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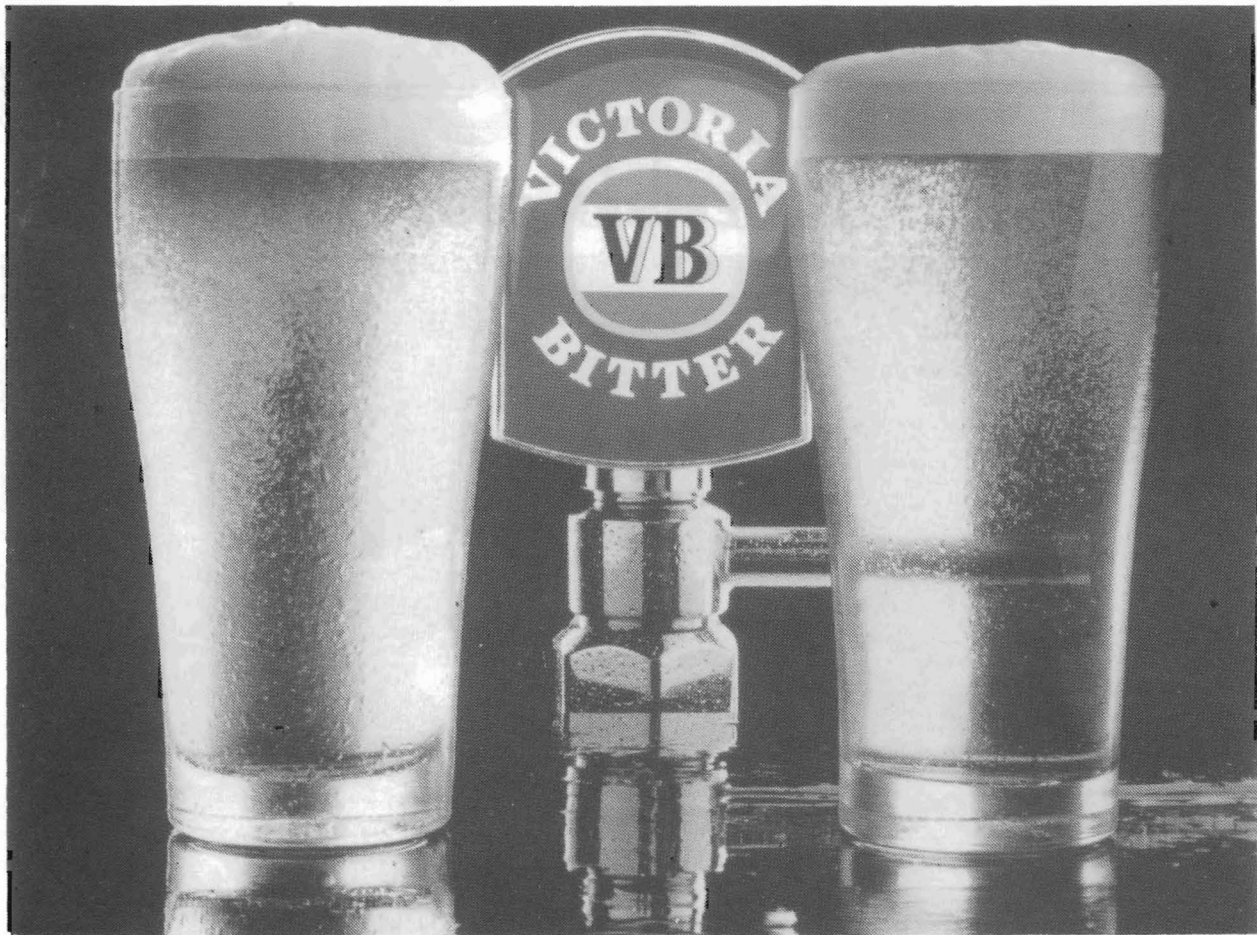
DECEMBER 1992



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS ASSOCIATION OF S.A. INCORPORATED
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PORT ADELAIDE FOOTBALL CLUB
CAPTAIN GREG PHILLIPS SUPPORTS BEING AN ACTIVE MEMBER.

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- EDITORIAL -

Membership of an organisation means a number of things. It means that you generally agree with the philosophies and the aims of the organisation and that you generally agree with its actions. It means that you feel that you have enough of a stake in these things to want to be a part of and contribute to what the organisation is doing.

Members can contribute to their organisation in a number of ways; they can pay their fees, come to meetings, speak at meetings, come to functions, help organise functions, contribute to the magazine, become an office bearer. All these things help to shape the way the organisation is run and the set the limits of the capabilities of the organisation.

The Committee membership lists above are notable not only by the number of people who hold more than one position but by the names which are for the most part the same names which you have been reading for some years past. When you take into account that these people also feature quite heavily in the Toy Run Committee and the 4Bs then we really do have a problem.

It sometimes feels that the MRA is being run by dinosaurs who are getting older and more tired every year. We all know what happens to dinosaurs - they eventually get extinct. We need more members to realise their stake in the organisation a bit more actively before our dinosaurs extinct themselves.



Ride Safe
Harald

The Fifth Column —

Hansard Reveals All: “Senate Has Lights Flicking”

Towards the end of April this year, the Senate Standing Committee on Transport, Communications and Infrastructure held a public hearing to appraise the Motor Vehicle Standards (Headlights) Amendment Bill 1992, a private bill yet to be introduced by Senator John Panizza which the Senate has referred to it for consideration. Such Committees have proposed legislation referred to them by the Senate to appraise the validity and content of Bills before they eventually are debated before the Senate.

Because the ALP Government has the numbers for passing legislation in the House of Representatives, this Bill's Senate introduction is the only way of reactivating the 'lights-on' legislation. It will soon appear in Senate Business for full debate, which has not occurred to date, because ADR 19.01 was passed by the Minister by regulation.

The Opposition (Liberals/Nationals/CLP), Independents and Democrats) control the passage of legislation in the Senate, hence a repeal of 'lights-on' still has some chance when the Bill is debated later this year once Parliament resumes after its winter recess on Budget Day, August 18, but only if the Democrats support the Bill. No bets on this one. It's not looking totally positive, because, since that meeting, two things have happened. Democrat Senator Powell announced her resignation from the Australia Democrats on July 31st, but a few weeks before this, she indicated she would not be supporting the Bill. So, there is 'numbers' trouble. And wins in this game appear to be about numbers, and having them! The Liberals certainly do not have sufficient numbers to do it alone, so every vote is crucial.

The 8 Member Senate Committee which held the hearing consisted of Labor Senators Dominic Foreman (SA) (Chairman; Chris Schacht (SA); Peter Walsh (WA) and John Faulkner (NSW); Liberal Senators Grant Chapman (SA) (Deputy Chairman); Ian McDonald (QLD); John Panizza (WA); and (then) Democrat Janet Powell (VIC). A small number of organisations and the odd individual appeared before the Committee, but essentially Greg Hirst (NSWMC) and Hal Caston (AMC) presented well as the most rational, purposeful and eloquent witnesses against both the validity of the ADR and the role of the Federal Office of Road Safety.

FORS appeared, as did two medical researchers, Dr Alex McLean, Director of the Road Accident Research Unit, Adelaide University, and Professor Thomas Triggs, Deputy Director, Accident Research Centre, Monash University, who both supported the legislative requirement for 'lights-on'. The MRAA appeared, as did Harry Julian from the ACT Veteran, Vintage and Classic Motorcycle Club.

The event lasted 4 hours and Hansard stretches to the size of The Phantom Bumper Edition, but, read on:

Only 2 of the 4 Labor members attended the hearing. All others appeared. Guess the Government remains uninterested in hearing views which question the basis of its research for this foolish regulation.

The Liberals have publicly supported repeal of the compulsory 'lights-on' legislation, with Committee members Panizza & Chapman having been instrumental in bringing the issue to wider Australian public attention, where it has been well highlighted.

The Democrats still need reasoned, convincing lobbying. They will not all vote the same way and some still need to be persuaded there is evidence for change. Hansard reflects Powell was not on side, nor assured. I suspect the Bill may go either way. Powell, then Democrat spokesperson on transport, seemed somewhat sympathetic, but otherwise not at all persuaded about the reasons why a bike needs an off switch, if 'lights-on' emphasises the presence of a motorcyclist, and indeed, alerts a driver's attention to that presence. Definitely more lobbying required for a sure win. A subsequent phone call to her Melbourne office confirmed she was against us.

Of the two Labor Party Senators present, the more vocal and questioning but unconvinced member, was, without doubt John Faulkner, who was critical of the reasons proposed in support of repealing the legislation, and not at all sympathetic. He appears to believe that having some road safety legislation in place which may save lives is better than not having any in place and having our community suffer a continued rate of motorcyclists' deaths which he believes are now being avoided.

Greg Hirst, from the NSW Motorcycle Council opened proceedings. Here is without doubt an articulate, thoughtful and logical spokesman who has an acute sense of the need to express a mainstream view without resorting to melodrama. He appears to have the qualities of sound negotiation and was certainly persuasive. Greg held the ear of Committee members and displayed competent interpretation when presenting allegations against FORS. These declarations represent a serious indictment against the organisation, and a formal request for the Committee to conduct an enquiry into the operations and activities of FORS should be interesting, whenever it eventuates.

The MRAA continued its fervent opposition to the ADR via its strident comments against FORS' personnel and operations, but unfortunately, Hansard reflects a weakness in its argument regarding its lack of presentation of factual and hard evidence in support of its claims. Unfortunately, no supporting statements were forthcoming, and it admitted no testimony, except that those presenting its case were alive, making it difficult for Senators to evaluate the evidence. As a consequence, much of the energy and focus put in by the MRAA over time was lost on the Committee.

Strangely, it also offered overt support for the Victorian Transport Minister's road safety measure recommendation relating to the introduction of fluorescent colours for bikes and riders. Whether this Victorian organisation's patronage will be popular with the nation's bikers however, is yet to be tested.

Harry Julian handled the Committee well. No doubt his 51 years of riding experience counted for something. He briefly raised some intelligent and indeed, well-presented points, viz. if all vehicles had lights on, no-one would notice anymore than they do now; the legislation should not disable riders from using lights, because all road users suffer as a consequence of this limitation. He cited US research which sampled 5.39 million bikes and concluded that daytime headlight laws have proven ineffective.

Hal Caston represented the Australian Motorcycle Council in the absence of its Chairman, Peter Mount, and was a strong and valuable speaker to conclude the repeal argument, presenting Senators with a competent and able impression of bikers. He dealt primarily with FORS' selective choice of research data and its questionable interpretation. He wisely pointed out the

value of working alongside instrumentalities to achieve desired outcomes, rather than haranguing them, risking all, including subsequent negotiation, but reinforced the AMC.s opposition to the ADR. He rightly pointed to the value of rider training programs where improvements in accident rates have been considerable.

FORS and the two medical researchers defended the absolute argument that 'lights-on' makes motorcycles safer - the customary cost-effective line - FORS' position entrenched by presentation of 'valid' research supporting the regulation, and its litany of road safety measures in place protecting bikers. The high blood alcohol content present in fatals was raised (40%) - but that's still 60% not at all related to substance influence. Overall, FORS stressed the ADR would reduce 3% of all crashes and rejected the strident claims of critics as alarmist and outrageous.

The effects of poor distance and speed judgement by drivers was mentioned, and FORS concluded 'lights-on' for bikes would not worsen it. Still no attempts to get to the heart of the matter - better driving skills for all road users, rather than adopting a 'blame the victim' attitude.

Hansard records the serious considerations regarding the operation of the Federal Office of Road Safety, but these are yet to come before the powerful Senate Transport Committee. And, remember that the design rule regulation is the politically manipulated measure of the Government's supposed concern for bikers' safety, where FORS presented the research which found otherwise was ignored. Hansard also indicates this in questioning by Senator Chapman of FORS in Senate Estimates Committee Hearings, held earlier in the year. Presumably, if the Government wanted another outcome, suitable evidence would have been found to legitimise support for that.

Motorcycle riding instructors throughout Australia, predominantly run by Transport Departments, advise their clients that it is safe to ride with lights on, and to push that line. But where is the legal or valid reason for that position? FORS argues there is a community expectation that a majority of bikers will ride with their headlights on, but where is the evidence for this? Have millions of drivers been interviewed secretly across the nation, revealing alarm at why bikes don't ride with lights on? And where is the evidence for this supposed expectation?

Apparently, the premise is simple: if you're all 'lit up', drivers will see you, hence there will be fewer accidents. What could be simpler? Simple solutions for simple minds!

The result of course is this: the rider has been made the scapegoat by an ill-informed Government's quick-fix for one road safety issue. Governments still choose to ignore the major obstacle: regulated driver training, which will assist all road users - from bicyclists to road train drivers.

The lid is not yet closed on this matter. But the reality, despite all the lobbying, all the focussed discussion, all the around table negotiations by all biking groups around Australia, is that the Australian Democrats will ultimately decide the fate of this Bill when it comes before the Senate for voting sometime soon. If they give it the thumbs down, that will be the end of it.

There are 76 Senators: 32 ALP; 34 Coalition (Liberal/National/CLP); 7 Democrats and 3 Independents. A change of Government (the Coalition has promised to repeal it altogether) will be the only solution, if it has the numbers to ensure passage of legislation!

Stay tuned for developments in coming months. The Bill may be brought on in Budget week, but if not, September will be the earliest.

C.C. BUNYIPSON

MRA SA NOTES

*WHITE LINE MARKING

On the subject of white marking paint it has come to our attention that the new non slip paint will only be used on direction arrows and stop bars. These are the responsibility of the Highways Department. All other markings are the responsibility of the local councils which are not using the new paint as they don't have the equipment to use it. That all makes sense doesn't it?

*CLUB LISTING

The MRA SA is currently putting together a South Australian Bike Club listing for our records and for future publication in Centre Stand. If your club would like to be on the list please write to us and include:

- Club Name
- Postal Address
- Contact Names and Phone Numbers
- Meeting Place and Times

*MRA DIRECTORY

Give an MRA member a job!! Times are hard for some so let's help each other out. To this end Centre Stand will be publishing a regular directory of members who want work and have skills which are needed by other members. It could be motor repair work, carpentry, welding etc. If you want to be in the directory tell us what you have on offer, your name, suburb, telephone number and MRA membership number and we will include you.

*CHRISTMAS DRINKS

All members are invited to have Christmas drinks with the MRA Committee to celebrate the season and the end of a successful year. This will be held at 7.30 pm in the Lounge Bar of the North Adelaide Hotel, Tynte Street, North Adelaide on Monday 21st December. Food will be supplied, buy your own drinks.

*1993 MEETINGS

1993 will see a change of venue for General Meetings of the MRA Main Branch. The meetings from January on will now be held in the Lounge Bar of the North Adelaide Hotel, Tynte Street, North Adelaide. So come along and in some very salubrious surroundings meet your Committee and other friends, quaff an ale or two, tell a tale or two, buy an MRA badge or a t-shirt and enjoy yourself. Make it a date on the second Monday of every month.

*RED GUM RALLY

6-7 March 1993 Outside Renmark. \$10 prepaid \$12 on the day. Write to Red Gum Rally PO Box 741 RENMARK 5341.

CALLING ALL MEMBERS!

The next MRA general meeting is on Monday 7th December. Come along for a drink and a chat at the North Adelaide Hotel, Tynte Street. The MRA needs your input and suggestions. The S.A. register has a membership of approximately 700 people, we would be lucky if 25 attend a general meeting. Let's make it a social event again, where Motorcyclists meet and mingle. Incidentally MRA Xmas Drinks are being on the 21st December at the North Adelaide Hotel.

Matt Gerke
Publicity Officer

ADELAIDE CITY COUNCIL — A TALE OF INDIFFERENCE AND NEGLECT

Motorcyclists who regularly use the city's streets and parking facilities will tell you without a hint of exaggeration, that the number of suitable parking spaces for bikes, both long and short term has been subtly whittled away by a disinterested Adelaide City Council over recent years. Not only has Council reduced the number of bike parking spots, but it does not concern itself to consider providing any suitable larger parking alternative to suit the high number of bikes using the city. This may prove a workable alternative for a city crammed full of expensive, half empty, parking stations.

Some 14,000 motorbikes are registered within a 40-kilometre radius of Adelaide (51,000 in SA) but there are only about 150 unrestricted bike parking spots scattered around the city, most away from key areas.

The City Council plays with a budget of 60 million dollars, provided by you, the long-suffering taxpayer. It employs around 1000 people and is responsible for an unholy and mixed bag within the square mile of Adelaide. Its City of Adelaide Plan includes the objectives: the "improvements of city oriented traffic" and the provision of an "adequate supply of short-term and long-term parking to support desired growth". Funnily enough, these goals embrace you, the humble, but tax-paying motorcyclist, but you wouldn't know it.

This recent and much discussed City Plan highlights an obvious lack of balance with the views of those planning the future parking facilities for Adelaide. Nowhere is there even a hint of providing for the large, and increasing numbers of motorcycles seeking parking on city streets. The City Planners have their car blinkers firmly in place.

The disappearing parking spot is but one issue directly affecting city bikers. Two others concern the installation of ticket vending machines which are fast replacing the now almost extinct humble parking meter, and Council's recent purchase of road-marking paint equipment which is incompatible with the newly developed non-skid paint. There are undoubtedly others.

Unfortunately, because Council is apparently either unwilling or unable to negotiate with any user groups on problems pertinent to them, we now have the ludicrous situation where motorcyclists may now be charged by Council for the provision of plastic tags so they may display their purchased vending machine tickets to prove purchase of a parking voucher. How 'safe' is the dangling tag in inclement weather? How 'safe' if it blows away? Impossible to "secure to the inside of one's dashboard", but of course, the brains trust at the Council didn't think of that. How do you prove the ticket was there when you left your bike? Certainly, such profound shortsightedness on Council's behalf prevents accessibility to such parking areas and restricts bikes to the dwindling number of motorcycle-only parking areas available to them.

MRA members have written to Council pointing out these and other related problems. To date, after some months, some have not even been graced with an acknowledgment, let alone provided with specific or reasonable answers.

The City Council is on the record. It gives priority to public transport, loading and taxi zones and short-term parking in preference to commuter parking, and on-street unrestricted motorcycle parking exists in locations where the demand for on street (car) parking is not so great. It sets aside vast areas of city space for motorcars parking, but cheerfully ignores motorcycles as a bothersome pest it must live with.

Council claims it provides 37 spaces in Kintore Ave, 40 in Victoria Drive (two parallel rows often difficult to enter or exit safely from without riding on the footpath), 10 on North Terrace, 14 at Light Sq (similar access problems despite one go at improving access without negotiation with users), 10 on Young St, 10 on Dawkins Pl, 22 on Flinders St and 12 on Grote St. 155 in all.

Watch this space. The MRA believes the Council must be held accountable for the provision of adequate, appropriate and safe parking spaces for motorcyclists. Council has already proven its disinclination to adapt to user friendly technology-witness both the recent purchase of road marking paint equipment totally incompatible with modern non-skid paint, for use on the thousands of road markings throughout the city and, the voucher machine fiasco, which effectively denies the dashboard-free motorcycle a berth.

The MRA has already started action, but it will not remain user friendly with Adelaide City Council if Council remains disinterested and denies consultation on these and other issues.

Help support the MRA on this one. Contact Steven Fry, MRA's Road Safety Officer, with your city experiences, good and bad. The MRA has acted on your behalf in the past, and it has worked. It's time we helped improve Council's understanding of bikers' needs. (Phone 234 6151).

Attached, copy of letter to Adelaide City Council re above issue.

LETTER TO LORD MAYOR MR STEVE CONDOUS FROM S FRY

Dear Sir,

I write to draw to your attention the lack of response from your City Engineer's Department to letters from MRA members which have pointed out a number of problems regarding the provision of adequate and appropriate facilities for motorcycles in the square mile. In recent months, Council has ignored requests to redress what has become an unbalanced situation with respect to the needs of motorcyclists.

There are some 14,000 licensed motorcyclists in a 40-kilometre radius around the city of Adelaide and I believe your council has severely neglected their needs in the following ways:

Firstly, in terms of the lack of adequate numbers of unrestricted on-street parking facilities, some of which have deficient and unsafe access;

Secondly, of the inappropriate use of road-marking paint potentially dangerous to motorcyclists because of its low degree of friction, together with Council's recent purchase of road-marking paint equipment totally incompatible with recently developed and readily available non-skid paint, when known within SA for some time;

Thirdly, of the wide installation of parking voucher equipment which does not cater for motorcyclists and which restricts the availability to parking areas because the system is designed for cars wherein tickets may be secured. There is no safe place on a motorcycle free from inclement weather or tampering to safely display a voucher. Council has chosen to neglect this issue totally, denying riders access to this style of parking, now rapidly replacing parking meters as the preferred source of income by Council.

However convenient for Council and car drivers, it is totally inappropriate and unsuitable for motorcyclists, and although the matter was raised with Council some years ago, no action was ever taken to address the problem.

The South Australian Motorcycle Riders' Association is concerned at the neglect by our Council of the needs of its mem-

bers.

We believe that the lack of dialogue, interest and negotiation which the City Council has demonstrated, has resulted in structures now in place which clearly ignores the requirements and safety of motorcycle riders.

Your City Engineer admits the numbers of unrestricted parking spots has been reduced considerably in recent years. Those removed due to road development/modification, have not been replaced. There are in fact, only some 155 totally unrestricted spots in the entire square mile, while there are parking facilities for many tens of thousands of motor cars.

In the entire square mile of Adelaide, the provision of facilities for bikes is woeful and in fact, quite disgraceful. No large, safe, easily accessible place, close to the CBD exists for the thousands of bikes which use the city proper during a working day.

The MRA's Annual Toy Run attracted 9,000 bikes last year. Close to this number of bikes would easily pass through the city daily, seeking to utilise either long-term or short-term parking facilities, but they are grossly inadequate for motorcycles.

Unrestricted parking spots are dangerously crowded and few in number. Many around the city are parallel rowed, so that if you are parked in the back row, it can be potentially dangerous to exit safely. Often, one has to ride on the footpath to exit at all, illegal, I am sure in Adelaide. But riders are provided with no choice.

Why has Council not thought of setting aside a large space, close to the CBD, unusable for any other activity, for a completely unrestricted parking area for motorcycles, i.e. beneath the Morphett Street Bridge. Why has Council not sanctioned the parking of motorcycles on some large unused pavements or median strips, as is the case in other Australian states like Tasmania and Victoria.

Parking stations, both private and Council-operated, are unsuitable for motorcycles. Their sensing equipment does not activate boom gates with the approach of a motorcycle, often access and ramp surfaces are smooth, of low-friction and not designed for the motorcyclist.

The MRA is not suggesting the Council provide free parking for every motorcycle in Adelaide, but there is an demonstrated need for an increase in adequate parking arrangements which has not been addressed to date. The Ridersafe Metropolitan Training program pass about 2,000 new riders each year. That's 2,000 new bikers on the road every 12 months, but no reflection of this increased need for parking is reflected by Council, nor is there any evidence in the City Plan.

As motorcyclists are being pushed out of voucher parking areas through the system's inappropriate application for them, more and more motorcycles are using the dwindling number of parking spots open to them.

MRA members believe the Council is disinterested in their needs and disinclined to negotiate. A paper chase seems to be all that has developed to date, with inadequate responses and even a lack of acknowledgment of letters regarding these issues.

I seek a meeting with you to fully discuss the matters I have touched on in this letter. The MRA believes that until full and open discussions take place, it cannot assure its membership that Council is doing all in its power to meet and attend to the safety needs of motorcyclists.

Yours sincerely,
Mr Steven Fry
Road Safety Officer
MRA (SA)

LETTER TO H LINDEMANN FROM CITY ENGINEER

Dear Sir,

I refer to your letter of the 27th July, 1992 concerning the use of ticket parking zones.

In order to assist motorcycle riders, a plastic card holder will be made available shortly, both to motorists and motorcycle riders, free of charge.

The parking regulations are quite specific in stating that the purchased ticket must be displayed on the passenger side of a motor vehicle or on a visible part of the motorcycle.

It is recommended that if you are concerned about the security of the ticket if your motorcycle is parked in a ticket parking zone you should seek alternative parking areas which are currently not controlled by ticket machines.

For example in Grenfell Street there is a half hour motorcycle parking zone located adjacent to the RAA Building whilst there is one hour parking in the central roadway of Hindmarsh Square.

The Corporation endeavours, wherever possible to provide on-street motorcycle parking commensurate with the demands of adjacent businesses and traffic restrictions.

Yours faithfully

(J.R. Hadaway)
City Engineer

MONEY MATTERS

TREASURER'S REPORT 6.10.92 - 2.11.92

OPENING BALANCE		\$1830.78
RECEIVED:		
Memberships	\$155.00	
Sale of Stock	17.50	
Postage	1.60	
Proceeds from Quiz Night	133.90	
Donation from South East Register	750.00	
		<hr/>
		\$1058.00
EXPENDITURE:		
Justin Kilgariff - Toy Run Fuel Expenses	\$ 50.00	
Australia Post - Freepost Collection	4.70	
Paul Morgan - Toy Run Expenses (Plaque \$38.00)		
(Postage 57.80)		
(Sundries 12.16)	107.96	
Paul Edstein - Airfare for Third Party Premiums Comm.	490.00	
Peter Mount - Fuel etc for Paul Edstein visit	16.00	
AMP Insurance - Payment until Feb '93	248.28	
Adelaide Advertising Services - Sept "Centrestand"	250.00	
Australia Post - Membership Postage	33.75	
F.I.D. - October	1.06	
G.D.T. - October	1.50	
		<hr/>
		\$1203.25

CLOSING BALANCE \$1685.53

I.F.Marlow
Treasurer, 2.11.92

MRA DECEMBER 92 - 5

BJ's CORNER

GO AHEAD, SPOIL MY DAY.

Life is great, just when you think you've seen it all someone finds a new way to spoil your day. I remember my first spill, wearing L plates and jockeying a 125 Lambretta, it must have been about the first time I rode in the rain. I didn't know then that the first rain after a long dry spell leaves the road as slippery as soapy tiles. I barely touched the brake as I approached a roundabout and there I was sliding on my bum with my scooter doing its own thing up the road a bit.

The second time was during my wild days on a 650 Thunderbolt. It was mid summer and I was hooning round a bend in outer suburbia, how was I to know some one had washed a dirty trailer right on the critical part of the corner leaving a clay mud slide across the road.

The next time was several years later on a 125 again, this time a Yam trail bike, I saw the bastard in plenty of time as he approached a stop sign at a T junction, of course he'll stop, he has to because of the stop sign . . . we all learn don't we!!!

The fourth was really my fault. Another trail bike, a 250 Suzuki this time. I've been around, I know how to get through this damned traffic jam, you just motor on down in the gutter. I never thought anyone would leave enough room for a truck to cross both lanes to enter a driveway. One moment I'm slicing through a jam, the next thing there is a bloody great truck acting like a wall in front of me!

Then it was the Wild Kingdoms turn. The same Suzy and a wet dirt road. I'm moving it a bit to try to lose altitude in an attempt to escape from a rain shower that is just starting to get serious. These three Roos apparently had the same idea. They were travelling in convoy, and when they decided to cross the road (just as I was passing them) they switched from inline to altogether. One passed in front, one behind, the other . . . well if he didn't hit me why am I sliding down the road in this mud.

All that was years ago, now I'm as canny as they come, I have extra senses in every orifice. I classify every driver in front, behind and on both sides and treat them accordingly. I see the Drifter, slopping from one side of his lane to the other as he lights his fag, changes channel, reads his road map or whatever it is that is occupying 99% of his feeble brain while he is supposed to be driving. I see mister aggro coming up behind, teeth gritted in anger that anyone else dares to travel on HIS ROAD. I make room for boy racer to scream up to the red light that's just in front of us. Oh yes, I know them all. The Bum Sniffer with his nose always up someones arse, the Weaver changing lanes every 5 seconds, the Dreamer dozing his way along oblivious to the world, the Tourist sightseeing with some invisible cord tying his hands to his eyes so he wanders like a Drifter toward whatever catches his attention. I know them all, they can't get me now!

He was driving a rusty old Jap version of the Commer Van, not very big, but square and with the engine in the back. Sort of an Oriental Combi. He was a Dreamer. There was obviously a prang up ahead somewhere and all three lanes were slowing down. Not this bloke in front of me though, he was in la-la land somewhere so I switched from behind him in the fast lane to the middle lane. Let him go to hell in his own way! I knew he was soon going to realize that the traffic was stopping, and the bloke behind was too close to my bum for me to feel safe there. If the Dreamer pranged the bloke in

front of him I could stop OK, but could the Bum Sniffer behind me?

Then it all fell to pieces. Dreamer hit the skids, locked up all four and his motors weight just spun his front end out. His nose swiped the car in front of me in the centre lane as his spinning van passed 70 degrees, I met him at about 90 degrees. I was broadside myself when we hit, and my right foot took first impact. I was hoping to sort of hook around his front end and nearly did. I sat there for a few seconds all alone right in the centre of South Road thinking "Shit! Shit! Shit!" then people crowd round asking me if I'm OK, I get to my feet and hobble over to my poor Bike and try to get her up. The road is slippery, I hope its not oil, another Bike has stopped and the rider helps me get her up and over to the side. There are bits of Bike all over, but at least she wheels freely. The three young blokes from the other car that got hit first are abusing the old bloke who caused it, I'm just starting to get the shakes. Someone hands me one of my mirrors, great, its obvious that its no use to me now or ever again. The dreamer and the young blokes are up the road twenty paces, waving arms and making noises, I check the girl over, both mirrors are gone, the speedo is hanging loose, the hand brake lever is just a stub, but thank Gods she doesn't look buckled or bent. The other bike has left. I didn't even get to thank him. I kick her over, she doesn't start. Bummer! The slippery stuff on the road was petrol, I can see now where the juice was spilling out of the filler cap, maybe she's flooded. Throttle wide I kick her again. Ah! What a beautiful sound. I putter up to the discussion group. I feel OK, sort of like being on a high, the old girl is only superficially damaged so I don't even worry about Names and Numbers. I just want to get home. The young blokes are calming down and the Dreamer is promising to pay for their damage, no one wants my details so I'm out of there!

First stop is Southern Yam to get new bits, I notice on the way that the handle bars seem slightly bent. My foot is hurting now, my shoulders are getting stiff, my coat is torn and I find a split in my right boot. I still feel light headed, but I've got enough bits to put the old girl together again. Now home. Crack a coldy while I take broken bits off and put new bits on. Index finger on right hand is almost useless, won't bend and got no strength. Number One Son is gleefully collecting the broken bits for "Show and Tell". Finally get the bike together, but somehow I got two right mirrors. She'll do for now, now lets check out that sore foot. Hurts like hell getting that split boot off, and my sock is wet with blood. Turns out though that there is very little damage really, badly bruised little toe with a split on the inside edge. I only limped for a few days, and my finger is almost normal in a week.

You've got to call it a good accident if you can not only walk away but ride home as well! I've gone over the details in my mind and decided that what I did wrong was to try to get in front of the dreamer. I knew he was going to cause mayhem, and tried to put him behind me. If it happens behind you its someone elses problem. I should have changed lanes all right, but I should have braked as well! Trouble is my lane change was a bit marginal because I didn't indicate and the lane was stopping. I didn't want to use up someone elses braking room. Even with "hind sight" I don't know what else I could have done.

B.J. Robertson





The Next Generation

'GOANNA'

*It is good to see Milo back on a bike after a lay off of more than six years. The new bike is a beast, a Kawasaki ZZR 1100. A big different from the previous machine, a Yamaha 500 single. The new bike's speedo reads to 320 kph or 200 mph in real numbers.

*How many Treasurers have either bought new bikes or houses while holding the office of Treasurer? Now don't get me wrong, I'm not saying that they cooked the books or did anything dishonest, it just worked out that way.

(Our current Treasurer has bought a new bike and is putting an extension on his house. Ed)

*On a recent trip with the BMW club to the Crow Eater rally site, Tom drowned the dirt bike (BMW R100 GS PD) in the usual shallow creek. He says he realised it (the creek) was a bit deep when water began entering his boots from the top. Halfway through the creek the motor began firing on one pot and then on none. After pushing the dead bike from the creek, a quick check was made of its depth, just below the tank or just over two feet deep.

*While on Tom! How come his other bike (BMW R100 RS) is sporting some accident damage? He claims it fell over at Broken Hill after a rain storm dumped 22 mm of rain in 30 minutes. The ground was that hard you couldn't drive in a tent peg but after the storm the ground turned to mud. I think he should have left the outfit on!

*Chris Fenech has finally got another bike (Kawasaki GPZ 900) after writing off the last one six months ago. (No, he is not one of our Treasurers. Ed).

*Who will be the Santa this year at the 13th Toy Run. What bike will he be riding? Come along on Sunday December 13th to find out.

*Darryl has got another bike, a Kawasaki GTR 1000! It appears that the Treasurer (That is, Darryl's Treasurer Ed). Vanessa got sick of the slowness of the GT Kawasaki.

*Harald still has his trusty CX Honda at the bike doctor waiting for a timing chain. (10 weeks at the time of writing Ed).

*What world record could be taking place in December '92 in Adelaide.

*How many people turned up, in lousy weather, to the Piping Shrike rally on 10th & 11th October, only to find no rally? It appears that the organisers moved the date to November 8th & 9th because of flooding in the area.

*Moving back to the Toy Run, it appears that the MRA Committees have made a slight error over the years! This years Toy Run is actually the fourteenth, not the thirteenth as mentioned in all the posters etc.

*Why does Justin carry three sleeping bags to a rally? Does he think he will get lucky?

*The Bob Stanton 'Born To Thrash' Outfit finally died at the Elvis Lives Rally when his brother rode it with the revs not going over 4,000. I don't think the bike is used to going that slow!! Perhaps the 1100 cc motor will reappear with a lot more horsepower and ccs.

*Jezza, Jezza, Jezza! What can I say? One day you will learn that while you are drinking, one does not go to sleep, because sleep causes hangovers! Just ask Tom what he did when he was on the booze!

*Les (Uncle pervie) finally discovered that his Honda (car) has lay-back-seats after owning the car for a number of years. Oh well, he is a late starter.

*Has Bruce Denson (you remember him) got heated handle bar grips on the Harley under the handle bar mits? And I thought Harley riders are tough!!

*P.S Has Harold given up waiting for the CX and found a new lifestyle with a Honda Spacy 250? Will this be a permanent change? Stay tuned. (Just taking a walk on the wild side Ed.)



SOUTH EAST REGISTER

The South East Register has always been fairly stable, not only financially but memberships as well. We have quite a few new members join up each year, but unfortunately because of the vast distances involved within our register many members are unable to attend our meetings and other functions. We get very good publicity from our local Radio and TV stations, plus our local papers give us a good write up before and after our events.

In May we hold our 'Warmth Run', where all the goods donated go to the Salvation Army in Millicent. Then in July we hold our 'Radiata Rally' which is our main fund raiser, along with our Lucky Numbers, and providing gate marshalls for the Mac Namara Park races.

On December 5th this year we will be holding our 3rd annual 'Toy Run' from Penola to Mt Gambier, ending at the Lakes, this will be followed by an overnight camp for all those who'd like to join in. The public have been most Co-operative by leaving toys at one of our many collection points. We have been getting about 35 bikes participating in the run, but donate around 200 toys including those collected. These go to the Salvation Army and St Vincent de Paul in Mt Gambier.

Each year we give a donation of around 500 Dollars to a worthy organization from the funds raised throughout the year.

Next year we'd like to see a boost in memberships for the M.R.A. in general, and hopefully more participation within our own register.

Ride Safe in 1993,
S.E. President
Vicki Eales

TOY RUN

By the time you read this just about all the work will have been done and the MRA Toy Run 1992 will be underway. See the full page advertisement elsewhere in this issue for more details. We hope to have a record number of bikers along on the run this year and we have made the day special by inviting a number of motorcycle traders to set up stalls at the Oval.

There will also be other stalls of interest, the barby tent where you can get a meal of sausages or meat patties with onions and all the dead horse that you can carry away, plenty of beer and softies to drink (watch the .05 please), an MRA stock tent for this years badge (if you didn't preorder you might miss out), bands, a face painter and crazy castle for the kids and a tent to chuck your toy into.

The folk from the Society of St Vincent de Paul will be there so have a chat to them and they will tell you where the toys and food that you bring will go. We will be selling tickets to the MRA raffle and auctioning laminated copies of last years and this years Toy Run posters.

Unfortunately we won't be able to produce Glynn Nicholas as expected. His work schedule can't fit us in and we will try again for next year. We will have an MC of sorts though.

I would like to thank all those people who are working on the Toy Run Committee (we started preparing in March): Paul Bevan, Chris Fenech, Steve 'Camel' Fry, Matthew Gerke, Tom Griffin, Ian 'Milo' Marlow, Paul Mogran, Justin Kilgariff and David Vaselli. Thanks also to all the helpers in that time and on the day and to all our sponsors who also helped make it happen.

See You There
Harald Lindemann
Coordinator 1993 Toy Run

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CALENDAR

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5th SE Register Toy Run
Mallalla - Road Race Round 3
Mid North Toy Run with Flinders Tourers
7th Main Branch General Meeting
10th 4Bs Meeting
13th Toy Run
19th 4Bs Christmas Dinner
21st Main Branch Christmas Drinks

JANUARY

12th Main Branch General Meeting
14th 4Bs Meeting
26th Main Branch Committee Meeting
27th Blood Run
28th Mid North Register Meeting - Bute Hotel
South East Register Meeting

FEBRUARY

9th Main Branch General Meeting
11th 4Bs Meeting
23rd Main Branch Committee Meeting
25th Mid North Register Meeting
South East Register Meeting

MARCH

9th Main Branch General Meeting
11th 4Bs Meeting
25th Mid North Register Meeting
South East Register Meeting
Main Branch Committee Meeting

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BLOOD RUN

We are meeting at K-Mart Kurralta Park to ride to Red Cross House Pirie Street to donate blood.

Why not come along and join us. All donations gratefully received.

Date: Saturday 27th February 1993

Time: Meet at 8.30 am

A DAY OUT

Wednesday 2nd September 1992.

Well the morning has come. I got up at 5.30 to get the bike ready, had a cuppa and then off to Millicent to meet up with Spider at the Ampol Servo. After waiting for him for a while we headed for Penola where we went to Cadbury's place to collect him and then off to Mt. Gambier to get his new second hand Harley. We headed straight to Pratty's place to get the bike and then went to Mac Donalds to get some brekky.

After getting what we had to have instead of what we wanted, we headed for Critter's place to round him up. After having a cuppa at his joint we all left on our day run around the countryside.

First stop was Nelson where we stopped for a drink and then on to Portland for a look around. It is one of South Eastern Australia's largest Ports and a real pretty place with plenty of fishing spots.

After having a few more drinks at the Henty Hotel we headed for Heywood where we had a few more beers and some dinner. After leaving there we went back towards Mt. Gambier where we took the Casterton and Digby turnoff.

I have never been on that stretch of road but it is another pretty piece of the South East with lots of jungle type trees and scrub lining the road for a fair way and a good bike road to ride along as well.

The next stop was Digby. It is a small place with a pub and general store and a few houses around. After leaving there we went to Casterton where we got the bikes filled up and managed to leave the pub alone. We then went to Derg-holme but by then it started to rain a bit. We pulled up for a while at the watering hole for a short stop before going back to Penola where the four of us said "See ya" to each other and headed for our own places.

It was a good 12 hours day ride worth it. I would recommend a ride like that to anyone. Thanks to Spider for inviting me along for a great day.

George Osis

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M.R.A. Enquiries Welcomed

4B's REPORT

As stated in the last Centrestand, we had our AGM on the 17th September. Congratulations must go to Darryl Jonathan as Co-Ordinator, Rosemary Bonnett as Secretary and Treasurer and Gary Bonnett as Publicity Officer.

We have officially finished the barbeque for the Spastic Centre's Magill Accommodation, converting it to gas. The "helpers", kids and parents were very grateful for the barbeque. We have been invited to a barbeque later on so they can say "thank you" to us.

Gary has been very busy with bike pick ups. Still it seems the bike pick ups have not been as many of late as they used to be. Does this mean people are looking after their bikes better, getting someone else to pick them up, or what? Whatever it is we are very thankful there are not as many break-downs as there were.

Just of late there have not been many people in the hospitals. At one time there were none in the RAH. Greg Janzow, who has been doing the RAH for the past five and a half years, was very glad of it (as we all were).

Because some of the hospitals are closing wards down, it is very difficult for us to catch up with downed bikers now. They are putting them all over the hospitals and not in orthopaedic wards. If you know or hear of someone in any of the hospitals, please let us know.

In the meantime until next time, see you around and please stay up right.

Vanessa Jonathan

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LETTERS

IN REPLY TO B SINDER'S LETTER PUBLISHED IN JUNE CENTRE STAND

Dear Mr Sidler,

I refer to your recent letter regarding the Government's initiatives in road safety.

In your letter you spoke favourably of the Ridersafe pre-licence motorcycle training program and, whilst this initiative is currently being evaluated, its concept of progressive evaluation during training is to be extended to novice car drivers.

The Department of Road Transport will shortly introduce a training-in-lieu-of-testing option for learner drivers.

A training program developed from the National Driver Training Curriculum will be applied by accredited licenced driving instructors using a log book format to assess progress of the student. As the student acquires and demonstrates relevant skills and techniques the instructor will certify proficiency which will result in a probationary licence being issued without the need for a practical driving examination.


In conjunction with this, a new driver testing format will be introduced to ensure that the test adequately reflects the essential components of the training curriculum. This assessment is currently being tested with licenced drivers and is designed to be objective and apply appropriate weight to positive driving behaviour rather than be limited to fault identification during the test. The format is research based and is also being tested in New South Wales and Victoria.

The use of improved technology in speed cameras and red light cameras is specifically designed to modify driver behaviour through the increased perception of detection by drivers electing to break road laws. Obviously, monetary penalties need to exist to act as an additional deterrent to offenders.

I trust that this information clearly shows that the Government's road safety strategy encompasses all road users and is approached from an educational as well as preventative perspective.

Yours sincerely
Frank Blevins MP
Minister of Transport
13 May 1992

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MOTORCYCLISTS ON RADIO

Edited excerpts from a 45 minute radio interview with the ABC's Phillip Satchell on Thursday 30 July 1992. Radio stars featured Peter Mount, Geoff Walmsley from Bike City, Kym Bonython, Brad, Patrick Oldfield, Toby, Dean Jaensch, Glen and Carol.

The topic: What is the joy of riding a motorbike? Why are so many people absolutely passionate about it, in spite of the obvious risks?

PS: What is it, that extraordinary dangerous activity of riding a motorbike? So many people get killed. One would have thought by now they should have been banned.

PM: I've been riding over 30 years. Riding can be a lot of things: the freedom from physical constriction, from the confinement of other motor vehicles and also freedom from metal constrictions. There's a challenge to skill because motorcycles are a lot less forgiving than cars. A mistake on a bike can have consequences that would not be produced in a car and this produces excitement and stimulation. You don't have to go fast to achieve this sort of feeling, it can happen at any sort of speed. The pleasure of experiencing the world close up and at first hand, the wind, the terrain, the sound, smells, even the rain.

Brad: I've actually been a motorcyclist for about 20 years now and on the danger aspect of it, I've yet to have an injury worse than I've received off a bicycle. A lot of safety on motorcycles is attitude. Anyone who thinks they're invincible is going to get killed. You have to ride assuming you're invisible to everybody. The danger is an attractive part of it. Riding is very therapeutic because it requires 100% concentration. You tend not to think about anything else, so it's like meditation.

To Be Continued Next Issue

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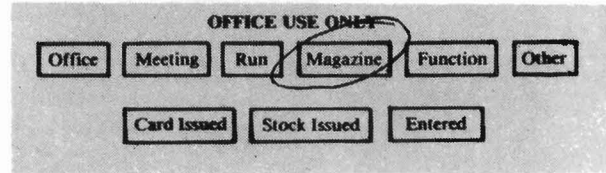
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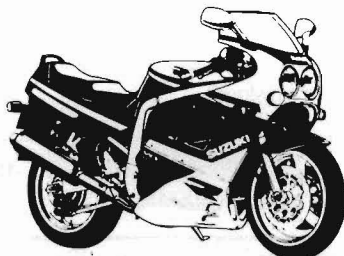
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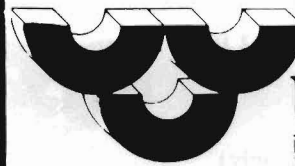
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