problem.

The general societal acceptance that speeding by a small amount is OK was criticised on the grounds that most crashes occur below 72 kph and that the risk increases exponentially over 60 kph. Such risk, it was argued, can be equated with that of blood/alcohol levels and associated incompetence. I had a little difficulty with this one as, even though the potential risks might be similar, the differing levels of competence were not taken into consideration; also, given that the vast majority of road users travel below 72 kph, it is inevitable that more crashes would occur in this range.

Nevertheless, the higher the speed the greater damage and injury likely to result from a crash. The general upshot was that, like drinking and driving, people's attitudes should be changed such that speeding by any amount should be socially unacceptable. This could be achieved by limiting advertising which focuses on speed and recognising that shock ads and expensive campaigns do not work. A high proportion of young (<29) drivers admitted to speeding, mainly because they were 'running late', while the non-speeders claimed safety and the cost of fines the primary incentives.

The police attacked the community perception that speed cameras are revenue raisers because their placement is rarely related to level of crash risk in a given location, arguing that they would gladly forego any revenue if people behaved responsibly and safely. This change in behaviour could be achieved by increasing fines by up to 1000%, on-the-spot licence suspension and vehicle impoundment, demerit points for camera and laser gun fines, demerit points for the owner regardless of who was driving, and rewards for those who didn't speed for an extended period. As one of the delegates (a motorcyclist) observed: "The punishment will continue until attitudes improve!"

Technological research in the Intelligent Transport Systems (ITS) field has shifted emphasis (albeit not exclusively) from inboard vehicular systems to outboard and on-road systems. That is, minimal distractive information within the cockpit and automatic external componentry which will interact with roadside and pavement-embedded systems, such as automatic braking governed by proximity recognition, steering control to keep the vehicle within a lane (especially relevant on corners), and blindspot vehicle recognition, collectively known as Automatic Vehicle Control (AVC), Incident Management System (INM), Intelligent Speed Adaption (ISA) and Electronic Toll Collection (ETC). Put these in your expanding book of acronyms.

Of interest is that the level of support for ITS is waning, particularly in Germany and the UK, although it is not clear whether this is due to public resistance, logistical, functional, financial or other factors.

Of particular interest to motorcyclists is that none of this ITS componentry has been tested on motorcycles - either fitted to

the bike or checked for vehicular recognition of the bike. Nevertheless, some suggestions, both practical and impractical, have been forthcoming, such as head-up displays which identify dangers ahead (akin to those in fighter aircraft), self-inflating tyres, and airbags.

The most unsavoury aspect of the conference was what appeared to be a planned offensive against motorcyclists by the police regarding our opposition to the fitment of front numberplates. Our attitudes and approaches to safety were cause for amusement, we were publicly belittled and cast in a collectively irresponsible light, and there was a none-too-subtle implication that all motorcyclists speed and will go to any lengths to avoid detection. Efforts to clarify the AMC's (and therefore the motorcyclists') position were curtailed by the MC.

From the rider's perspective, I think the upside of the conference was the positive elements of ITS already mentioned, the Austrian development of a computerised crash simulation program (which I intend discussing with Monash University Accident Research Centre), aspects of the Swedish Vision Zero, which advocates that no road deaths are acceptable and that (among other things) attending to dangerous road design and infrastructure can help achieve this vision, and the three or four papers (out of 37) which offered non-mainstream solutions to crash rates such as improved driver training, passive traffic controls, integrated traffic plans, improvements in public transport, determination of realistic and practical speed limits, and an unprejudiced and constructive approach to community consultation.

The downside was the impression that the other presentations were based on the perception that speed of any kind and in any situation is inherently a bad thing, that addressing the question of speed will solve almost all our crash problems, that people are all determinedly bloody-minded in their wilful ignorance of safety, and that we must all be prepared to trade any level of personal mobility and freedom for increased safety, hence the resultant emphasis on solutions limited to increased enforcement, reduction of privileges, lower speed limits and more proscriptive controls. Interestingly, while the emphasis was on slowing down and reducing speed limits, no mention was made of the dangers of vehicle speed differentials, such as a driver travelling at 40 or 60 kph in a 100 or 110 kph zone (and we all know how dangerous and commonplace that practice is).

I was particularly disappointed with research whose results indicated other possible solutions, yet were presented as though these solutions were not indicated, especially when it was possible to favour a solution which suggested authoritarian intervention. I had the distinct impression that many presenters had come with the intention of telling the delegates what they thought they wanted to hear or supporting common beliefs regardless of bias or validity.

On a less sombre note, one presenter, rather than demanding that everyone change their habits immediately and permanently, suggested that they could try not to exceed the speed limit for one month and see what difference it actually made to their travelling time, punctuality and state of mind. He thought no appreciable difference in the first two and a far greater degree of composure in the last. Perhaps those motorcyclists to whom this applies could try it and see for themselves.

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(Continued from page 20)

Front Numberplates

As a result of the treatment given motorcyclists by the police at the above conference, I wrote to the appropriate personnel detailing our concerns about such denigration by a presumably responsible public authority and explaining (for the umpteenth time) the basis of our opposition to the fitment of front numberplates. The outcome is that the police intend establishing a working party to investigate technologically-related alternatives to numberplates as a means of motorcycle frontal identification, and have invited me to participate.

Naturally I have accepted, but have suggested that such a working party has the potential to make a far more significant contribution to motorcyclists' safety than the limited objective that frontal identification would allow. Since 1990, with minor exceptions, little government funding has been allocated for research into enhancing motorcyclists' safety or treatment of problematical sites or key issues despite the recommendation of a number of projects. This situation is endemic throughout Australia.

As the argument for frontal identification is purported to rest exclusively on the issue of safety, and as considerable cost would be borne by all parties in the implementation of this measure - road safety agencies, manufacturers, consumers and police forces - and as the direct safety benefits for motorcyclists and others would be, at best, extremely modest, it would seem far more practical in terms of benefit/cost ratio, and pragmatically opportune, to broaden the scope of the working party to focus not solely on frontal identification but on the many key issues which adversely affect motorcyclists' safety and which are in far greater need of attention. I am currently awaiting an outcome.

The police alone have continued to push front plates at the National Road Safety Strategy Panel, the last meeting of which was immediately prior to the National Speed Conference. This has resulted in VicRoads agreeing to set up a group to consider alternative solutions to frontal ID, and expect it to take about a year by guesstimation. The police don't want to wait this long, and would be pleased if we would obligingly fit front plates in the meantime, or if governments would enact legislation to make this so.

Unleaded, Ethanol and LRP Fuels

The AMC recently wrote to the major oil companies regarding the effect of these fuels on motorcycle tanks, engines and components. To date, BP has replied with comprehensive information which I will summarise.

Q. With regard to vintage through to modern bikes, what effects do various types of petrol have on various types of fuel tanks, particularly fibreglass?

A. Petrol of today has more aromatic compounds than early petrol, and increasingly may contain ethanol or other oxygen-containing compounds. BP does not use ethanol at present, but will be introducing 10% ethanol in Queensland by the end of 2001, and phasing in Premium and Regular Unleaded with 10% ethanol subsequently, the rate of which will depend on adequate supplies of the product. BP, the Australian Institute of Petroleum and the Federal Chamber of Automotive Industries support a 10% limit while other bodies are pushing for 20% or more.

Ethanol can adversely affect the resin in fibreglass tanks, and riders should be made aware of this. The only method of informing them at present is notices on bowsers. Alternative suggestions would be appreciated. Olefin and aromatic additives do not interact with any fuel tank materials.

(Note: These notices are currently very small and not on all bowsers. It is not clear what riders with fibreglass tanks will use once all fuel contains ethanol. PM)

Q. What are the effects on engines and other components?

A. Modern rubber compounds can cope with today's petrol, although the aromatic additives, particularly toluene and xylene, being high-octane compounds, also have high solvency, which will accelerate deterioration of poor quality, ageing rubber components. Poor quality aftermarket fuel hose was available in New Zealand some years ago, but generally hose would now be made to appropriate standards provided it is from a reliable source.

The effects of various fuels on engines can be broken down into four areas: materials compatibility, exhaust valve seat protection, spark plug sooting and petrol volatility. High octane ULP has a higher aromatic content than regular ULP and than leaded petrol had. Aromatic hydrocarbons in LRP have a high carbon content and so tend to produce more soot during combustion, often leading to spark plug fouling in engines that changed from leaded petrol to LRP. Leaded petrol tended to burn off soot so plugs ran cleaner.

(Note: For some machines the solution may be to run the next hotter plug in the range. A secondary problem may also be fouling of carburettor jets by a powdery residue from LRP, resulting in poor idling or low speed running. PM)

The tetra ethyl lead in leaded petrol acted as an octane booster as well as providing a protective oxide coating for the exhaust valve seats, which prevented wear. LRP has a different additive which does the same thing. Wear in unleaded engines is prevented by using harder valve seat materials. Vintage engines generally ran on unleaded petrol so the use of LRP may not be essential.

High octane ULP tends to have lower volatility than its leaded forebear, which can cause some engines to have poorer cold starting. This problem was evident in early LRP and has now been rectified.

Q. Are there differences in the types of petrol available in the various states?

A. There are some differences in fuel regulations, but these would have a minor effect on engines. There are three different LRP additives, but these are not confined to any state. One of these makes the spark plug and combustion chamber take on a rusty brown appearance. Manufacturers have been designing engines to be compatible with 10% ethanol for around 20 years, but some suppliers on the east coast are adding 20% or more ethanol to petrol. As many engines are not suited to such high levels, engine problems may not be unlikely. National fuel regulations are expected to be implemented in 2002, and it is hoped that, for engine life and environmental reasons, the ethanol level will be capped at 10%.

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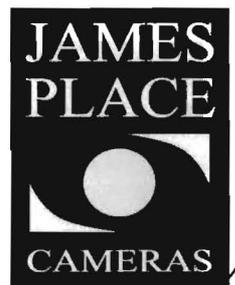
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