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MARCH 2006

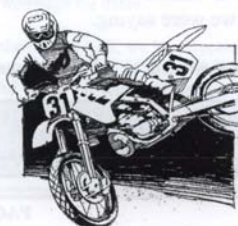


let those who ride decide

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

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COVER PHOTO: Great Ocean Road SAMRATS
 run back from Philip Island MotoGP

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**EDITORIAL**

We've known ever since the MRA began that road safety is a political football and that every interested group brings as many players and new rules as possible onto the field to have a punt (hell, that's why we began - to kick a few goals for bikers when to date they'd been kept off the field). So there's a lot of self-interest there, because each team is working for its own members and supporters, and doesn't have the time or resources to spare for anyone else. But there's support for the others in principle, for we are all involved for essentially the same reasons, and understand the motivation.

Now, who controls the purse strings and resources that affect road safety? We, the people. And how do we run the road safety business? We engage managers on whom we rely to reflect our needs and best interests and whom, because they are working for all of us, we call, collectively, "government".

The model sounds okay in principle, so what's gone wrong? Why are our managers professing to be acting on our behalf in improving our safety yet actively utilising the power and trust we have granted them to undermine our efforts to directly promote our needs, identify limitations and achieve a common goal?

No doubt you've worked out by now that I'm referring to the banning by the Electoral Office of advisory road hazard signs placed on high-risk roads around the state by the RAA in the lead-up to the recent election. The electronic signs were aimed at saving lives by rating the roads on a scale of 10, thereby enabling riders and drivers to decide whether to use the road. (Some roads came in at a lowly 3) They were banned on the grounds that they were displaying a political message.

I thought they were safety messages, which any good manager would take on board as a clear indication of what the people thought important to focus on. It's a shame our managers didn't understand what we were saying.

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

If voting could really change
 things it would be illegal
Q.B.D. Bookshop, Garden City

PRESIDENT'S REPORT

By Harald Lindemann

A few things that have been happening with the MRA lately:

Insurance

The MRA has been reassessing its legal liabilities and risk exposure and we find that we have to increase our insurance cover. After a full reassessment of our activities and disclosure to our insurers, our public liability insurance has doubled from \$2,200 to \$4,400 per year. We are also looking at taking out personal accident insurance to cover all members who do volunteer work for the Association (this is new and may cost about \$600 per year) and Directors and Associations Liability to cover Committee members in the event of making bad decisions that might come back to bite us in the future (this is new and still being investigated).

As an Association we have had a good run in the past twenty-seven years, never having had to make a claim and never had anyone sue us (although one prominent SA politician did threaten to some years ago – he objected to us publicly objecting to something that he said about us). This reassessment makes us recognise our responsibilities and puts us where we should be in case anything happens. Unfortunately it will cost us and the Committee will be looking at how MRA funding can be improved. Send us any ideas you might have.

Road Safety Committee

Peter Goodrich, our Road Safety Officer, has recently set up a Road Safety Committee (new) and this committee will be looking at all aspects of road safety that impinge on motorcycling, will be responsible for disseminating information to members and making representations to polities re legislation. The makeup of the committee is not prescribed so anyone with specific interests can come along and work on them, getting help and advice from other members. The committee will also invite people from outside the MRA to give advice on their areas of expertise. Each committee meeting is a learning experience. If you are interested in coming along or have something to have discussed drop Peter a line at peterwg@chariot.net.au.

SAMRATS

For those who don't know yet, this is an acronym for South Australian Motorcycle Riders' Association Touring Squad. This group spends a lot of time on weekend runs and has a great time. It also does a fair bit of fund raising, mainly for the Leukemia Foundation. The squad was revived a couple of years ago by Tim Hunt and after he lost his battle with leukemia last year is carried on by his pals. If you want to do some day tripping with a few (or fifty) like minded characters then come along. All MRA members are automatically members of SAMRATS. All it takes is for you to come along and be part of the action. Non-members are welcome and can join the MRA on the run days. Check the MRA web page for dates.

While on the SAMRATS, we have recently started a Scooter Club under the auspices of the SAMRATS banner. They will also be going on regular runs and joining in on other MRA activities. This is a great opportunity to educate new two wheel riders about staying alive on the road. So if you know of any scooter riders who would like to get together

with other like minded riders, steer them our way. The contact is Anthony Chan through the web page.

Toy Run Calendar

Sent out with the magazine this month is the Toy Run calendar. This includes the dates of most of our meetings and activities and some dates of the Moto GP and Superbike races. Some of you will have already picked a copy up at the Toy Run, so here's another one. Give it to someone who missed out.

More next issue. Stay Upright
Harald

Remember When...? By Jock Rogan

One often reaches a point in their life where they wax lyrical about how good things were in the past. Perhaps it is worth looking back at the good old days of motorcycling and remembering our roots. For example, can you remember when:

- 1) Most motorcycles had air cooled engines and those with a water jacket were called either "kettles" or "tea pots" depending on how often they over heated on a hot day?
- 2) Can you remember the Suzuki water cooled, two stroke 750 cc bike that had so much flex in the frame that it turned a straight line drag into a windy-road ride that would rival Greenhill road?
- 3) Can you remember the first "off the shop floor" attempt at turbo-charging a motorcycle, and how you were never sure if the turbo was going to kick in before or after you entered the next bend?
- 4) Or the first attempt (and only?) attempt to sell a motorcycle with a Wankel Rotary engine. And you just standing there wondering why?
- 5) How you bought your new motorcycle and took it home. Then decided which faring would look good on it.
- 6) How unless you owned a Harley or a BMW you were expected to build your own carrier/luggage system. And if you didn't people would stare at you with a funny look?
- 7) Can you remember when Kerosine tins, Milk crates and apple boxes were common commodities in motorcycle luggage system.
- 8) Looking at the first BMW integrated suitcase system for motorcycles and thinking " now how am I going to build THAT in the shed?"
- 9) Can you remember getting a FREE bike park in Hindmarsh Square in under 60 seconds any time of the day or night?
- 10) When you could find ANY possible spare for your bike within a two minute walk of Hindmarsh square?
- 11) And when pulling past another rider, you were never sure if they were male or female as few companies made leathers for women and most blokes had plaited hair?

MEMBERSHIP REPORT

By Todd Kimber Membership Officer

Well, another Toy Run has passed and what a day it was! The weather was great if not on the hot side and the turnout was excellent. From the membership side of things we joined 25 new members and renewed as many more. The use of our new laptop and our additional helpers made the rush of sign-ups and renewals run fairly smoothly – comments on the day as to our setup and processing have been taken on board and a few changes have been made to this year's up-and-coming Toy Run.

New memberships were low, especially considering the amount of people who turn up to the oval and the festivities. If we could only get 10 % of the people who turn up to sign up, our membership numbers would almost double – any ideas as to how this can be achieved would certainly be taken onboard. I'm sure the MRA members who attend the run may also know of friends who do the run as well and may be encouraged to join. I feel that we need to expand our membership to guarantee that the Toy Run keeps occurring, and the increasing attention from the government towards motorcyclists in a negative manner means we need numbers if we are to be listened to by the "powers that be".

The door prize for the lucky new member who signed up at the Toy Run was won by M. Holmes. Congratulations, and we hope you enjoy the gift basket with all those goodies!

Also a note to consider: any renewal of membership in the period June 05 – June 06 is also in the running for a gift basket of bike-related goodies and an extra year's membership free. I hope all of you remember to renew for this one!

Membership issues:

Can all members ring/write/email or phone when they change their residence or contact details please as there have been some frustrating problems with chasing people around as they haven't updated us. I know this is a hassle and just one more group to notify but when we can't get in contact, you are ultimately the ones who miss out on magazines, notification of government actions and social activities in general.

It has been discussed and passed at a committee meeting that all members who have been non-financial for longer than 3 years will be removed from the database (but not our hard-copy records). This has occurred because there are just too many people for me to try and contact (with the above point in mind) with little or no result in re-signing these people.

A "reminder" is now being mailed out to all members approximately one month before their subs are due. Hopefully, this will jog people's memories to renew – not a bad idea with all of our busy lifestyles! This is followed 3 months later by a "lapsed" letter for those who forget or are unable to renew at the time as an additional reminder. If nothing is heard the plan is to ring/contact the members in person one month later and ascertain where they are and want to be with membership – there are always options when it comes to retaining your membership!!

Future plans are to change the size of the membership cards and the plastic cover currently in use. I'm sure I'm not the only one who has had trouble fitting one of the cards into my wallet, and a temporary remedy was to move the card into the bottom corner of the clear plastic sleeve to allow one to cut to size – 10 points to anyone who noticed that before reading this!

Some of you will have started to receive B-day cards. This is just a little way the committee can say thanks for your membership and a way of letting you as members know we are still thinking about you, and hopefully get you to think about us when it comes time to renew.

Summary

It's been tough and at times comical when dealing with issues surrounding membership but so far membership is up and we as a committee need to remain focussed on that. As always I am trying to streamline the paper work we have with the stuff we actually need and with any luck end up with a more efficient membership system. And apologies to those members I tend to ring for what may seem repetitive or silly reasons – this is because I'm trying to correlate data from both the database and the hard records with all those little bits of paper I inherited (don't worry, I'll blame it on the dementia – its my newest hobby apparently).

I am also planning to talk to the North and South registers in regards to retention and re-calling old members. There will be no quick fix but I'm sure we can come up with some ideas that benefit all, including the existing members.

Toy Run '05 note

A loud "Thank You" to Michael Rossiter for generously donating \$50 on behalf of the Marion Centrelink staff

I used to eat a lot of natural foods, until I learned that most people die of natural causes.

Shannon's Motorcycle Expo at Garage Motorcycles Strathalbyn Feb 5 2006

This was held at Garage Motorcycles on Feb 5 2006. It was a vehicle for Shannon's Insurance to advertise their entry into motorcycle insurance and for the motorcycle community to get together and show themselves off. Among others, the MRA was there as was the Ulysses Club, Roadskills and the SA Police Information van. People were arriving and departing from about 10am to 2pm. It was a good day to come and see and then to go for a blat about the hills, which was just what a few of us did.

Peter Mount gave a speech to welcome everyone and below is an abbreviated version of what he said.

Shannon's entrance in to the field of general motorcycle insurance is welcome as it gives riders an even greater choice of product. Shannon's is known for its specialised insurance for classic vehicles and knows how fussy owners are about their bikes and the passion they have for their vehicles. It is a logical step for Shannon's to take this step given that they and motorcycle owners think alike on this matter.

Shannon's also contributes to the community through its work with the Brock Foundation, Camp Quality, the Tsunami Appeal and Canteen. And currently contributes \$2 million annually to these worthy causes. Shannon's is an organisation that bikers should support as it supports the philosophies of major biking organisations like the MRA, the Ulysses Club, the Café Racer's Club and others regarding :

- Road safety
- A positive public image for motorcycling
- Providing real support to motorcycle activities and contribute to motorcyclist's welfare
- The perpetuation of the species.

We riders believe that Shannon's expanded involvement in motorcycling will be of significant benefit to us and all representatives here today of the South Australian motorcycling community wish them well in their new enterprise.

To end the day an auction was held of donated motorcycling paraphernalia including a signed, framed photo of Valentino Rossi. It raised about \$1,000 for Camp Quality.

NEWS SHORTS

- ♣ Meat pie found to contain meat
- ♣ Fully-dressed sportswoman photographed
- ♣ Poached eggs stolen
- ♣ Occam's razor now with lubricating strip

An elderly couple is attending church services. About halfway through, she leans over and says, "I just did a silent fart. What do you think I should do?" He replies, "Put a new battery in your hearing aid."

In memoriam – Garth Offe

During my short stint as Membership Secretary a special member and more importantly his wife had come to my attention. Whilst updating members' details and financial status I had called Mrs Offe (apologies for no first name) in regards to a renewal received but no cheque attached. After a decent chat this is a basic recollection of the chat. Mrs Offe had told me that Garth had passed away a month after sending his renewal in to us and must have forgotten to include the cheque. Garth, born in 1915, had joined the MRA on the 30/6/85, and currently has membership up to 2006. This is due to his obvious love of the association and his communication of this to his wife who insisted on re-sending the cheque and not having it back dated because "That's what he would have wanted". Mrs Offe mentioned his love of riding when able to and when weather permitted. I hope he now has the perfect day to ride, with no fuel stops needed, all the time. I am deeply impressed and gratified for the chance to talk to Mrs Offe and hope she has many around her to comfort and support her when needed. As a sign of respect Garth's member number, once non-financial, will be retired and not reused again.

I have mentioned this story as it is the only one of its nature to come to my attention. I am sure there have been similar stories in the past and would like to be notified if anything unfortunately similar arises in the future.

Todd Kimber
Membership Secretary

GREAT ESCAPE RALLY (No 13) 12, 13 & 14 MAY

**AT MARRABEL SA 20 K North of
Kapunda – look for the signs.**

**Fully Catered, Water, firewood,
Gymkhana, Trophies**

No Glass, No Dogs No Cars

**MRA MEMBERS FREE, NON-
MEMBERS \$15
or alternatively one years single
membership \$20**

ROAD SAFETY ISSUES

By Peter Goodrich Road Safety Officer

Lane Splitting and the Australian Road Rules Amendment Proposals

The proposed new Rule 151A for the Australian Road Rules (ARR) by the National Transport Council (NTC) regarding lane splitting is directed solely at motorcyclists. It prohibits a motorbike being ridden past any other motor vehicle type within the same lane if that vehicle is not parked. It is intended to prohibit a motorcyclist from splitting lanes and overtaking another vehicle whether the vehicle is moving or stationary.

The Regulatory Impact Statement (RIS) that "justifies" the amendment contains the motivation for the new rule: to impose a behaviour change on motorbike riders and force them to behave like other motor vehicle types. This shows an ignorant viewpoint as most people are fully aware motorbikes are totally unlike other vehicle types. It seems no-one in the NTC is aware of the differences. A key to the attitude towards motorcyclists and ignorance of the facts is shown in the RIS: "This has resulted in a cult belief that splitting lanes (an inherently dangerous practice) is recognised as acceptable behaviour of motorbike riders", which signals an immediate bigotry of motorcyclists and avoidance of evidence to the contrary.

The NTC intends to submit the amendments for approval by the Transport Agencies Chief Executives (TACE) and the Australian Transport Council (ATC). If the new rules are approved they will be recommended to the state governing bodies to be codified into law. It has been learned that the amendments are definitely not based on statistical evidence but rather for other reasons which I am unable to go into detail about here.

Rule 151A contradicts other sections of the ARR. Rule 151A specifically prohibits a motorcyclist overtaking another vehicle other than another motorcycle or bicycle in the same marked lane. However, Rule 141(1)b allows a driver (of any other vehicle) to overtake a vehicle on the left if that vehicle is turning right. This places the motorcyclist in a very awkward position by preventing them from overtaking. If there are other vehicles behind the motorcyclist it would be an accurate assumption they would not appreciate or understand why a motorcyclist has stopped in front of them waiting for a car to turn right. This has the potential to start very serious "road rage" incidents. Rule 141(1) also has an amendment that clearly prohibits a motorcyclist from doing what other motor vehicle types can. This is a clear discrimination of motorcyclists.

Rule 146(2) shows the driving of vehicles in multiple lines of traffic (e.g. wide road) on roads without marked lanes is acceptable practice. Rule 151A prohibits motorcyclists overtaking another vehicle using another line of traffic. It forces the motorcyclist to change "marked lanes" before overtaking. Other vehicles can still overtake in a single marked lane but not a motorcycle overtaking other vehicle types. The RIS states motorcyclists can use other lines of traffic to overtake, but this is not repeated in the proposed amendment therefore it cannot be assumed law. Rule 146(3)

from the amendments also suggests multiple lines of traffic are permitted within a marked lane.

Try a hypothetical (or not so hypothetical) case. A motorcyclist is travelling on a road in a single marked lane and is overtaken by a passenger car. Because of Rule 151A, the motorcyclist cannot overtake the same car later. Some may say this is just splitting hairs, yet when motorcyclists can be fined and lose demerit points, it is important to have the rules either very precise or open so police can judge the safety of the instance. In this example motorcyclists can be fined for doing what other vehicle types can do legally. It is discriminatory in the extreme.

In the RIS, NTC state they want motorcyclists to overtake other vehicles in an adjacent lane or line of traffic at a safe distance, yet Rule 151(4) states push bikes and motorcyclists travelling in the same lane must do so at a maximum distance of 1.5 metres (yes this is correct). Motorcyclists travelling down a road regardless of speed must be within 1.5 metres of each other. If it is acceptable for NTC to suggest that traveling within 1.5 metres of each other is safe, then why is it unsafe to be within 1.5 metres of stationary or slow moving traffic?

Despite Rule 151A creating a legal mess with its contradictions, there are no safety aspects to support its implementation. Numerous documents already exist that show lane filtering provides a safety gain when conducted appropriately. For example, "Same direction crashes include crashes where vehicles are changing lanes, rear end crashes, and side swipes. In 2003, same direction crashes accounted for no motorcycle fatalities, 12% of serious injuries and 16% of minor injuries" (Victorian Transport Accident Commission www.tacsafety.com.au). In 2004, three motorcycle fatalities were recorded in this category yet no data breakdown is available to determine the cause.

Others include research by Transport for London, Hurt (US) and the Motorcycle Accident In-depth Study (MAIDS - Europe), with the latter two asserting that the greatest hazard is other vehicles (mostly passenger cars) failing to see motorcycles in traffic (up to two-thirds of all crashes). It may be prudent for the NTC to address inattentive car drivers before lane filtering.

It is well known motorcycles contribute to road congestion and environmental damage far less than other motor vehicles. To prohibit lane filtering will increase congestion.

Rule 151A does nothing for road safety, reduces the options of motorcyclists using their bike's manoeuvrability and adds another target for revenue raising. Many motorcyclists do not lane filter as a matter of preference. Their bikes may be too wide, the traffic too close, the traffic may seem too unpredictable or the motorcyclists just doesn't want to. Whatever the reason, it is necessary for motorcyclists to retain the choice. If a rider conducts lane splitting/filtering in a dangerous manner, current dangerous driving rules apply. The high majority of motorcyclists are very capable of perceiving hazards, determining risk, and taking appropriate action. More rules are not required. The Australian Road Rules can be found at www.ntc.gov.au along with the amendments and regulatory impact statement. Follow the links.

p.s. Lane splitting/filtering is a controversial issue. It would be highly regarded to receive feedback from motorcyclists regarding the direction they feel should be taken. Please email your thoughts and opinions of this issue. I am sure this will be only the beginning. Keep an eye on the website www.mrasa.asn.au.

Australian Road Rules proposed amendments:

151A Riding a motor bike alongside a vehicle

The rider of a motor bike must not ride in a marked lane past the left or right of a vehicle (except another motor bike or a bicycle) that is travelling, or is stationary but not parked, in the marked lane.

Regulatory Impact Statement

Subrule 141 (1) note

Note 2. The rider of a motor bike is not permitted to ride in a marked lane past the left or right of a vehicle (except another motor bike or a bicycle) that is traveling, or is stationary but not parked, in the marked lane – see rule 151A.

After subrule 146(2), including the note, insert

(3) "If a driver diverges to the left or right within a marked lane, the driver must give way to any vehicle that is in the same marked lane".

4.34 Riding a motor bike alongside a vehicle – New rule 151A

It is a common practice for motor bike riders to "split lanes", that is, overtake or pass another motor vehicle (except a motor bike) in the same lane as the other motor vehicle. Although rules 140 to 145 specifically deal with the many attributes of overtaking another motor vehicle, this has resulted in a cult belief that splitting lanes (an inherently dangerous practice) is recognised as acceptable behaviour of motor bike riders.

It is intended to impose the same behaviour on motor bike riders as is already the case with other motor vehicles during the process of overtaking: that is, move into an adjacent lane or line of traffic and pass at a safe distance. If it is safe, a motorbike may pass another motorbike in the same lane. The proposed amendment is structured to bring about this behaviour change.

Impact: the proposed amendment is expected to impact on the current behaviour of motor bike riders in that they will not be able to overtake by splitting lanes, but will have to move into an adjacent lane to overtake. Although delay times for motor bike riders are expected to be minimal, some opposition can be expected from the motor bike fraternity as it involves a change of behaviour. Nevertheless, the proposed amendment is expected to gain the support of the general motoring community and remove the crash risk to motor bike riders engaging in the practice.

Costs: The costs imposed by this amendment are those that accompany the making of amendments, education of motor bike riders and advice to enforcement agencies. It is expected that the latter cost will be absorbed in existing processes that provide contemporaneous legislative review. Additional costs may also be seen in minimal time delays and prosecution costs for riders breaching the new rule.

However, it is not possible to quantify a monetary value as it is not possible to estimate how many motor bike riders currently split lanes, and how many will continue to do so after the introduction of the new rule.

Benefit: The benefits are to achieve a cohesive set of rules that reflect community needs and expectations, which will assist in reducing road trauma. Furthermore, a general reduction in crash risk is expected which will benefit not only the rider, but also his/her family and drivers directly involved when passed, at a very close distance, by a motor bike.

Australian Road Rules (current)

141 No overtaking etc to the left of a vehicle

(1) A driver (except the rider of a bicycle) must not overtake a vehicle to the left of the vehicle unless:

- (b) the vehicle is turning right, or making a U-turn from the centre of the road, and is giving a right change of direction signal.

146 Driving within a single marked lane or line of traffic

(1) A driver on a road with 2 or more lines of traffic travelling in the same direction as the driver, but without marked lanes, must drive so the driver's vehicle is completely in a single line of traffic unless:

151 Riding a motor bike or bicycle alongside more than 1 other rider

(4) If the rider of a motor bike or bicycle is riding on a road that is not a multi-lane road alongside another rider, or in a marked lane alongside another rider in the marked lane, the rider must ride not over 1.5 metres from the other rider.

References

- Hurt, H.H., Ouellet, J.V., Thom, D.R., "Motorcycle Accident Cause Factors and Identification of Countermeasures AKA The Hurt Report", Jan 1981, Traffic Safety Centre, University of Southern California, Los Angeles, California. www.cs.wisc.edu
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Submission to the National Transport Commission's
Australian Road Rules Amendments

Motorcycle Riders Association of South Australia

Peter Goodrich
MRASA Road Safety Officer

Monday, 20 January 2006

The following submission is a reaction to the National Transport Commission's (NTC) recommendations to amend the Australian Road Rules (ARR) as per the Commission's amendment regulations.

Scope

This submission refers to "151A Riding a motorbike alongside a vehicle" amendment that deals specifically to motorcycles.

Introduction

The NTC responsibility to develop consistent national road rules is a legitimate role and assumably often challenging. However, ignoring consultative processes and opinions of those affected by changes has two detrimental outcomes.

- Rules would not reflect community's requirements and possible have an adverse affect, which may also be unequitable.
- Rejection of the rules despite being made law. This will require ongoing enforcement and therefore a cost to the community.

The rule is unfair and if it is enforced, resentment to those who are involved will intensify. This will probably be directed at the law enforcement personnel (police).

Lane Splitting

[80] After rule 151

insert in Division 4

151A Riding a motor bike alongside a vehicle

The rider of a motor bike must not ride in a marked lane past the left or right of a vehicle (except another motor bike or a bicycle) that is travelling, or is stationary but not parked, in the marked lane.

Offence provision.

Note Bicycle, marked lane and motor bike are defined in the dictionary.

This is an erroneous rule that is discriminatory to motorcyclists in the extreme. This rule does not take into account the many necessary occasions a motorcyclist needs to overtake in the same lane. It is discriminatory because other road vehicles are still permitted on occasions to overtake in the same lane yet; this rule specifically prohibits motorcyclists from doing so.

Overtaking a turning vehicle.

Rule 151A specifically prohibits only motorcyclists overtaking another vehicle that is turning right on the left yet all other vehicle types may overtake. This is in direct contravention to rule 141 of the ARR. This leaves the

motorcyclist in a very awkward position where if they overtake, they are liable to a fine.

Lane Filtering

The many advantages of this practice is documented in numerous publications most notably MRA's "Inquiry into managing transport congestion - Victoria" and material it references. The same arguments posed in that document will not be reiterated here. However, the MRA report did not highlight the serious danger a motorcyclist is exposed to when moving with a group of larger vehicles. A motorcyclist must always have an escape route in the event of a possible crash. Amongst other vehicles, a motorcyclist can often be "boxed in" with no escape routes. Also the analogy "riding amongst cars is like swimming with sharks: you may be fine for a while, but you do not know when one will attack". Lane filtering gives a motorcyclist opportunity to proceed through stationary traffic often at controlled intersections and accelerate well in front of traffic. The careful rider than controls the speed to keep away from vehicle groups including groups in front. Lane filtering when used to get clear of other traffic at intersections is an important process to avoid dangerous situations. To ban lane filtering will force motorcyclists into extreme danger amongst other vehicles. The proposed amendment has no regard to this and must not be accepted.

Regulatory Impact Statement

This is clearly a discriminatory narrative against motorcyclists. It isn't necessary to "make" a motorcyclist to use adjacent lanes to overtake. The motorcyclist normally is perfectly capable of determining the risks and deciding the plan of action. Restricting motorcyclists with this rule is dangerous and unnecessary. Also using the term "cult" in describing motorcyclist's behaviour is irresponsible and discriminatory in the extreme. The term is offensive and insulting to motorcyclists. To "impose the same behaviour" as other motor vehicles is displaying total ignorance to the benefits motorcycles provide. They are not the same as other vehicles and should not be categorised with other vehicles.

Rejection

The Motorcycle Riders of South Australia categorically rejects the proposed 151A amendment and recommends it is not accepted into the Australian Road Rules.

References

Tony Ellis, "Inquiry into managing transport congestion - Victoria", December 2005, Motorcycle Riders' Association (MRA), Dandenong Victoria.

Mick Matheson, "Prejudiced proposal", Australian Motorcycle News, Vol 55 No 13 Jan 11-24 2006, Sydney.

On Wednesday, May 4, at two minutes and three seconds after

1:00 in the morning, the time and date will be 01:02:03 04/05/06.

That won't ever happen again.

You may now return to your (normal ?) life.

LEUKAEMIA FOUNDATION

The SAMRATS principal charity is the Leukaemia Foundation. We assist in raising money twice a year for this organization. The first event is coming up on Sunday the 7th of May. We are hosting the Worlds Greatest Shave in conjunction with the Leukaemia Foundation and TAZA Bakehouse and Cafe. We invite all SAMRATS, their friends and their families to help in raising well needed funds for this organization.

The Leukaemia Foundation is the only national not-for-profit organization dedicated to the care and cure of patients and families living with leukaemias, lymphomas, myeloma and related blood disorders. They receive no ongoing government funding and rely on the generous support of corporate supporters and the community. This organisation takes care of patients and families such as Tim and Ros.

With your help we can assist in contributing financial assistance to enable valuable support services, counselling, educational programs and practical assistance to patients and families free of charge. Your efforts will help us provide a free 'home from home' in accommodation centres located close to treatment facilities.

Families from rural or regional Australia often need to quickly relocate to major cities to be closer to treatment centres. This is usually for extended periods of time. Relocation is particularly traumatic as it often occurs after diagnosis, resulting in patients and families adjusting to their new circumstances without the benefit of established local support networks. Combined with costly medical bills and loss of income, many families find themselves in financially crippling circumstances whilst coping with the shock and emotional turmoil associated with the diagnosis.

Leukaemia, lymphoma and myeloma can develop in anyone, of any age, at any time. Often with little warning and in acute cases, may require treatment within 24 hours of diagnosis. It turns lives upside down overnight. The money that we help raise also funds cutting edge research into better treatments and cures through their National Research Program helping to improve survival rates for adults and children

All the money raised goes directly to the Leukaemia Foundation

We are calling on you to join in this amazing event, you don't need to shave your head, you can colour or wax or even just come along for the great day and sponsor or donate your money and/or time.

(One of the SAMRATS Organising Committee already has pledges of \$1000.00 and she is going to clip off her long hair!!)

We look forward to seeing you and hearing from you, it will be a fantastic event.

Joyce, Sonya and David

On behalf of the SAMRATS Organising Committee

SAMRATS CLARE RUN.30th April

Riders to gather at Barry's car park, on the corner of Main Nth Rd & Saints Rd, at 9am. The ride departs at 10am sharp.

Route: Main North Road – head north towards Gawler, follow the signs at the Gawler by-pass to Nuriootpa (A20). Turn left at the Roseworthy exit, then immediate right towards Kapunda (B81). At Kapunda follow the road through the town and head to Eudunda. In the township of Eudunda turn left and head towards Burra via Point Pass and Robertstown (leg stretch & toilet break). About 40km out of Robertstown there is a turn-off towards Burra onto B64. Approximately 10 km along B64 you will come to a sign where you will need to turn left and ride into Burra. Head out of Burra (A32), pass through Hanson and turn right at Farrell Flat, follow this road all the way into Clare. **LUNCH WILL BE AT CLARE.** Home via B82, Seven Hill, Penwortham, Leasingham, Auburn, Roseworthy, etc.

CMA. Christian Motorcycle Association

Run For The Son 2006 April 29th 2006

10am Start: meet at BP West Tce. City.

Cost \$10 per person, includes badge & BBQ. Drinks will be available for sale at \$1.00 ea.

ALL FUNDS DONATED TO TEEN CHALLENGE.

For more info call Danny: 0401491529



Five Ferries Run, November '05



King of Clubs Poker Run November '05

MRA Committee

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 Treasurer – Fiona Kimber 0402 421 746
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 – Paul Morgan 0401 145 541
 Minutes Secretary – Joyce White 0419 818 448
 Register Liaison – Bryan White 0419 818 448
 SAMRATS Coordinator – Bryan White 0419 818 448
 4B's Coordinator - Greg Janzow (08) 8346 8068
 4B's Whyalla - Tracey Murray (08) 8645 5073
 Public Officer - Peter Mount 0414 399 000
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 webmaster@mrasa.asn.au

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 Felicity Benton, Turbo

MRA PO Box 909 Millicent SA 5280

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
1 Year	\$20	\$30
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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