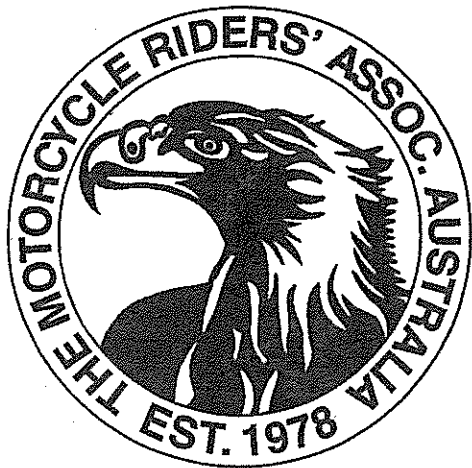


IF NOT CLAIMED IN 7 DAYS RETURN TO: GPO Box 1933R, Melbourne 3001.

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DECEMBER 1993.

THE INTERIM FACTOR

THE MRAA LOGO IS
THE AUSTRALIAN
WEDGE TAILED EAGLE.

MEMBERSHIP RENEWAL FORM

NAME _____

ADDRESS _____

P/CODE _____ TEL. _____ SINGLE \$30 / FAMILY \$40 \$ _____

Under 3 months annual renewal fees are: SINGLE \$20 / FAMILY \$30.

Membership Fee	\$ _____
Renewal Fee	\$ _____
Video	\$ _____
T shirts	\$20 each Sizes _____ \$ _____
Windcheaters	\$40 each Sizes _____ \$ _____
Cloth patch	\$8 each No. _____ \$ _____
Metal badges	\$8 each No. _____ \$ _____
DAR	\$ _____
Toy run	\$ _____
Postage and Packaging	\$ \$4.00
TOTAL	\$ _____

PAYMENT METHOD (Please tick)

Money order Cheque Bankcard Visa

Mastercard

Account No.

Expiry date _____

Please make cheque out to: MRA Australia
Please send to: MRA Australia Inc., GPO Box 1933R, Melbourne
3001. Telephone: (03) 571 5127. Fax: (03) 563 5248.

**We don't want
to hound you, but
we need blood.**

Red Cross Blood Bank

DECEMBER

Wednesday 1st

BLOOD CHALLENGE begins in Sydney, Mackay/Dysart, Darwin and throughout Victoria. MRAA challenges all other groups to give more blood than its members over the summer months. Includes Scouts, Police Rotary and many other organisations. This year there is a challenge within the challenge - SYDNEY Vs MELBOURNE. Give blood in December/January/February at the Sydney or Parramatta (02 229 4444), or, the Melbourne or South Melbourne (03 694 0300) blood banks and record your donation in the book provided. Are Sydney or Melbourne riders/scouts/police the biggest bleeders? Donate blood this summer.

Sunday 19th

MRAA GENERAL MEETING. Derby's Hotel, Caulfield. 2pm.

JANUARY 1994

January 29 & 30

THE CONFUSION RALLY. Licola, Victoria. 03 754 3750.

FEBRUARY

Sunday 6th

MRAA General Meeting. 2pm. 03 571 5127.

MARCH

March 5th & 6th

THE RED GUM RALLY. Renmark, South Australia. Fees: \$12 prepaid or \$15 at the gate. Write to PO Box 741, Renmark, SA 5341.

EDITORIAL

I was a founding member of the MRAA and have been President 3 times since 1978. On July 1, 1989, I became President for the third time. The MRAA was debt ridden, had no magazine or public meetings and just 500 or so members.

Since then my teams have paid the bills, given you the Factor and promoted membership growth to over 2300. MRAA is growing fast. In August and September over 200 members from across the country signed up. MRAA has a positive image and the political muscle to represent you to the Federal Government and internationally.

MRAA riders are being trained as reps to cover the dozens of meetings we need to attend each year. In August alone I represented the motorcycle community in more than 30 hours of meetings with government departments, politicians and business people. Most of these were in business hours. Covering such a massive commitment with no paid staff is no small task and I have to thank Andrew Cooper, Chris Czajka and John Nelson for their support.

MRAA has a bright future. But, in any group of people there will be differing points of view. That's normal. It often gives rise to factions. Factions promote debate, argue policy and challenge the leadership. That's democracy. But when an organisation grows changes must be made. That's evolution. Some people just don't like change (progress).

Factions can be constructive or destructive. If factions lose sight of long-term goals or become obsessed with personalities they can destroy an organisation. How many clubs have collapsed after a major change in administration?

Most of you will have heard of the contest for control of the MRAA at the August AGM and then of the Special Meeting called by the Board to bring matters to a head. It came down to a motion of no confidence in myself as President. It was attended by 2 independent observers from the Australian Electoral Commission to ensure voting was fair and correct. Those moving my dismissal wanted to vote by a show of hands but the matter was properly decided with a secret ballot. The motion was defeated 73 votes to 75.

We wanted a secret postal ballot of ALL members because most lived too far from Melbourne to attend. Our country and interstate members clearly felt strongly about the motion. Of 127 proxy votes (many were disallowed on technicalities), 101 did not support the motion to sack the President.

It is an indication of the maturity of our association that the factional row, while doing a lot of damage, did not cause a collapse. Those who stood down after the SM are being replaced and 1994 will see reform continue, political muscle increase and services to members expand. In 1994 we must grow. We must work together WITHIN the evolving framework of the MRAA. MRAA must become more businesslike and less social. There are many clubs that run social activities much better than MRAA.

It is an indication that our constitution is out of date that the future of your organisation was almost decided with a show of hands of less than 5% of the membership. The MRAA Constitution was written by people with a club perspective. It must be upgraded to allow the MRAA to operate as a national organisation in both business and politics. MRAA is NOT a club.

We need a constitution that will allow us to employ staff and expand. It should increase stability in our administration with longer terms for Board members and staggered elections. We could elect part of the Board each year making a total change of management unlikely. MRAA would be unlikely to suffer a completely "green" committee in future.

We need a constitution that guarantees ALL members the right to a secret ballot in elections and major issues.

1993 has been a year of growth and turmoil. It began with the Factor's publisher pulling out, behind the scenes talks to try to establish a national umbrella group of the big 3 rider groups and the Heathcote drags mess. The workload has increased enormously with MRAA representing you at more meetings than ever before. The Parliamentary Inquiry ended and the lobbying began to have its recommendations made law. The lights-on issue was raised by David Hawker MHR in the House of Reps in Canberra last September. Ex Transport Minister Bob Brown to exploded.

Lights-on is NOT a dead issue. And we mustn't forget about leg protectors, type approval, road bans, power limits just for bikes and other career-significant concepts pushed by safetycrats.

Through power games and lost events we kept growing. MRAA is now the biggest, single motorcyclists' representative organisation in Australia. In 1994 I am looking forward to stability and achievement with MRAA members reaping more benefits. With a new constitution 1994 is looking good for MRAA members.

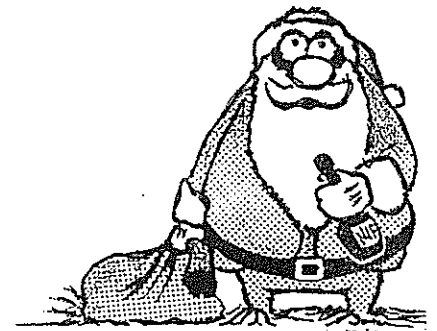
To all the members who supported me through this difficult year - many thanks. It gives me heart to keep working for a national bike organisation with a proper corporate structure that will be serving motorcycling in 100 years time. Car drivers have RACV/NRMA etc. Even the bicycle people have full-time operations that EMPLOY bicyclists to work for bicycling. It has to come in motorcycling.

My special thanks to Chris Beattie of Heavy Duty Magazine and publisher of the Factor. Through 1993 Chris has stood by my administration and saved your magazine though he has had to put up with unreasonable abuse. Chris can see what the future holds for motorcycling in OZ without a professional, national bike organisation.

Take lots of care out there over the summer and have a Happy and Prosperous New Year.



Damien Codognotto - President.



PARTY HEARTY!

BUT DON'T DRINK THEN RIDE!

EUROPEAN SCENE

The Federation of European Motorcyclists (FEM) is in regular contact with MRAA. These items are courtesy of FEM.

NOISE LIMITS

Motorcycle power is reduced by up to half due to noise limits, say the Motorcycle Action Group (MAG) of Austria. 83db(A) is the current Austrian limit for machines over 500cc. The current European Community (EC) standard is 82db(A) for machines over 175cc but Austria uses a stricter test than the EC. FEM warn that the proposed EC limit of 80db(A) for larger machines could produce even more severe power reductions like those seen in Austria. Listed below are examples of noise limits strangling motorcycles in Austria. Note, there is a 100bhp VOLUNTARY limit among importers in Austria (the ZXR and the ZZR were limited in this way. Fully powered ZXRs and ZZR's fail the noise test.)

MACHINE	NORMAL POWER	AUSTRIAN MARKET
FJ 1200	122	89
FZR 1000	140	60
TDM 850	80	40
FZR 600	98	49
CBR 500	73	50
NX 500(Dominator)	43	27
ZXR 750	142	100
ZZR 1100	147	100
FLX 650	45	27
HARLEY 1340	63	48

Mr Dieter Rogalla, a German Member of the European Parliament (MEP), told the German Bikers Union he agreed new noise limits should be postponed until the effects of enforcement of existing limits had been established. Some French MEPs had responded in the same way.

FEM Secretary, Simon Milward, will present a lecture at the International Road Safety Conference in Brussels. Worldwide experts will listen to Milward's lecture about the introduction of roadside noise testing, control of illegal aftermarket exhaust sales, and the counterproductive introduction of lower noise limits.

The German motorcycle interest organisation BAGMO is promoting the "Laut ist Out" (Loud is Out) campaign aimed at persuading riders of noisy bikes that loud machines are unfashionable. FEM agrees owners should quieten EXCESSIVELY loud bikes or face the strangulation of biking by politicians who think new noise limits will solve the problem.

The German government has introduced Stage 2 noise limits, EEC Directive 87/56 in October. Denmark and Holland are expected to follow.



ROAD BAN REPORT

The Bikers Rights Organisation (BRO) of Quebec, asked for FEM's help fighting ROAD BANS. Quebec is the only Canadian province to have these unfair bans. The bans were originally introduced to combat problems, long since gone, associated with motorcycle

gangs. Another excuse used by the authorities to retain the bans is motorcycle noise. BRO says that the individual culprit riders should be punished, not all motorcyclists. The ban is an infringement on people's freedom of movement as guaranteed by the Charter of Rights and Freedoms. It is the responsibility of the provincial government to defend this freedom and resist discrimination in all its forms.

Biker Union report the existence of road bans in the Alsace area of France, and Padova in Italy. In Germany itself there are 110 bans. But this number does not include bans where exact information about the ban is not available. The actual number may be much higher.

MAG UK report continued efforts by people prejudiced against motorcycles to introduce road bans, some of which have been successful on dirt roads and other rights of way. The Government will soon decide whether or not to close the well-known "Ridgeway" (a popular, 43 mile long, ancient route in southern England.) If passed, MAG UK fear local authorities will use the precedent to close other roads to motorcycles.

Edwin Hofbauer of MAG Austria deliberately rode on the out-of-bounds L107 and is waiting to go to court. His will be the first test case against this discrimination.

(Ed. Australia has no ROAD BANS we know of but they have been suggested. Weekend motorcycle bans on the Kew Boulevard and the Great Ocean Road were mooted.)

ANTITAMPERING & CUSTOM BIKES

Bikers' Union reveals the German Government indicated it only supports antitampering for mopeds, not for larger machines.

ABATE made progress in the Danish fight for the right to build custom bikes. This is virtually impossible due to bureaucratic obstacles. Minister responsible, Niels Pedersen, wrote that the new EC Type Approved Framework Directive, when adopted by Denmark, will make it possible for one-off customs to be approved.

ABATE also contacted the Swedish Ministry of Traffic who have kept a 6 year record of the number of home-built, chopped bikes involved in crashes. No crashes were registered involving these machines during this time. Swedish insurance companies even give chopper riders a 50% discount compared to riders of normal street bikes. ABATE will be using this

as ammunition in the fight for their rights in the coming months.

PROTECTIVE CLOTHING

Biker Union report that Dr Dieter Anselm, chairman of the Allianz Centrum, a German insurance crash research institute, has complained that only 1\3 of German riders pay enough attention to proper clothing especially in the cities. He said there is a strong possibility of legislation compelling the wearing of it, if riders do not wear it of their own free choice.

UK "experts" are trying to have fluorescent/reflective properties incorporated into standards. No evidence exists showing that the use reflective clothing lowers the crash rate. FEM will do everything possible to stop standardised motorcycles looking like a set of traffic lights.

COMPULSORY LEG PROTECTORS PROPOSAL RETURNS

A new EC proposal for an Action Programme on Road Safety, published in June, contains "leg protection devices for mopeds". But, there had been a translation error. In fact, the proposal is for ALL motorcycles. This is shown by an extract of the Spring 1991 Gerondeau Report produced by high level government experts:

"The Committee also hope that research on protection for motorcyclists legs should speedily be put into effect by the makers and that protective devices should speedily be made compulsory, starting with motorcycles above 400cc (Recommendation No. 59). Research into air bags for motorcycles, and into any other device able to improve the safety of users, should also be pursued actively."

Motorcycle industry evidence shows that leg protectors (LPs) are INHERENTLY DANGEROUS, and can lead to more serious injuries.

UK riders and industry have fought a 7 year war against Government plans to introduce these dangerous devices. The UK Transport Research Laboratory (TRL) has spent millions of pounds researching LPs. TRL has attracted criticism from academics worldwide.

In 1991, a TRL worker alleged the Motorcycle Safety Section was guilty of scientific fraud concerning leg protector research. He was sacked. The Government asked for an independent scientific analysis of TRLs work. This analysis (Glaister & Cesari October 1991) contained criticism of the dummy leg used in the research. It

questioned the value of LPs as test results were critically dependant on precisely repeatable impact conditions.

But the UK Government has asked the Commission to include LPs in this new proposal which will be considered by an EC road safety group in September. This group is thought to be made up of the UK Parliamentary Advisory Council on Transport Safety, Nederlandse Raad Voor de Verkeersveiligheid (RVV) and Deutscher Verkehrssicherheitsrat (DVR).

The European battle against LPs is getting serious. MAG UK is producing cubs of videos showing how dangerous LPs are. The videos are being sent to the national organisations represented by FEM. The aim is to educate national politicians and the media throughout Europe by showing them these graphic images.

Borrow a Motorcycle Trailer \$5*

* to all MRA members (per day).
Non-members: for \$30 we'll give you 2 days free and an MRA membership.

Ring Mick (03) 311 8256 Anytime
Western Suburbs Riders (MRA social club)
Meeting Guiding Star Hotel Brooklyn
2nd & 4th Tuesdays 8 pm

BIKEASSIST

Hi, my name's Bob Hutton. I am a motorcycle rider with 20 years in the saddle. I currently ride a Suzuki GS 850 outfit.

I have travelled much of this country on two and three wheels. I've met a wide variety of people enjoying the pleasures of motorcycling and the camaraderie in the motorcycleing fraternity. Occasionally my travels have been interrupted by flat tyres, mechanical breakdowns and worst of all, crashes. Most times these cause extensive delays, inconvenience and frustration as they invariably occur away from my local area. You probably know the feeling stranded in an unfamiliar place (crosstown, the country or interstate), especially after hours or on the weekend. You don't know who or where to turn to for assistance.

The last time it happened to me was in a country town, on a Sunday afternoon, several hundred kilometres from home. When I eventually made it home many hours later and totally pissed off I began thinking about a way to eliminate these dramas. I concluded what I needed was lots of friends in as many towns across the country as I could possibly have. Then, should I need help away from home, I would have a friend to call for help.

But not just friends, rather, fellow riders who would have a knowledge of the local motorcycle environment (i.e. other riders, shops, backyard businesses etc). People who could help me access the appropriate assistance, provide general local information or a safe haven for a broken bike.

To achieve this I have created "Bikeassist".

Bikeassist is a national register of riders willing to give assistance to riders in need in their area. By registering with Bikeassist riders acknowledge their willingness to provide assistance if possible. They receive a copy of Bikeassist, a pocket size booklet listing first name and contact numbers of riders, alphabetically according to their town and state. Bikeassist is riders helping fellow riders.

The more riders who register, the more comprehensive the assistance network. The only way to receive Bikeassist is to be in Bikeassist (no free rides) at a cost of \$10.00 a year. This includes regular updates and an annual fully-updated reprint.

Bikeassist is my vision of a service that will be of great benefit to many riders and will alleviate some major hassels as we ride throuout the country. By joining Bikeassist you become part of a vast network of "mates" who pledge to help each other. Should you require any further information please do not hesitate to call me on (059) 81 1802.

Regards

Bob Hutton

Bikeassist

PO Box 96, Rosebud West,
Vic. 3940.

MRAA Hotline
0055 13 118

A.AA 25c 21.4 sec. Premium

TYPE APPROVAL?

In NSW motorcycles built since 1985 must have a standard exhaust system to be re-registered. It does not matter if your aftermarket pipes work well and meet noise restrictions the government won't renew your registration without a stock exhaust system.

Of course cars can fit aftermarket systems that meet legal requirements.

This is a step towards European style "type approval" laws.

BENDIGO TOURERS

18 August, 1993

Dear Damien

I feel free to start this letter off casually as, even though we have never met, we have corresponded a number of times as a member of MRAA. I was dissapointed that I was unable to get to the AGM as I am quite interested. Would you be able to send me a copy of the minutes or a brief rundown so that we may discuss it at our meetings.

Anyway down to official business, I have been recently elected Public Officer for the Bendigo Tourers, so this is my first official time we have communicated. I would find it of great benefit if you would be able to send me a list of contact names and addresses of other motorcycle clubs that you know of throughout Victoria so that when we have functions we will be able to invite their members directly. Talking of events our next main event will be our annual Caves Run to Melville Caves. Sunday 3 April 1994. We gather in Bendigo at K-Mart and travel out together. We run a gymkana with great trophies and prizes. This is a family day not an overnighter so we discourage alcohol. We want everyone to be fit to ride at the end of the day. This is a family day with NO restrictions on cars. Food and soft drinks are available.

We would appreciate any advertising you can give us. E.G. 0055 (no not the sex one) and the Factor. By the way I love the new Deciding Factor but it could do with a crossword.

Keep on Riding

Paul Anstis

Publicity Officer - Bendigo Tourers

054 43 9724.

BIKE AIR BAGS BACK

The utter stupidity of air bags on motorcycles and the threat of dangerous leg protector was thought to be a thing of the past. But at a national forum on road safety in Canberra recently it was raised from the dead.

Mr Eric Dunn, a consultant on "Vehicle Technical Legislation", from Chippenham, UK, presented a paper which claimed motorcycle deaths and injuries in Europe would be reduced by 25,000 if leg protectors were introduced and 40,000 if bikes were fitted with crash air bags. Can you believe this expensive twaddle?

God save motorcycling from non-riding safetycrats making career significant moves.