

CENTRE STAND

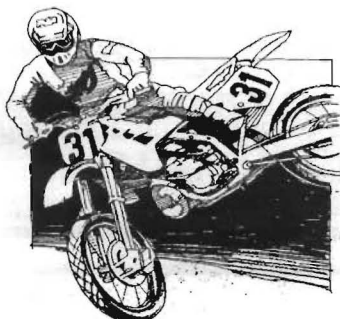
SEPTEMBER 2005



let those who ride decide

The journal of the Motorcycle Riders' Association of SA Inc. Printpost approved No. PP:530028/00014

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M.R.A.
MOTORCYCLE RIDERS'
ASSOCIATION OF SA INC.

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EDITORIAL

That time of the year is rocking around again – the MRA AGM. A most important event for the organisation, for it is the chance that members who missed out last year once again have to clamour, dicker, wheedle and fight for the opportunity to claim possession of one of the few positions (twenty at the last count) available on The Committee.

Don't be shy. You'll be supported, advised, encouraged, heeded, and generally treated like royalty, or at least in proportion to the not-inconsiderable stipend the jobs attract. And the work's not too hard (or that's what we say), it's interesting, challenging, diverse; you can find out the skills you have and learn the ones you haven't.

You'll meet demanding situations head on, and share the load. You'll share the good times, too. You'll make new friends, some of whom you'll keep for the rest of your life. You'll help to forge the MRA into a new mould, for that's what happens after every AGM: new people come in with you, new issues are handled in innovative ways, and new directions, methods and processes are developed; the organisation is in a continual state of evolution.

Mind you, this evolution isn't always *forward* or *up*: sometimes it's lateral, where experience is gained through dealing with old issues raised by new people who think they are new issues (front numberplates, Lights On and rider training come to mind), or with old issues that we continually plug because the listening devices others employ are unplugged (say, road safety barrier systems, street furniture, road surfaces, driver training...).

OK, so this 'evolution' is akin to a lurching, sporadic sort of progress, but that is how any organisation or community grows. We try things, they work, they don't, we learn. We have new people and new issues, we try things, we learn. Collectively, we grow, and the MRA matures. Kind of exciting, eh?

But this is why the MRA exists, isn't it? To work for the betterment of motorcycling by addressing current and anticipated issues, and protecting our lifestyle? And current issues are anything new *or* old, they will always occur, and the MRA will always be needed.

Like you're needed. See you at the AGM.

Ride on, read on, and write in **Peter Mount**

Everyone wants to put in the apostrophe, but
only Australians know where to put it

Clive James

PRESIDENT'S REPORT

By Sean McPherson

Hi folks! Firstly, thanks to all those who stepped in and assisted me over the past few months. Things just got a bit out of hand, but that's a long saga.

One thing I will regale you with is I recently received my licence renewal and rego papers as we all do. What was concerning was there was a note on them stating I had to pay a court imposed fine and to contact Transport SA. The fine turned out to be in the thousands.

After several 'phone calls it turned out someone had made a keystroking error while inputting some data and someone else's fine was put against my licence number. The most annoying fact about it was even though it was not my fault I had to do all the chasing around to fix up another person's mistake.

One issue that recently arose is a member came to us with a query about a custom numberplate. It seems you can only get your plates through an approved supplier (i.e. Transport SA) to be compliant. Our member paid for the plate and upon receipt was promptly told that it was illegal to fit the plate as it was too wide for a motorcycle!

We are delving into this to find out why the approved supplier is supplying an illegal product. I would be grateful if anyone else who has bought a personalised or custom plate and run into the same problem would contact us.

On a lighter note, Samrats seems to be going in leaps and bounds and the Toy Run is progressing well, thanks to the great work of the organizers. Good work, folks!

I ask all members to please make an effort to get to the AGM this year as we would like to make some changes to the Constitution - just adding a couple of positions to the Executive Committee to officially recognise them. Your votes count so please come along.

Bye for now. Keep the rubber bits down if you have to ride in the winter weather, and watch out for the cars!

MRA AGM
SOMERSET HOTEL
BRIDGE ROAD PARA HILLS
7 p.m. MONDAY
SEPTEMBER 26

TORQUEFEST

Kill Spills

Trucks or vans spilling diesel onto the road should be pulled over and forced to stop until the vehicles are fixed, according to the RAC Foundation in support of the KillSpills campaign in the UK.

Edmund King, Executive Director of the RAC Foundation, said, "Brimming, the practice of filling the tank to the very top, then not ensuring the cap is securely fastened, almost inevitably results in a diesel spill which can lead to skidding and possibly death for any following rider. All too often one can see diesel spills at roundabouts and corners. These vehicles should be reported to police as they are leaving the roads in a treacherous state for bikers."

The KillSpills campaign, launched by UK motorcycle groups, is calling for vehicle manufacturers to improve the design of all diesel tanks to prevent spillage.

Australian Motorcycle Council chairman Robyn Major believes this is also an issue of concern for Australian motorcyclists.

NSW M/c Speed Differential

The NSW Government has introduced an 80 kph limit for learner riders and is imposing this limit on ACT's learners when travelling in NSW. Given that the ACT is small and landlocked by 'big brother', and its riders are always in NSW, MRA ACT is not impressed.

MRA ACT is organising a demo ride for September, which is still the peak ski season. It will be an 80 kph ride for 100 km from Cooma to Canberra, with limited passing and plenty of snow bunnies heading back to Sydney - bumper to bumper usually. Media, police, and road traffic authorities will be alerted to the motorcyclists' perfectly normal Sunday outing obeying the speed limits.

M/c Detection System

Students from RMIT in Melbourne have come up with an idea for an electronic motorcycle detection system for cars.

It would consist of a transmitter about the size of two matchboxes wired into the bike and a receiver wired into every car, similar in size to an e-tag. It is intended to work like a dolphin's sonar in that when a motorcycle gets closer it will click louder or display a light or something similar.

At this stage the students don't yet have a prototype developed, but there is an experimental vehicle show to be held in Adelaide soon and they expect to have a working model by then.

Motorcyclists consulted by the students have expressed a range of views, from concerns regarding the possibility for the device to be used to track them, to recommendations for placement of the transmitter under the seat of the motorcycle and placement of the car receiver "on the drivers' goolies to deliver spark plug voltage if they get too close to a bike".

Thanks Rhod...Ed.

RIDERS AND REGULATIONS – MORE MEANS LESS

By Harald Lindemann

Recently the Monash University Accident Research Centre (MUARC) released a report – *Review of Motorcycle Licensing and Training* – funded by the Tasmanian Department of Infrastructure, Energy and Resources. The report proposes a motorcycle licensing model for Australia with the intention of reducing the accident risk for drivers. The report, if read with a motorcyclists' vision, reads more like a proposal to cut the accident rate by reducing the number of riders on the roads. Get it? Fewer riders means fewer accidents. What the report is actually proposing is nothing short of social revolution, as the principle could just as well be related to things like drug and alcohol problems, pokies, domestic violence and, dare I say it, voting and 4WD accidents.

The main recommendation of the report is :
Aspiring motorcyclists should have to hold a full car licence before obtaining a motorbike licence.

The report notes something that motorcyclists have known for years, that riding a motorcycle takes a higher degree of skill than driving a car. The report puts us somewhere between cars and heavy vehicles on a skill scale. This would suggest that we would be better at avoiding accidents, but at least among learners this is not so. Learner drivers have less chance of injury from accidents than learner riders. The report suggests that a sensible gradation of licences would be car to motorcycle to heavy vehicle. This would see road users gradually moving from a low risk/low skill (car driving) situation to a higher risk/higher skill (bike riding) situation.

It has been noted however, that, at least in Victoria, a majority of applicants for motorcycle licences (over 97%) already have a car licence. It would be a brave statistician indeed who would suggest that the less than 3% of motorcyclists without car licences are largely responsible for the higher accident and injury rate that befalls motorcyclists on our roads. Perhaps if we could just get them off the roads then motorcyclists and car users would finally be equal. Fanciful? Probably. Maybe there are other reasons which motorcyclists have been putting forward for a number of years like better driver training, better roads, better road signage and safer street furniture, that might have a significant impact on rider safety. Or maybe we could bring back those old but beautiful ideas of bike air bags or air bag suits, leg protectors, Lights On, or even front numberplates, if we want to have a meaningful discussion on reducing the road toll.

Remember that I mentioned earlier that the report supports measures that have the effect of fewer riders on the road? This is the undertone of the report. It

acknowledges that *'there is no real evidence of particular programs or components [of programs] leading to reductions of crash risk'*, but also says, *'Compulsory training appears better than voluntary [training] possibly because of reductions in exposure rather than risk reduction'*, and *'Longer or more costly compulsory programs might also be expected to lead to reductions in riding'* (my emphasis). In other words, keep rider accident stats down by keeping riders off the roads by providing for expensive compulsory training programs that discourage riders from ever getting out of their tintops.

Might I also mention that no rider groups were consulted in the research for this investigation. This is what we have to guard against – “experts” who think that the scientific method provides the blueprint for the future. They forget that in amongst their stats and other figures are real people, social beings who don't always live and respond according to the curve on a graph. The danger is that they are the people that the pollies tend to listen to for they provide the ammunition to feed their own prejudices and misconceptions.

There is more to the report than could be presented in a short article here, so go and have a look for yourself and see what else you can find. Oh, by the way – is it coincidental that the Tasmanian Government is now asking riders to pay a levy on top of all their other fees and taxes to be able to use the roads of the island (a levy that no other road user has to pay). This levy is to fund road safety programs for which the government can't seem to find the money, even though they admit that the programs are necessary. Be prepared to fight the Rann or any other SA government that feels that this is one suitable shot in the arsenal of tough road safety rules.

Read the media release

at:<http://www.monash.edu.au/news/newsline/story/522>
or the full report at:

www.monash.edu.au/muarc/reports/muarc240.pdf

The information in this article was supplemented by a number of AMC discussion emails on the topic. Thanks to Guy Stanford, Jason Allen, Tony Ellis, Robyn Major and Dunia Goh for their musings. They bear no responsibility for the opinions expressed above.

NEWS SHORTS

- ♠ Man stops to investigate car alarm
- ♠ Traveling rugby team has early night
- ♠ Shane Warne SMS message found to contain bad grammar
- ♠ Driver sees motorcyclist

SAMRATS

By Coordinators Matt Stevens & Bryan White

MotoGP October 2005

For all the people interested in the SAMRATS Ride to the MotoGP in October, we will gather at the Toll Gate on **Wed 12th October-(time TBA)**

The first day we will ride to Ballarat, approximately 9 hours' ride time, and stay overnight. The second day (Thursday 13th), on to the Island and set up camp. Ride time around 3 hours.

We will be staying at the **trackside campsite** as it is just metres from the track and all facilities. General admission tickets get you to all parts of the track apart from the pits and the VIP areas.

Early Friday 14th, a morning ride up to Bairnsdale, about 270 km, for the Barry Sheene memorial ride back to the Island & a lap of the track.

Watch the racing during the next couple of days, maybe a trip to Cowes one day but certainly enjoy the track side camping drinking, eating and entertainment!

Monday 18th, pack up and enjoy the Great Ocean Road and head towards Mount Gambier for an overnight stay. Tuesday 19th head the 450 km home via the Coorong.

For the overnight accommodation we require confirmed numbers. If you intend to come please let us know. If you have any questions, drop us a line directly at bmjw@bigpond.com

Tickets and campsite bookings:
http://bikes.grandprix.com.au/ticketing_and_travel

This is shaping up to be one of the SAMRATS events not to be missed. Don't be left behind because this year is going to be a big one. Even if you are going and have organised your own accommodation and just want to ride with our group, tag along, because everyone is welcome.

Have a look at the pictures from last year:
http://www.mrasa.asn.au/gallery/view_album.php?set_albumName=phillip-island-2004

Watch for the SAMRATS banner on Turn 1 – that's where we will be.

Saturday September 24 combined SAMRATS Ride and WIMA Poker Run.

The WIMA run it fell on the same day as our SAMRATS ride and WIMA had planned to use the

same departure time and place as SAMRATS so hey, a joint ride. No problems here!

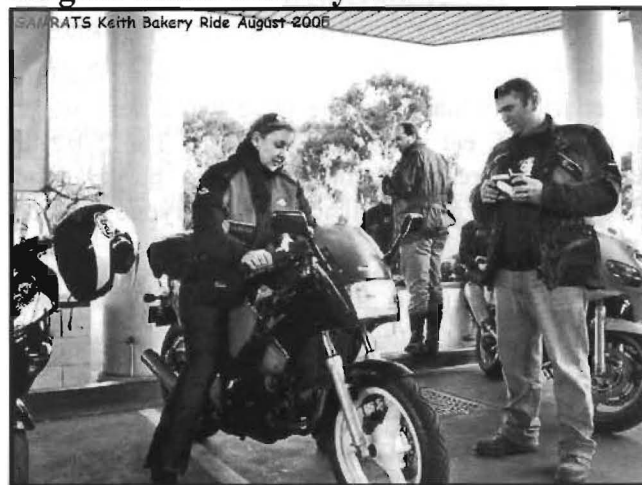
Come on, let's see how many we can get on this ride - get your mates to come along.

Poker runs are easy. You get a card at the start and one at another 4 stops and this makes up your poker hand. The other great thing is that the ride is for a good cause. Please read the information that Jacqui has supplied for this run :

Poker Run leaving from BP West Tce. 10.00 a.m.. \$5 per hand to play with a monetary prize for best hand and all proceeds to go towards Pink Ribbon. We will be going up Greenhill Rd to Summertown, over to Lobethal to catch the market for morning tea and along some previously uncharted bitumen to Gumeracha, then down the old faithful North East Rd to TTG Hotel for lunch. I plan to get to the pub not long after kick-off for those interested in the footy final so you don't have to miss out (although with no SA team, who does one barrack for?). So come along, have a chance to win some money and enjoy a perfect day's ride catching up with some mates and having a generally good time for a good cause.

Jacqui Cymerman Captain (SA WIMA)
Po Box 270 Port Pirie SA 5540
Phone: (08) 8634 4219
Mobile: 0418 803 968

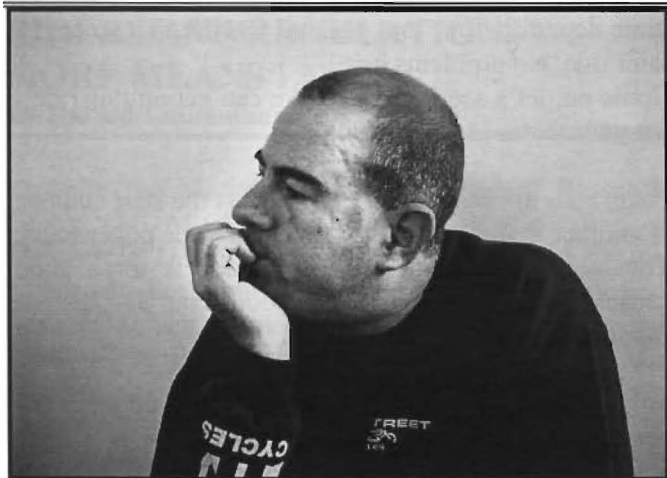
August Keith Bakery Ride



Joyce on the SAMRATS Keith Ride

Where did the sun go that was there in the morning? We were positive this time that the weather guys had got it wrong again but that idea was undone by the end of the day!

At the BP West Tce we filled up with petrol and chatted away to the others that had made their way in to join the ride. The manager of the BP (Ramsi, who rides a Ducati) has organised discount coffee and food before our runs . He has also organised an area to be designated for us while we are there.



Rodin's model seen at Keith

A quick ride briefing at 10 a.m. and we were off, with 11 riders and 3 pillions ready to brave the weather.

As it was a very straight run and a fairly long haul we only planned a splash and dash at Tailem Bend. At the Toll Gate we collected David on the Blackbird and at Tailem Bend our numbers grew again as Jock and Sue from Strath joined us.

It was only about 15 km out of Tailem that the weather started to change, getting very windy and a few more kays later starting to drizzle. However, it did stop raining just before Keith. The only downer was that the head wind was so bad that Craig was only capable of 80 kph and it was an effort for him to go on so he decided to turn back. This has made him determined to sell his Camaro and buy a decent bike.

At Keith Bakery we were greeted by the owner Pauline and her friendly staff. Inside there was a very warm area to dry off, eat and of course chat. The 2-1/2 hr ride to get there was worth it. The burgers and coffee were great and by all accounts everyone enjoyed their lunches.

It is another eatery to put in your note book if you're travelling though that way. Call in and see for yourself why they have such a good reputation.

The main topics in the bakery were, "Look at how wet my bum got, I thought my jacket would have stopped that," and, "Which way are we going back?" So we opted for the wet weather gear and home via Coonalpyn, Meningie, Wellington and Langhorne Creek, where some went to Strath for petrol and others home via Woodchester and Mt Barker.

As we were riding towards Mount Barker we noticed a bike head light following us. We didn't take too much notice as it was drizzling and we were watching the cars around us. It wasn't until we got into Woodside that we took a closer notice at the rider behind us, and yep, it was a police bike. Our first thought was, "Hell, we're busted," but when we pulled up at

Woodside he was really cool and we has a great chat about bikes and riding groups. We didn't get a ticket but we rode to Lobie and had coffee together! He even rode with us as far as One Tree Hill.

So there you go: not all police are out to get you.

Weather aside the ride and company were good fun and the food at the Keith Bakery was excellent. The pictures from the run can be seen at: http://www.mrasa.asn.au/gallery/view_album.php?set_albumName=album17

If you have some pictures you can send them to Callan at: webmaster@mrasa.asn.au

July Normanville Ride

The SAMRATS Normanville ride will have to go down in the records as a success. More than 30 riders enjoyed the ride from the BP in West Terrace to the Normanville Café. Meeting up with everyone at the BP is always fun as it's great to catch up with the regular riders and there were lot of new faces this ride.



It would appear that we will continue to split our rides up between Saturdays and Sundays as this enables some riders to catch up with us who would otherwise be unable to come. It was good to be able to catch up with the CMA and CRUZN guys.

Shortly after 10 a.m. we had a briefing on the route and headed south. The weather on the way down looked threatening but all the clouds produced were a few light drops - nothing to be concerned about at all.

There was a brief stop at Myponga for a leg stretch, and after 15 minutes we were back on the road and enjoying the curvy bits before



Yankalilla, then a slow ride to the Normanville Café.

There were smiles from the owners of the Normanville Café as we pulled up as it had been fairly quiet because of the cooler weather. Riders and pillions were all happy with the food on hand and the hospitality was great. We will be back in the near future to try more of

their menu. We can highly recommend the café and if you get time when riding down south drop in and see for yourself what they have to offer. With the great views you may even get to see a whale or two, dolphins or even a seal.



Normanville Ride – a family affair

After lunch some of the riders headed back home but the rest of the group decided to go to Victor Harbor via the Delamere road. We enjoyed that stretch of road so much we could have just cruised back and forth all day.

Victor Harbor as usual was full of tourists and after a break there it was off home via Strath, Meadows, Handorf and Lobie. Oh, and some nice wiggly bits towards Cuddly Creek and Kersbrook. Coming home this way is a whole lot better than coming back the freeway, longer but FUN!

Thank you to everyone who turned up for the ride. It was great to catch up with the riders and pillions who are regulars on the runs and fantastic to see some new people. The pictures are now up in the MRA gallery : http://www.mrasa.asn.au/gallery/view_album.php?set_albumName=album15

The social side of SAMRATS is really taking off and we hope to do more of these rides and other social events. If you have any feedback on our rides let us know or if you have any ideas, please drop us a line.



SAMRATS Coordinators Matt and Bryan getting a No. 1 at the MRA's World's Greatest Shave, aka Shave for a Cure for Leukaemia

MRA TOY RUN

DECEMBER 11

ANZAC HIGHWAY

GLENELG

LEAVES 11 a.m. SHARP

BBQ BREAKFAST FROM 8 a.m.

Toy or gold coin donation for St. Vincent de Paul at Hahndorf Oval

Bands Trials demos Stalls
Kids' amusements

ANNUAL GENERAL MEETING

The Annual General Meeting of the Motorcycle Riders' Association of South Australia Inc. will be held on Monday 26th September at 7.00 pm at Somerset Hotel, Bridge Road, Para Hills.

All the positions of the Association listed below will be declared vacant and the 2005 -2006 Committee will be elected:

President	Membership Secretary
Vice President	Minutes Secretary
Treasurer	Editor 'Centrestand'
Secretary	Stock Control Officer
Publicity Officer	Road Safety Officer
Register Liaison Officer	
SAMRATS Coordinator	
General Committee Representatives (8)	

All financial members of MRA SA Inc. are eligible to stand for election to one or more of the positions. Nominations should be in writing to the Secretary of the Association prior to the beginning of the AGM.

All members and friends are invited to attend the meeting.

NOTE: The President, Vice-President, Secretary and Treasurer are the Office Bearers of the Executive Committee of MRA SA Inc.

Please note that membership will need to be verified prior to any votes being taken. If you are not a member and would like to join and have your say, you may either do so through this website or join on the night.

Kathleen Stevens, Secretary

Four things don't come back: the spoken word, the sped arrow, time past and the neglected opportunity

Arabic wisdom

LETTER(S) to the Editor

Comment on the Mag

Dear Editor

If you want more letters, then here is one, about something that I've just spotted:

In the June 2005 issue of Centrestand which arrived this morning, how come all the pages inside are labeled "March 2005" at the top? Just a simple oversight, maybe – but thanks anyway for all your other efforts in every field.

I can't get around much at present, as my bike has been in the repair shop for three weeks so far, with starting troubles (hence a few blisters on my feet!), but it shouldn't be too long now.

Maybe see you on the Toy Run.

Dick Thomas

Member No. 903

Gee, thanks Dick. You're the first person in memory to provide any feedback on how we're going with the mag layout, even if it is to ID an error (and believe me, there've been many which the editorial team won't admit to). Would you believe the oversight was intentional to see how closely our members read Centrestand?...Ed.

RALLIES AND SAMRATS RUNS

October

14-16 MotoGP Phillip Island. Tag along with SAMRATS Matt (0431 683 130) and Bryan (0419 818 448). Staying trackside again

30 WIMA Pink Ribbon Run

November

13 SAMRATS Five Ferries Poker Run Povey Motors 140a Tolley Rd St Agnes 9 a.m. Leaves 10 a.m. \$10 inc. badge. Hands \$5 ea.

26-27 CMA No Show Rally

<http://www.geocities/noshowrally/>

26-27 Cavendish Rally Victoria. Grant 03 9742 6668 Stumpy 03 5465 3859

December

11 MRA TOY RUN Departs Glenelg 11 a.m. Entry by toy or gold coin

Two IT guys were walking across the park when one said, "Where did you get such a great bike?" The second IT guy replied, "Well, I was walking along yesterday minding my own business when a beautiful woman rode up on this bike. She threw the bike to the ground, took off all her clothes and said, "Take what you want." The second IT guy nodded approvingly. "Good choice. The clothes probably wouldn't have fitted."

Helmets & Hearing Loss

By Michael Czajka

MRA Vic Road Safety & Research Officer

An alarming number of long term motorcyclists suffer from hearing loss. If you know any motorcyclist who has been riding more than 20 years the chances are they don't hear as well as they ought to. The culprit is the helmet. Helmets average around 93.5dB(A) at 100 kph. As speeds rise helmet noise can increase to 115dB(A) or more. That's like standing next to a Jumbo Jet engine!

Car interiors aren't noisy so why are helmets?

The average car interior is ~85dB(A) at 100 kph and many cars would be much less. Many experts agree that prolonged exposure to 85dB(A) can result in hearing damage. This suggests that helmets should aim to be under 85dB(A). Yet the fact that I could only locate one helmet at 85dB(A) suggests we're not doing enough.

Should helmet noise be reduced?

Many riders argue that you should wear ear plugs, but many don't wear them. Drivers don't either but don't suffer hearing damage.

Some riders argue that they wouldn't be able to hear properly if the helmet was quieter. At 110dB(A) you would need a sound of roughly 110dB(A) before you would notice it. It's more likely that making your helmet quieter will help you hear things that you couldn't hear before; e.g. when you drive a car you can hear quite well despite it being quieter than your helmet.

How can helmet noise be reduced?

There are many possible approaches to reducing noise:

- 1) Reducing wind noise is primarily an engineering issue; i.e. make helmets that create less air turbulence.
- 2) Better insulation will reduce noise.
- 3) Different materials or laminates may also reduce noise by preventing conduction of vibration; i.e. they have a natural damping effect
- 4) Active noise reduction. This is a technological approach which requires existing sound waves to be neutralised by opposing waves. It can reduce noise to 80dB(A) at 115 kph and therefore has the greatest potential.

Do quiet helmets exist?

The Schubert S1 averages only 85dB(A) at 100 kph. This is 8.5dB(A) less than the average helmet. This might not seem like much until you realise that this represents roughly a halving in perceived sound.

What could we do to encourage quiet helmets?

We can make it mandatory to list the noise of a helmet at 100 kph.

We could institute a 5-star rating system for noise.

We could offer an award to the manufacturer who designs the quietest helmet.

Quiet helmets are the way of the future, and are likely to become more popular because of health and safety issues. Hearing damage is a cost to the community, and if all it takes to stop it from occurring is a bit of education (manufacturers and the public), that's hardly a big ask!

ROAD SAFETY ISSUES

By Les Dicker

MRA Road Safety Officer

At the last meeting of the Motorcycle Task Force it was noted that the Motorcycle Road Safety Strategy document was being examined by the Minister's Parliamentary Secretary, so no doubt some further news will be forthcoming at the next meeting of the Task Force.

I purchased a new tyre recently and in order to scrub it in I went for a slow ride through the hills. It was a nice sunny day and it was quite pleasant riding along the Gorge Road. Pleasant, that is, until I rounded a corner to find a car coming towards me in my side of the road! When I say on my side of the road I do not mean two wheels of the car were over the double lines, I mean that all four wheels were in my lane and the right hand side of the car was near the Armco on my left!

As the car went to my right to get across the double lines and onto the correct side of the road I braked and went left and managed to avoid hitting both the car and the Armco. The car sped off without the driver's ascertaining whether I was alright. I did a U-turn at the next slow vehicle turnout and went back and obtained the vehicle's licence plate number. It was a dark blue late model Toyota Corolla with Victorian licence plates.

Over the years I've been stopped many times by the police on the Gorge Road, six times in 2003, and had licence, registration and vehicle checks done. Of course on this occasion there were no police to be found! The car would have been long gone by the time I got to a police station to report this incident, and going by previous occasions when I've made such reports nothing would ever have come of it.

This time I'm sending the details to both the SA and Victorian Police, reminding them of their duty of care to motorcyclists and also of their history of action against us over the years. I will also remind the Victorian Police that the \$50 levy that all motorcyclists pay over there is not helping to improve the skills of Victorian drivers!

I received a phone call recently from an MRA member who was concerned about the installation of so called traffic calming devices on the roadway in Klingberg Drive, North Haven. I visited the site and was amazed that any council would place such an obviously dangerous series of obstructions on a public thoroughfare.

The offending items are constructed of a very heavy rubber material and are square shaped of such a size as to take up nearly all of the lane. In the centre of the road is a small island with "Keep Left" signs mounted

on it. The small gaps on both sides of the object prevent you trying to avoid passing over it. On wider sections of the road they have installed long railway sleeper sized sections to prevent you avoiding the large square obstruction.

I went to see these in my car, and it was difficult to pass over these objects in it. If I'd gone on the bike it would have been impossible as it was a wet day.

The placement of one of these obstructions at the beginning of Klingberg Drive has you entering from Victoria Road at 80 kph into these objects with no time to slow down to 50 kph, let alone maintain control of your vehicle as you hit them.

For many decades we have been telling the authorities that they need to examine the impact of road furniture on all vehicles, not just motorcycles. Going by what I saw in Klingberg Drive the message has failed to get through.

Stay upright

AMC Conference

This year's Australian Motorcycle Council Conference was held in Canberra on September 10 and 11. By all accounts it was a very good meeting. Hopefully, a report next issue.

Office bearers are:

Chairman:	Robyn Major (MRA ACT)
Secretary:	Peter Major (MRA ACT)
Treasurer:	Shaun Lennard
Committee Members:	Neville Gray (Ulysses) Tony Ellis (MRA Vic)

The AMC's new domain name is: amc.asn.au

Roadskills Course

Roadskills will be conducting an advanced riding course at Mallala on Friday, October 28.

If 5 or more MRA members book each applicant will get a \$10 discount, so if anyone would like to brush up their skills, get in contact with Kym: kymhart@sa.chariot.net.au Make sure he is aware you are an MRA member.

More details on www.roadskills.com.au

Free M/c Videos

Paul Tierney at Victoria's TAC has offered to send Ride Smart CD's to interstate riders if you contact him: Paul.Tierney@tac.vic.gov.au

Ride Smart is the new virtual training product from the TAC that addresses defensive riding skills. It says on the cover: "The experience you need to avoid the experience you'd rather not have", and: "Gain years of experience in only a few hours".

It's claimed to have been well received by riders.

Ochre's Piddle Puddles

By Ochre the Dog

NO MORE BONES!!!! Nothing is good anymore and its all dads fault.

Oh hello everydog. i got sick and i was sick inside on the carpet which was good becos dad did not see it in all the beer stains. Nanna came over and took me and my blankie for a drive i had a big sleep then when i finished my sleep i saw nanna and the lady vet and the little person who i can understand was there grabbing my tail but i did not see dad.

When dad came i saw that he got the vet to cut my tummy open it hurt lots but i got to eat lots of food i had fore tuckers in a day. For a long time i got to stay inside and nanna said hello lots becos she came and let me and Jedda out for a widdle.

Dad grumbled lots becos he said i cost him lots and lots of beers. i even went to a shop and had a bath and the lady used a radar gun on me to make my tail really fluffy. Dad really grumbled that time he said it wood be easier to go frue a carwash in the jungle jeep with me and jedda in the back.

i have to go now becos dad has just come home and i have to put his mess back together.
p.s. its still dads fault woof!

Murphy's Other Laws

Everyone has a photographic memory. Some don't have film.

He who laughs last, thinks slowest.

A day without sunshine is like, well, night.

When the chips are down, the buffalo is empty.

Those who live by the sword get shot by those who don't.

He's not dead. He's electroencephalographically challenged.

You have the right to remain silent. Anything you say will be misquoted and get used against you.

The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90% probability you'll get it wrong.

If you line up all the cars in the world end to end, someone would be stupid enough to try to pass them.

You can't have everything. Where would you put it?

The things that come to those that wait may be the things left by those who got there first.

Give a man a fish and he will eat for a day. Teach a man to fish and he will sit in a boat all day drinking beer.

A fine is a tax for doing wrong. A tax is a fine for doing well.

When you go into court, you are putting yourself in the hands of 12 people who weren't smart enough to get out of jury duty.

Light travels faster than sound. This is why some people appear bright until you hear them.

Test for Dementia

Below are 4 questions and a bonus question. You can't take your time You have to answer them instantly. Let's find out just how clever you really are.

Q1. You are participating in a race. You overtake the second person. What position are you in?

A If you answered that you are first, then go to the back of the race. Try not to screw up in the next question.

Q2. If you overtake the last person, then you are...?

A If you answered that you are second to last, then you are wrong again. How can you overtake the LAST person?

Q3. (This must be done in your head only) Take 1000 and add 40 to it. Now add another 1000. Now add 30. Add another 1000. Now add 20. Now add another 1000. Now add 10. What is the total?

A Did you get 5000? The correct answer is 4100. Don't believe it? Check with your calculator.

Q4. Mary's father has five daughters, Nana, Nene, Nini, Nono. What is the name of the fifth daughter?

A Nunu? Of course not. Her name is Mary. Read the question again

Okay, now the bonus round:

There is a mute person who wants to buy a toothbrush. By imitating the action of brushing one's teeth he successfully expresses himself to the shopkeeper and the purchase is done.

Now if there is a blind man who wishes to buy a pair of sunglasses, how should he express himself?

He just has to open his mouth and ask.

MRA Committee

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 Vice President – Position vacant
 Secretary – Kathleen Stevens (08) 8359 1036
 Treasurer – Fiona Kimber
 Membership – Harald Lindemann (08) 8260 4461
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 webmaster@mrasa.asn.au

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MRA PO Box 37 Snowtown SA 5520

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 Felicity Benton, Turbo

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DISCOUNTS

Boltons 10%
 City Cycle Electric 10%
 GC Motorcycles \$5 on tyres
 GP Motorcycles 10% parts/acc
 Honda World 10% parts/acc
 Kessner Suzuki 10% except specials
 Pitmans discount on request
 Redline Exhausts discount on request
 Red Lion Motorcycles discount negotiable
 Shannons Insurance Club Discount available
 Victor Motorcycles 10% parts/acc
 Walden Miller Leather discount negotiable
 Yamaha World discount on request
 Sunnies Plus 10%

Please support these shops, as they support our members. Don't forget to show your membership card when requesting discounts.

Note: Discounts are not given on specials or with other discounts at most businesses so check before paying. Other conditions may also apply.

MEMBERSHIP FORM

(Cut out or photocopy and hand it on)

OFFICE USE ONLY

Meeting	Run	Magazine	Function	Other
Card issued		Stock Issued	Entered	

MEMBERSHIP FEES (circle one):

	Standard		Concession	
	Single	Family	Single	Family
1 Year	\$20	\$30	\$16	\$24
2 Years	\$38	\$57		
3 Years	\$56	\$85		

DATE: / / MRA Register: _____

PLEASE TICK APPROPRIATE BOXES:

New Member Renewal _____ M'Ship No.
 Male Female

Name:

Address:

..... Postcode

Telephone: ()

Occupation: D.O.B. / /

I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc.. (Constitutions are available from the Secretary)

Signature:

Comments:

I AM , AM NOT A BLOOD DONOR.

I would like further advice regarding blood donating.

Cheques/money orders to be made payable to *MRA SA Inc.* Orders for stock can be made by filling out the back of the mailing label of *Centrestand*. Ask the person who gave you this Membership Application.

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