

CENTRE STAND

MARCH 1993



OFFICIAL JOURNAL OF THE MOTOR RIDERS ASSOCIATION OF S.A. INCORPORATED
PRINT POST APPROVAL PUBLICATION NO. PP: 530028/00014

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MRA

MOTORCYCLE RIDERS'
ASSOCIATION INC.

VOL 9 NO. 2
MARCH 1993

Produced and Published by Adelaide
Advertising Services on behalf of the
Motorcycle Riders' Association Inc. of
S.A.

MRA: G.P.O. Box 1895, Adelaide
SA 5001. Phone (08) 264 9810

Contributions invited.

Subscription gratis to members.

Photographs welcomed. Colour or
black and white prints will be returned
after publication.

Opinions: Contributors and advertisers
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All advertising enquiries to:-
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Phone (08) 212 6227
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Deadline: 1st of month previous to
publication.



COVER PHOTO:
1992 TOY RUN - EST. 8,000 BIKES

PUBLICATION: - QUARTERLY -
MARCH - JUNE - SEPTEMBER -
DECEMBER

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- EDITORIAL -

It is accepted that motorcycles are generally more environmentally friendly than the motor car. They take less energy and natural resources to produce, are an efficient means of transport when considered on an energy to weight ratio and in a modern city are especially efficient in terms of space saving when considering traffic congestion and parking.

It is difficult therefore to see just why our city "planners" have not considered the motorcycle when trying to find ways of easing congestion in the City of Adelaide. Approaches from the MRA have been virtually ignored and practical suggestions have been put into the too hard basket. Motorcyclists will find that the available parking spaces have short time limits and are not always easy to find, the new ticketing system will be to your disadvantage to use and if you do use a motor car park and share it to conserve space you will be penalised.

The bureaucratic myopia exhibited by our city planners needs a shake up. Our demands are reasonable, are not expensive and will fairly serve car drivers as well as motorcyclists who use the city. The MRA will continue to discuss these issues with the Council but the Council's non cooperation to date is making some members feel that a more direct way of getting the message across is needed. What do you think?



Ride Safe
Harald

MRA S.A. NOTES

* Toy Run Hoax - on the day of the 1992 Toy Run a local radio station put out a news report of a motorcycle pile up on the freeway. There was no pile up, just a couple of broken down bikes. Our information is that the radio station in question heard a message while scanning the ambulance or police band and wanting to scoop this sensational story put it to air without checking with the Police Traffic Branch as per the usual procedure. The nett effect was unnecessary worry for family members of bikers attending the run and the station having to retract the story in a later bulletin with an apology. Hardly responsible media activity. A letter has gone to the station in question and will be further reported on.

* Toy Run Posters - The MRA has 10 sets of the 1991 and 1992 Toy Run posters for sale. These are a limited edition and will not be put together again. They are laminated suitable for framing and are each signed by Wayne Gardner and Mick Doohan. The 1991 poster shows Wayne and Mick on the starting grid waiting to take off and the 1992 poster is a portrait of Wayne and Mick in their race gear.

To purchase one of these sets all you have to do is to send an offer to the MRA TOY RUN POSTER OFFER at the MRA address by the last mail 30 April quoting your membership number. This offer is limited to financial members of the MRA SA Inc. A reserve price has been set by the Executive Committee which reserves the right to accept or reject any offer. If your offer is accepted you will be notified by mail.

Thanks to Rōthmans Honda for the poster photos and Wayne and Mick for taking the time to sign them for us.

* MRA Raffle - thanks to all who have been sending in their tickets and money. The news is that ticket sales were extended to March 5th and that the drawing of the raffle will be on the 26th of March at the Port Adelaide Football Club at 12 noon in the licensed club. Results will be published in the Adelaide Advertiser 2nd of April. This issue of Centrestand may reach you after the 5th of March but if you still have tickets to send in, sold or unsold, please do it now. This will help with our post-draw audit.

* Elections - Due to the resignation of Justin Kilgariff as President of the MRA SA Inc an election will be held to fill that position and other positions not currently filled. See the notice elsewhere in this issue. On behalf of the MRA members and Committees thanks to Justin for all his work for the Association in the past.

* State Conference - The MRA State Conference will be held on Saturday 17 April. The Conference will discuss issues regarding the direction and administration of the MRA. Members of the Mid North and South East Registers will be present and all members are invited to attend. Ring the MRA number (08) 264 9801 closer to the date for the venue.

* MRA Activities - This year the MRA will be putting on more social events for its members to enjoy. Be the time this issue reaches you the Mystery Run (21/2) to Mannum will be over. The calendar in the Centrestand will give an update of events. We have Quiz Nights, an Awareness Ride, a Black and White Ball and some Runs planned. There are also plans to repeat the Bike Expo because of its success in 1992 (your feedback on this would be useful). Check the Advertiser Club Notes for event information immediately prior the dates.



POLICE HARASSMENT OF MOTORCYCLISTS AT THE HEATHCOTE DRAGS

Motorcyclists have been complaining of harsh and unfair treatment by police at several Victorian motorcycling events in recent months. The Mildura Harley Drags last November and the Heathcote drags on January 22, 23 and 24 have been the source of the most bitter complaints of improper police actions.

The roadblocks at Heathcote were photographed and it seems up to 40 police vehicles, including three booze buses, were present on Friday and Saturday and a reduced presence remained on the Sunday.

MRAA National President Damien Codognotto said "I have not seen such blatant harassment of the motorcycle community since Bathurst in the late 70's and early 80's. They weren't there for road safety it seems because when the Minister, the media and the crowds were due on Sunday two thirds of the police and their camp were gone."

Minister for Sport, Recreation and Racing, Tom Reynolds MP welcomed the crowd to the meeting on Sunday. In the forward to the programme he wrote "I would also hope that visitors to Victoria for the first time take the opportunity to see other areas of our State and participate in its friendship and hospitality."

Bus loads of interstate, New Zealand and American tourists have vowed never to return to Victoria because of the fear generated by police in the country lane which was the only access to Heathcote Park.

It has been alleged that the road blocks were very badly organised. Police had to ask for power and water from locals and their toilets were not adequate for the force of up to 100 officers and public servants. EPA noise tests were invalid because of the proximity to other traffic in the lane and the drag racers, some of the loudest vehicles on earth. It is alleged that ambulance officers on the way to attend an injured rider were breath tested delaying them for some time. It is also alleged that a police car hit a rider causing the motorcyclist to crash and break his leg. It is alleged that the police driver was breath tested and blew .15.

MRAA rang Senior Constable Hocking of the Bendigo Police on 054 41 7222 at 12.10pm on the 27th January but he was "out to lunch" and confirmation of the breath test reading was not available at the time of writing.

Minister Reynolds promised the MRAA President at Heathcote that the matter of police harassment of motorcyclists at Heathcote would be referred to the Police Minister, Pat McNamara.

Thanks to MRAA Inc. for the above report.

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AMC REPORT, Feb 1993

The AMC Executive has been increased from 3 to 5 members; Albert Bowden, Hal Caston, Sammi Ross, Robert Martini and Peter Mount. This enables better organisational capacity, more viable discussion on internal and external issues, and a more equitable spreading of the workload.

Main points from the September AGM: The AMC has been negotiating with the Federal Government re the introduction of an Australian Design Rule (ADR) for trikes which will give motorcyclists as much freedom as possible in building their own vehicles. Discussions are drawing to a close, and Albert Bowden (the AMC rep on trikes) has already registered his trike in W.A. and Victoria in a test of the States' acceptance of the ADR.

Albert has also been successful in arguing for an increase in the maximum weight from 400kg to 450kg.

The SA-developed skid-resistant road marking paint is being promoted nationally, but state motorcycle groups should also push their own governments and local councils to use it. AMC is pushing Standards Australia to adopt it as a national standard.

AMC is arguing for a revision of helmet standards to accommodate new designs which are being developed and to attend to problem areas of the old design standards.

Where appropriate, AMC members groups will establish state or territory councils comprising any other interested groups within each state or territory. This will enable wider representation and more effective state and federal lobbying.

Lights-On. AMC is continuing its lobbying of Ministers, Senators and MP's. Now that Parliament has been dissolved for the show-down to the election, Coalition MP's are being asked to re-affirm their support for the repeal of the ADR introduced by Bob Brown in 1992.

AMC is continuing to argue for helmet exemptions on medical or other specified grounds, and for blanket exemptions for trike riders and sidecar passengers.

AMC is involved in the quality control of after-market parts. We are keeping a close watch and doing further investigation on the implications of the ECE Harmony Agreement, to which Australia was a co-signatory. This involves type approval, which may prevent any but manufacturers' parts being used on motor vehicles. AMC does not support type approval.

NSW posties are now required to wear approved clothing of specific colours, under the Occupational Health and Safety Act. This could have serious national implications. AMC is investigating.

There has been a suggestion that imported second-hand motorcycles be lumbered with a special levy. AMC will not support such a restrictive measure.

On invitation from the Federal Government, AMC attended the "Train the Trainers" 2-day seminar in Queensland in September. The aim was to develop & formalise a process leading to a high-quality national rider training system. This will still be administered on a state basis but overseen by the newly-developed Australian Rider Trainer's Association (ARTA), comprising private and public representatives from all states and territories. Instructors will have national accreditation and will be able to transfer from state to state. The seminar also enabled the AMC to develop a constructive liaison with the Federal Chamber of Automotive Industries (FCAI).

AMC, along with the NSW Motorcycle Council & MRAA, had its regular meeting with the Federal Office of Road Safety (FORS) in December, the main points of which are:

The Australian branch of the International Window Film Association is lobbying for a decrease in the amount of light vehicle windows may transmit, (i.e. darker film). AMC is disputing the wisdom of this as we believe other road users should be able to see the driver in order to gauge what s/he is intending to do, and to ascertain whether that driver has seen other road users, (i.e. you).

All motorcycle groups are asking for improved enforcement of hit and run penalties. State group should write to their Commissioner of Police.

AMC is calling for improved driver training and education, and specific road safety education in schools as a compulsory subject. We would also like training films for traffic law offenders and drivers involved in motorcycle crashes presented from the motorcyclist's perspective.

FORS is developing a 3-year road safety campaign. AMC has been asked for ideas on what should be addressed in such a campaign and their order of importance. Please contact the AMC with your suggestions, and any proposed artwork, at GPO Box 96 Canberra ACT 2601.

The 'Take Care Be Aware' campaign which is currently running was generally considered quite effective - certainly a good start in promoting awareness of motorcyclists.

National truck registration and licensing is now coming into effect. Registration and licensing for other vehicles will be introduced nationally at a later (yet to be determined) stage.

In January the AMC met with the NSW MCC and MRAA to discuss the concept of a national umbrella group. The AMC felt such a move would be premature at this time. In the interests of unity, we agreed to improving communication and working together on major issues of mutual interest, with a view to the development of mutual trust. If this works, a national umbrella group may be a viable consideration for the future.

Peter Mount
AMC Chairman

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TOY RUN 1993

Let me start by asking you if you like the buzz you get from riding with 8,000 (or more) other bikes? Great, isn't it?

With all the different makes and models you don't know where to look first. I know, I usually use a couple of rolls of film and still want to use more.

The bands are good too aren't they? The whole day doesn't cost much either, a tank of fuel, a pressy for the kids, a couple of drinks and a barbeque snag or two.

Let me get off the day and move on to the organisation. Gone are the days of "Lets have a Toy Run", "Better order the badges", "Phone the printer to get the posters printed", "Contact the band with the date" and "Let the local pub know that we're coming. Last year, we of the Toy Run Committee started meeting early March, nine months before the event.

The point that I'm trying to make here is that the Annual Toy Run is getting too big for the small band of dedicated Committee members. It is almost a full time job for a couple of people. We need your help in organising this year's Toy Run (1993). Whatever you decide to do on the Committee, whether it's making phone calls, chasing sponsorship, checking out the bands, liaising with everyone concerned (the list is almost endless) your help won't go unnoticed.

If you can help in any way, come along monthly meetings held on the first Tuesday of every month at the North Adelaide Hotel, Tynte Street, North Adelaide.

The buzz you get when things start coming together on the day is almost as good as the 42 kilometre ride to Woodside.

Tom Griffin
Life member No 1

1992 TOY RUN THANK YOU

Thank you from the MRA and all the people who had a happier Christmas in 1992 because of the Toy Run to all our sponsors and supporters:

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Woodside Recreation Ground Inc.
Australian Army - Woodside Barracks
Mike Engel & Michelle Rault

Kessner Products
Holdfast Bay Rotary Club

Thanks also to all the organisers, marshalls and assorted helpers who made the day the success it was.

Thanks finally to all the motorcyclists of South Australia who came along to ride in the rain to make this Toy Run one of the most unforgettable experiences ever.

THE 1992 TOY RUN COMMITTEE



1984 Toy Run estimated 1800 bikes



1986 Toy Run estimated 4000 bikes

1978 Toy Run estimated 1200 bikes

PHOTOS Courtesy of The Advertiser



BJ's CORNER

Well it happened again, my Yam XV1000 had started to rattle badly and visual examination through the portholes in the head showed the cam chains were loose again. I've done this trick so many times before that this time I decided to do it right.

I still can't believe the Japs would build a big slow revving motor like the XV with a life expectancy for the cam chains and slippers of 20 to 30 months normal riding.

The first time it happened I was caught by surprise. I didn't notice the rattle because it was winter and I was always rugged up to the ears and anyway the motor was perpetually coated in sound muffling mud. I was pillioning my son to a soccer match at Willunga when one cylinder just ceased to fire, no drama, no warning, no cylinder! I didn't even bother to stop, just felt the plug to make sure it was still in and attached, it was, so we continued on one cylinder. We had to make the game as my son was defending and we were always short on players. At the oval I took time out to check the fuel side of the story, it's always either fuel or spark, and I noticed that the carby was both sucking and blowing, this is definitely not the right thing. After limping home (we won the game) I dropped the motor and removed the head off the sick cylinder. The cam chain had broken while the inlet valve was down and the piston had whacked it hard enough to bend the valve stem. Luckily the piston survived the brief encounter. I ordered a new cam chain, slipper and valve for this cylinder but ignored the other one. I didn't know then what I know now!

A couple of days labour and away we go again, about 6 months later I noticed the other cylinder was rattling. You guessed it, loose cam chain on the other cylinder. This time I queried the spare parts man and got the story that you have to do both cylinders together every couple of years. At about a hundred dollars per cylinder that sucks. I cynically decided that he had a vested interest in selling spare parts, this bike is a big slow revving rather primitive machine and should last for decades between major overhauls. I don't call dropping the motor and stripping both cylinders down to the crank case "routine maintenance"!

Feeling rather pissed off I bought the full Kit, but only for one cylinder. This fixed things for over a year. Then I noticed that the old girl was starting to rattle again. Investigation showed that one chain was loose again. Further investigation showed that the cam chain tensioner (a clock-work self adjusting thingy) was poking a hole into the slipper. I congratulated myself on finding the cause of the problem, ordered a new slipper and dropped the motor again. The slipper only costs a handful of dollars, the chain costs a bucketful. You still have to strip the cylinder right down, and it still takes just as long, but forty dollars isn't too bad.

That's why I missed the Red Gum Rally, that cam chain broke just short of Renmark and resulted in an impromptu rescue by my wife and a mate. I reasoned that it was obviously not good enough to replace part of the system, you have to replace the cam chain, and the slipper together.

Okay, I may be a slow learner, but now I know. Besides, I'm getting quite adept at getting the motor out and back into the frame.

So how come its only about 9 months and I'm rattling again. This is getting ridiculous! I even entertained thoughts of fixing the beast and flogging it off. Then I figured that the two cylinders were in fact lasting around 20 to 30 months each, but because I was only doing one at a time I was completely strip-

ping that motor every year or so. So to hell with it, this time I replaced both cam chains, both slippers, and even both guides. I gather that the Japs consider 2 years to be an acceptable life time for a motor, I like 10 to 20 better.

I remember when overhead cams were exotic things, and pushrods ruled the world. As I recall, the reason for switching was to allow higher revs. The problem with the XV is that it has long cylinders so the camchain has to be long. The motor runs fairly hot, so the chain expands. The clockwork thingy works well to take up the slack, but then you stop and the motor cools down. Now that expanded chain contracts, but there is no provision in the clockwork thingy to back off. The result is a hole poked in the back of the slipper and a stretched camchain. If I were Mr Yamaha I would have either used pushrods and an old fashioned down under camshaft or a clockwork thingy with antistretch provision. The XV is red lined at 7K so who needs fancy high rev crap anyway.

While the old girl was laid up I borrowed my nieces 250 cc superhawk. By god it's a lesson to see how the other half live. You take unlimited power for granted, you forget the adventure of overtaking a truck on a steep hill with only 250 cc screaming away under you. Car drivers don't show any respect for little bikes, or perhaps it's just that a big bike is never at their mercy like a small one is. I tend to travel the same route at the same times, so my fellow commuters tend to be the same mob. Each time I was rudely cut off, or some arse sniffing bastard tried to push me up a hill, I tried to remember their number so I could sort them out when I had my Virago back. I might add that not once did a motorcyclist ill treat me. Truck drivers yes, bus drivers yes, car drivers always, bikes never.

I've got a reply to my letter to A.C.C. complaining about those damned parking ticket machines, they tell me we are well looked after with copious parking provisions for Bikes all over the place for unlimited time. Well actually they mention Grenfell Street and Hindmarsh Square with half hour and one hour respectively. Apparently motorcyclists don't need more than an hour and don't mind walking for miles. In response to my query about multiple vehicles in one car park I am informed that only one bike per space is permitted. This makes it obvious that they are more interested in collecting revenue than providing parking.

B.J. Robertson

CLASSIFIEDS

MEMBER CLASSIFIEDS

- * A free nights accomodation at the Boulevard Hotel in Mildura. I have won a prize and would like company for the run. Contact Craig Norton 347 3874. I ride a GSX 250.
 - * For Sale Man's leather jacket, Brand name Country Life, Size 6 (shirt size 18), black, lined, almost new, \$100, phone Mrs Merle Sharpe 379 4614.
 - * Wanted To Buy - 1 Gear Sack Bag for a Kawasaki 500. I have the frame. Ring Mrs Charmaine Johnson (088) 62 1433.
-

MONEY MATTERS

TREASURER'S REPORT 12.01.93 – 08.02.93

OPENING BALANCE:	\$1504.46
RECEIVED:	
Sale of Tickets - Monster Bike Lottery	\$400.00
Memberships	258.00
Sale of Stock	16.50
Postage Received	3.60
	<hr/>
	\$678.10
EXPENDITURE:	
Pt Adelaide Football Club - Lottery Sales	\$475.00
Australia Post - Freepost Collection	20.61
St John Motorcycle Divison - Hall 'Rental'	100.00
State Bank - Dishonoured Cheque Fee	7.00
G.D.T. - January	4.25
F.I.D. - January	1.45
	<hr/>
	\$608.31
CLOSING BALANCE:	\$1574.25

I.F. Marlow
Treasurer, 7.2.93

CALENDAR

MARCH

2nd	Toy Run Meeting
8th	General Meeting
11th	4B's Meeting
22nd	Committee Meeting
25th	South East Register Meeting
25th	Mid North Register Meeting

APRIL

6th	Toy Run Meeting
8th	4B's meeting
12th	General Meeting
17th	State Conference
18th	Poker Run
24th	Quiz Night
26th	Committee Meeting
29th	South East Register Meeting
29th	Mid North Register Meeting

MAY

4th	Toy Run Meeting
10th	General Meeting
13th	4B's meeting
24th	Committee Meeting
27th	South East Register Meeting
27th	Mid North Register Meeting
29th	Blood Run

JUNE

1st	Toy Run Meeting
10th	4B's meeting
13th	MRA Overnight Run
14th	General Meeting
24th	South East Register Meeting
24th	Mid North Register Meeting
28th	Committee Meeting

THE FIFTH COLUMN

by C C Bunyipson

“1992: LOTS OF LIP, BUT NO CHANGE TO ‘LIGHTS-ON’

The attempts by the Federal Opposition to repeal the Labor Government's ADR19.01 introduced 12 months ago have gone absolutely nowhere. Despite Private Bills being introduced by David Hawker, Victorian Member and Shadow Minister for Transport, and West Australian Senator John Panizza, a member of the Senate Transport Committee, in an attempt to bring some change to the legislation, nothing has altered because of the lag-time in actually debating and voting on these Bills after they have been introduced. Despite politically motivated intentions, not one inch of ground was advanced. The safety of motorcyclists is still in question.

Although both Private Bills were introduced earlier last year, neither actually went anywhere. There can be years in between their introduction and debate/vote!! Such is the consequence of ill-informed intentions: it's already one year since this ill-considered piece of legislation was introduced. It may be that long before it is repealed, if it ever is!

At the end of 1992, the debate queue for Private Senators' Bills was long, with over 50 Bills awaiting listing. Indeed, none of them will go anywhere now because since Parliament was dissolved for the election, all Bills immediately fall off the agenda. All will have to be restored to the Senate's Notice Paper if debate is still desired once the new Parliament is resumed.

Attempts by NSW motorcyclist Greg Hirst, a witness at the Senate Transport Committee's hearings into the 'lights-on' legislation last year, to call for an inquiry into the operation of the Federal Office of Road Safety, was unsuccessful. The Senate directed this Committee in mid October to commence another enquiry once it had concluded its 1992 enquiry into road charges and heavy vehicles. Its new enquiry concerns Emergencies and Disaster Organisation.

Hence, bikers are left exactly where they were when 'Lights-on' was introduced a year ago. The only hope to repeal this legislation rests with the Opposition who have promised to abolish it IF they win Government. Bikers certainly won't be holding their breath for election results, whatever the outcome! It may well be dead in the water, but there are lots of other issues in abundance. Check out the Victorian Parliament's current inquiry into all things motorcycling. Keep your ears open and your eyes on the headlines. Despite being held in Victoria, the Committee is hearing evidence from organisations and institutions across the country. Peter Mount, MRA(SA)'s delegate to the AMC, and its Chairman, is giving evidence, as are a number of other witnesses.

ELECTION NOTICE

An election will be held to fill the positions of:

- PRESIDENT
- REGISTER LIAISON OFFICER
- STOCK CONTROL OFFICER
- RUN COORDINATOR

At the General Meeting to be held 12th April 1993 at the North Adelaide Hotel, Tynte Street, North Adelaide.

Nominations will be accepted until the meeting opening time of 8 pm. All financial members of the MRASA are eligible to stand for positions and to vote.

'GOANNA'

In December 1984 the Centrestand was first published. 34 issues (almost 9 years) later the magazine still lives.

Over the years there have been many good and not so good articles/stories. There have also been and still are some good columns and some very defaming ones. "Goanna" belongs to the latter category.

"Goanna" has been a regular since 1985 and has shed some light on the true characters as opposed to the public faces of many many persons over the 32 issues. Some even tried to silence him, but the pen won every time.

Going back over the many years, reading what has been written has brought many smiles to my face. I also shudder to think what may have happened if Goanna could have written the WHOLE truth. Strewth! Goanna could have been very rich if he had gone into blackmail.

But alas, all good things come to an end sometime or other. Owing to a change in work commitments and the membership behaving itself, I am finding it very hard to put pencil to paper every three months, and so I bid all my readers a fond farewell. It's been fun. But who knows, I might return for a special Goanna because I will still be watching.

Goanna

LETTERS

Dear Readers,

I have only been a member of the MRA for a short time and am glad to say I have met a lot of great people and enjoyed every event arranged by you all.

I am a female who has completed the course and now has her own bike, but nowhere to go as I can no longer attend MRA meetings. My spouse feels that this is a male event. I would love dearly to hear from other members. I am also keen to learn about the 4B's.

My views are that I have a bike that seems to only get used for trips to shops and home again, take kids for a ride and get cleaned. H.E.L.P and S.O.S. to anyone who wishes to drop me a line. I would appreciate it.

Charmaine Johnson
93 Edith Terrace Balaklava SA 5461

Mr Jon Haddaway
City Engineer
Adelaide City Council
Adelaide
S.A. 5000

BIKE PARKING ISSUES

Dear Sir,

How on earth am I supposed to use the new fangled parking ticket machines when I have no way of displaying my ticket. I ride a motorcycle, and have for the last 25 years, and now find myself effectively barred from parking in many parts of the city.

If I purchase a ticket I am forced to tuck it into some obscure part of my bikes anatomy to prevent it blowing away. If this place is obvious enough for a parking inspector to spot then it is easy picking for any miscreant who wants free parking. If it is obscure enough to prevent pillagers then the inspector will never see it.

Am I banned forever from parking in the City, and if so who authorised this perversion of Social Justice and Civil Liberties, or is there some special provision for motorcyclists?

Motorcycles take up only a fraction of the room needed for a car, both parked and mobile. I would have thought it to be in the interest of your department to encourage us, not to ban us.

There are many little nooks that could be used by a motor bike, but most of them would probably gain a fine for the citizen who attempts to utilise them. I am still confused as to whether the parking ticket pays for the space or for the vehicle. That is to say could my friend in his mini minor and myself on the bike share one park? It would seem logical that it should be so, but then, what has logic got to do with it.

Please reply to this letter, while my tone here may be facetious this is in fact a serious matter to me. This situation is only slightly less incredible than building a public toilet with no doorway (Then again think of the savings in cleaning and maintenance.....)

Yours faithfully,
B J Robertson

THE REPLY

Dear Sir,

I refer to your letter of the 9th September, 1992 concerning the use of ticket parking zones.

In order to assist motor cycle riders, a plastic card holder will be made available shortly, both to motorists and motor cycle 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 a motor cycle.

Only one vehicle is allowed per space, whether it be a car or a motor cycle.

It is recommended that if you are concerned about the security of the ticket if your motor cycle 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 motor cycle parking area 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 motor cycle parking commensurate with the demands of adjacent businesses and traffic restrictions.

Yours faithfully,
J.R. Hadaway
City Engineer

Mr Steven Fry
Road Safety Officer
Motor Cycle Riders Association Inc
GPO Box 1895
ADELAIDE SA 5001

Dear Sir

I refer to your letter of 2nd November 1992, addressed to the Lord Mayor concerning motor cycle facilities in the City and your subsequent discussion with Mr Bourke and Mr Mountain of the Department of Engineering and Traffic.

I was concerned to read your claim that there had been a lack of response from the Department of Engineering and

Traffic to letters from MRA members and below is a list of the letters received over the last few years which the Corporation has replied to. If there are any outstanding items of correspondence I would appreciate it if you could advise me.

Name	Date of Letter	Date of Reply
D. Keane	16th April 1992	11th May 1992
Senator G. Chapman	12th March 1992	2nd April 1992
S. Mutton	11th July 1989	14th August 1992
M.R.A.	17th May 1989	22nd May 1989
Peter Dunstan	22nd May 1989	20th June 1989
M.R.A.	11th April 1989	14th April 1989

In addition to this correspondence, there have been several changes made to the provision of motor cycle parking on the street in response to written requests as follows:

Name	Location	Date
H. Hutchesson	Weymouth Street	August 1991
P. Dunstan	Wakefield Street	March 1991
P. Sharp	Weymouth Street	June 1990
J. Roberts	Young Street	February 1990
P. Bradden	Weymouth Street	September 1989

There are many demands on the limited amount of kerbside parking available in the City and it is the Corporation's task to find a balance between these demands. It is therefore not always possible to agree to every request.

With regard to long term parking, this is mainly provided, whether for cars or motor cycles, in off-street car parks. Concessions for motor cycle parking are available at the Grote Street Car Park where the cost for permanent parking is \$15.00 compared with \$65.00 for cars and Wyatt Street Car Park where motor cycle parking costs \$25.00 per calendar month compared with \$190.00 for cars. In addition, the Sturt Street Car Park offers motor cycle parking at 50 cents per day.

The problem of motor cycle detection in car parks is being addressed and modifications have been made to the equipment in Gawler Place Car Park and the Central Market Car Park to ensure that motor cycles are reliably detected. Other car parks operated by the Corporation will be modified progressively.

The addition of quartz grit by the Department of Road Transport to this road marking paint to increase the co-efficient of friction is being monitored closely by the Corporation. However, as explained previously, at present there is no commercially available equipment which councils could use for this purpose.

The question of parking motor cycles at the ends of angle parking bays has been considered in some detail. The power of Council to permit such an arrangement is not clear under the Parking Regulations and Council may expose itself to the prospect of litigation arising from such an approval. Under these circumstances I could not recommend such a scheme.

I trust that this clarifies the matters raised in your letter.

Yours faithfully,
J.R. Hadaway
City Engineer

ED NOTE:

Let us know if your letter wasn't replied to.



SOUTH EAST REGISTER

On December 5th we had our annual "Toy Run" riding from Penola to Mount Gambier ending at the lakes. This year like past years was a great success with a lot of donations and Bike riders. But it was not just the Bike riders, it was the public and their support as well. The toys like other years were donated to Salvation Army and St Vincent de Paul in Mount Gambier.

Thankyou to everyone that was a part of the Toy Run in anyway and hope to see you all at the next one. I hope 93 will be a good year for everyone and ride safe.

Following the Mount Gambier Xmas street parade we had our own street display which created a lot of interest. In the display we had a variety of bikes ranging from a Honda Spacey, trail, and a Harley Davidson. The point we are making is its not just for big road bikes it's for anyone and everyone

We also sold some stock on the day. Thank you everyone.

S E Secretary
Rodger Williams

4B's REPORT

Hi everyone, since our last report we have had our annual Christmas Dinner. Chris the Publican of the Flagstaff Hotel again put on a top show for us. Great food, great company. What more is there to say. The Toy Run has come and gone, bad luck about the weather. But still a good turn up regardless. The Lions Club of Glenelg put on a barbeque in the car park before the riders left and they have generously given the 4Bs a donation from their proceeds. We must take this opportunity to thank them because we are very grateful for any donations we receive to help with our expenses (Insurance and registration of the trailers). Our bikes pick-ups are going well but please remember that this is a voluntary service of our time. Both Daryl and Gary have full time jobs. The charge is \$30 in the metropolitan area. Lately Gary has had several longer distance trips one to Maccelsfield and the other was to Gawler.

We still have some Port left to sell at only \$6 a bottle so get your orders in.

If anyone would like to know more about the 4Bs come along to our meetings which are held at the Flagstaff Hotel in Franklin Street on the second Thursday in the month starting at 8pm.

Cheers until next time.

Rosemary Bonnett

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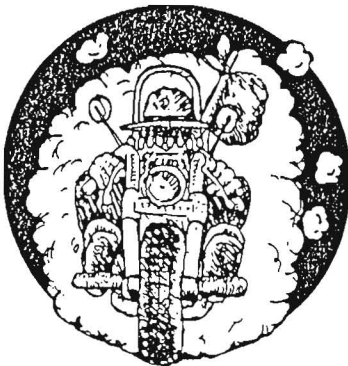
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BLOOD RUN

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Why not come along and join us.

All donations gratefully received.

Date: Saturday 29 May 1993

Time: meet at 8.30am



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NAME _____	BIKE MAKE & SIZE _____
PILLION _____	_____
ADDRESS _____	CLUB _____
_____	_____
_____	_____

MEETINGS BLOODY MEETINGS

Don't forget the MRA meetings. All members are welcome at the North Adelaide Hotel, Tynte Street, North Adelaide.

General Meetings

- second Monday of the month, 8.00pm
- come and have your say, join up, renew your membership and meet some new folk (or some old ones)

Committee Meetings

- fourth Monday of the month, 7.30 pm
- where we organise the MRA and discuss issues of the moment.

Toy Run Meetings

- first Tuesday of the month, 7.30 pm
- A real working Committee, everybody gets a job to do, no back stalls here.

4Bs Meetings

- second Thursday of the month, Flagstaff Hotel 8.00 pm
- concerned with bikers who through unfortunate circumstances are down and out. Salvos on two wheels.

MOTORCYCLISTS ON RADIO

(Continued from December Issue)

PS: Toby, why do you ride?

Toby: Well, they're good for the environment and take up very little space in city traffic and I get a real buzz out of them. It's a lot of fun.

PS: Do you expect to die on it?

Toby: No, of course not, no way. We're trained very well these days. The bike training centre does a terrific job for teaching young people how to ride. I went through that and am very grateful.

PS: Geoff, isn't speed of the essence? That's the problem isn't it, that the real thrill of the bike is that freedom that the bike will give you?

GW: It's not just the freedom or the speed. It is also the wind in your hair and you're really enjoying yourself out there. It is a meditation thing. You only think of one thing. You'll find that most motorcyclists are generally better drivers also because they're more aware of everything that's happening.

PS: Patrick Oldfield is one of the blokes up at Ayers Rock who takes people for rides, often I gather, quite elderly people, on his Harley Davidson. Well, Patrick, it strikes me that the Harley is the other side of the coin because it's not about speed.

PO: That's so true, although you can work on them a bit and get a bit more pace out of them, but it's not what it's all about, definitely not in our situation anyway. The thing was designed to cruise the highways of America and they cruise around the Territory as well as anywhere, 'cause we have such great roads up here, but speed is not our game - it's comfort and one thing they are - they're low, they're fat, there's a whole new look about them. They have their problems, but to see the satisfaction on the faces of the people that I've just taken for a ride, remembering that about 80% of our customers are first timers, you just sell people a way of life. It's simply a way of life.

PS: Kym Bonython, what's the joy?

KB: It's not speed, because I guess I never get over 60mph, even out in the country. So it is a touring bike and would that I could say that the wind and the hair of course you've got to wear helmets now. I guess it's wise, but it does take something away from the traditional joys of motorcycling. One of the real hazards I believe, are those infernal line markings on the road. They're just like grease if you happen to have your front wheel under one of those when you go around a corner, as I learnt to my sorrow 10 years ago. The front wheel just suddenly disappears from under you and I got catapulted off to the other side of the freeway. People asked me after my heart by-pass, "Was it painful?" and I said "Not nearly as painful as falling off a motorbike".

PS: Will you still be doing it in your 80s?

KB: Oh I think so. In the 50s I had a neighbour who had a Porsche and I said "Look at that stupid old bastard driving a Porsche at his age" and I guess I'm older than he was then and I'm still riding a motorbike. I love motorcycles. I've had one since I was 15 and I guess I would like to feel I could ride one forever.

Carol: I actually had my first ride on a 900BMW, going around and around a paddock and I decided that was quite good fun, but I'd better start on something more sen-

sible. So I went for a 125 and got my license and progressed from there. To me the people who take most risks on the roads are people who don't pay attention. It's made me a better car driver. For one I actually move my head when I'm looking around for traffic, I don't just peek in my rear vision mirror because I'm more aware of things such as blind spots. To me, everybody else on the road is a danger, whereas a lot of car drivers only look for something that's a danger to them, as in something larger and I really think it's that skill that should be passed on through education to all road users. You did mention before about being on the edge of death. Well to me it's more a case of being on the edge of life, because you're much more aware of what's going on around you - you have to be.

DJ: You've asked everybody so far why they did it and there's a number of reasons. One is the sense of freedom. I can go back to my early years in the 50's of riding a motorcycle from Adelaide to Clare and it was a tremendous sense of freedom, where you passed about 3 cars if you were lucky and you had the whole place to yourself - out in the open air, no helmets, nothing like that, just a leather jacket.

Glen: I spend 9 to 9 and a half hours a day driving a bus and carrying around and putting up with everybody else and the absolute escape is even riding down Henley Beach road on the way home. It is something totally different and there is also the complete mateship. I was walking through town the other day. Normally there's about half a million people in town sort of walking down the road all looking glum. But if you're walking and see another guy holding a helmet then there's a quick nod and a wave and yes you're part of a group that actually knows sort of where they stand and the fact that you're all enjoying something that is immensely enjoyable.

ED: There was more about death, danger, women who are real bikers, closeness with death, bikers as high risk takers, more danger etc but the exchange which I feel was the highlight of the program went as follows:

PS: Err, what's a Gold Wing?

PM: It's a bit like the BMW - only much better.

(This is really living on the edge - Ed)

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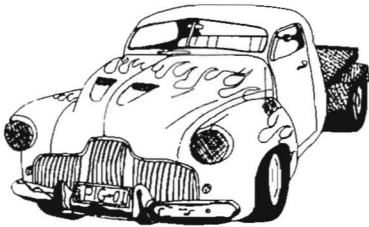
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This is an abbreviated version of the clubs listing giving either a contact address or a phone number. Clubs should let me know their preferred information. More will be presented as space permits. New entries welcome. Thanks to Tom Griffin for compiling the list.

Old Oldens

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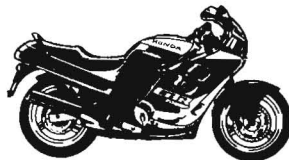


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