

CENTRESTAND

DECEMBER 2006



let those who ride decide

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IN THIS ISSUE : PHOTO CORNER TOY RUN REPORT FROM THE VAULT MRA TOURERS INTERNATIONAL NEWS



M.R.A.
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COVER PHOTO: TOY RUN 2005 – AT GLENELG Photo: Arwen Lindemann

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EDITORIAL

Motorcyclists have been in the news quite a bit lately, but it's not the kind of news we like to hear. Twenty-one fatalities to date, which, over the last decade, has only been as high in 2004 and 2002. The police say the major cause is speed, but is this a convenient catch-all for almost every crash in which a rider loses control for any reason? Was the rider behaving irresponsibly and going like a bat out of hell or just going too fast for the conditions? Did unexpected and unforeseeable conditions, like water, gravel or leaves on a blind corner cause or contribute to the crash? Was another vehicle, even another motorcycle, involved?

Research by the NSW Motorcycle Council (a member of the Australian Motorcycle Council) suggests that up to 38% of 'single vehicle' crashes may have involved another vehicle which did not stop or whose driver was not aware that a crash had occurred. Although many have lived to tell these stories, the others must rely on crash investigation, which might determine the speed, trajectory and other factors, but not necessarily the presence of another vehicle. All this means is that we need to be cautious in how we interpret raw figures and in making assumptions based on common perceptions or generalisations.

There's a saying that "It's not the fall that kills you, it's the sudden stop at the end". How many riders do we know who have gone down at speed (however 'speed' is interpreted), not hit anything and walked away with nothing but a shredded leather jacket? How many do you know who have slid into W-Beam and broken legs or arms or been disembowelled or decapitated?

If the obsession with the convenience of speed as the principal cause was put aside for a moment, and the road infrastructure – that is, the things people hit – was considered with the same enthusiasm, it might go a long way to making the road environment more forgiving when people make mistakes. Because, being human, that's what we do sometimes, regardless of experience and skill. We have the technology and expertise to make the road a safer place, so who'll vote for the money derived from traffic fines to be spent on saving lives and injury?

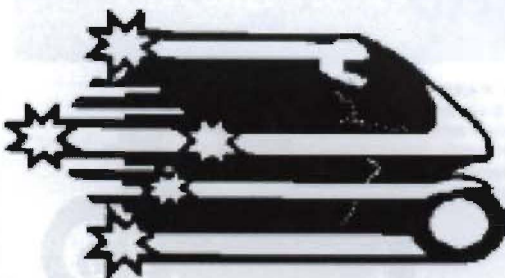
You might not be responsible for everything that happens to you out there, but ride as though you were, and have some great experiences over Christmas.

Ride on, read on, write in

Peter Mount

If I had my life to live again, I'd make the same mistakes, only sooner.

Tallulah Bankhead



PRESIDENT'S REPORT

By Phil Mc Clelland

I would like to thank everyone who attended the AGM.

The September AGM saw some new faces elected to the executive of the MRA. I am honoured to be President and welcome the support shown for Peter Goodrich as Vice President, Sue Rogan as Secretary and Heidi Wegmann as Treasurer.

Jock Rogan put his hand up for a huge workload. Jock has taken on Membership, Social sub-committee organiser and also looks after our website. We thanked him by buying a Santa suit in his size and a free ride in a sidecar to Hahndorf Oval. ☺

Peter Goodrich is continuing his great work on the political front that saw him organise the Protest Rally over increased costs for learner riders. Peter joins the hard working Paul Morgan (Toy Run), Greg Janzow (4B's) Peter Mount (Centrestand Editor) and Harald Lindemann in providing the continuity all committees need. Jean-Renee Gibard, Anthony Chan and Brenton Carter are welcome additions to a committee that still has some vacancies.

The general membership is the association. Most motorcyclists are not politically active but will readily acknowledge the need for a political voice. Motorcyclists join, and maintain their membership in the MRA, to be a part of an association that is focused on the needs of the motorcycle community. We need these members for their diversity of opinions, life experiences and skills, as we are only as strong and effective as our members. The old war cry, "United we stand, divided we fall" is as true for us as it was for the unions.

We are now confronting a new and unexpected challenge. This one is different from any in the past and it may have been preventable. We have been forced to obtain legal advice over the incorporation of the SOUTH AUSTRALIAN MOTORCYCLE RIDERS ASSOCIATION TOURING SQUAD (SAMRATS) INCORPORATED as a separate entity without our authority and the application by one of its members to trademark the SAMRATS logo for the use of that unrelated association. We cannot stand idle while another organisation uses our name and logo.

Our logo was designed by our members for our use and has evolved since 1986 to its current form. It is used on our T-shirts and promotional material. That we have been driven to engage our solicitor for this purpose is deeply regrettable for many reasons. It may be necessary to resort to legal action to protect our name and good standing in the community and with organisations that have sponsored and supported us. Our reputation has been earned over many years by the

voluntary work of past and present members. We all benefit from it. We have a duty to all those members to protect our name and good standing.

Legal action by the MRA should be focused on helping fellow motorcyclists, not targeted at them. Legal action always costs and only part of the price is financial. We are looking at ways the MRASA Inc. can fund this defence of our property if it ends up in court. I would like feedback from the membership over the creation of a fighting fund.

The social side of the MRA is undergoing another rebirth guided by Jock Rogan. Instead of the usual social sips in December, I have asked Jock and his social sub-committee to organise a BBQ. They have picked 17th of December. I encourage all members to either join in the rides to the park, or turn up to the sausage sizzle. Please see Jock's column for more info.

I am looking forward to catching up with everyone at the Toy Run. Please feel free to come and see me and let me know your thoughts and feelings about our great association.

Best wishes for a safe and happy Christmas.

SHANNONS IS NOW INTO BIKES.

DARYL BEATTIE

Introducing Shannons Comprehensive Bike Insurance

If you have several years experience on the road and always garage your bike, you can now get a top level of comprehensive cover, plus policy features that bike enthusiasts have been crying out for.



SHARE THE PASSION

Insurance for Motoring Enthusiasts Call 13 46 46.

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TOY RUN REPORT

by Paul Morgan, Coordinator

It's here again. Get your bikes polished and decorate them with Christmas tinsel. Let's make this a really spectacular run for all the people lining the route.

The band this year is Exile. There will be a face painter, blow-up castle and merry-go-round for the kids. Also Santa will be arriving at approximately 12 noon.

Plenty of food and drinks will be available.

Run badges are available at the MRA stock tent. While you're there, buy a T-shirt, hat and stubby holder.

Most of the bike dealers in Adelaide will be displaying their new models. Plus stalls to help you part with your money.

All toys and food donated will go to St. Vincent de Paul.

A few things to remember:

- **The Run is on Sunday, December 10.**
- The run starts at 11.00 a.m. at Glenelg.
- Arrive early, before 10.30 a.m.
- Follow the instructions of the marshals and the police; they are there to make the run a safe one.
- Do not get in front of Santa. Remember this is a run, not a race.
- Once at the oval, follow the instructions of the police, SES and the marshals as to where to park your bike; this way we will be able to get the 1000's of bikes into the oval with little delay. *These people are there for your safety, so please follow their instructions and be patient.*
- Admission to the oval is a toy or gold coin donation. Bring a toy of reasonable value and for older kids (12-16 years). New toys are preferred.
- If you tie a toy to your bike, make sure it is not touching the exhaust.

Ride safe and I'll see you down at the Bay.

BREAKING NEWS

Deaths from external causes have decreased markedly over the last 30 years in Australia, mainly due to *decreasing* death rates from transport accidents. Prior to 1991, the leading external cause of death was motor vehicle accidents, but after 1991 the death rate from motor vehicle accidents became lower than the death rate from intentional self-harm (suicide) (ABS 2004b).

National Road Safety Action Plan 2007 and 2008

This was approved on the 14th of October by the Australian Transport Council. Release of the new Plan was announced in a joint media statement by Ministers Lloyd and Vaile (http://www.ministers.dotars.gov.au/jl/releases/2006/October/L130_2006.htm) and the document can be accessed directly from the ATC website at the following address: http://www.atcouncil.gov.au/documents/nrss_actionplan_0708.pdf.

It is of concern that on Table 2, Motorcycle Single Vehicle and Motorcycle Multi Vehicle are the only two categories that have increased between 1999 and 2005, by 20% and 15% respectively.

It should be noted that Bicycle Single Vehicle also increased but the percentage was not calculated due to the small numbers.

There is strong emphasis on 'speed management', so expect to see more police activity in this area.

A specific motorcycle safety action is to "*Ensure the motorcycle-specific issues are taken into account in the design and construction of new roads and improvements to existing roads ...*", however the only comprehensive document on this topic, namely Austroads Engineering Guidelines Part 15: Motorcycle Safety, is being withdrawn from circulation.

4/ another specific motorcycle safety action is to "*Consider options for a best practice graduated licensing system for novice riders*" So we can expect more proposals as per Queensland.

Guy Stanford AMC

MRA TOURERS

By Jock Rogan, Social Events Liaison

Hello, my name is Jock Rogan. Many of you who are regulars on MRA rides may know me as the rider of the Honda Valkyrie at the back of the Sunday rides, or the leader of the Saturday rides. Well, after the last AGM they have put me in charge of the lot!

Around the time of the AGM we were advised that the MRA could not use the SAMRATS name for their touring squad, which had been used for some years. The details of this are documented elsewhere. We also lost a dozen active members who had provided the MRA with many well-run activities. Few organisations can lose such expertise without noticing the effect.

At the AGM I was elected to the new position of Social Events Liaison Officer which includes touring squad rides. Since then I have been impressed and humbled by the devotion and dedication of MRA members who have felt a need to become active and support the MRA.

In the weeks since the AGM we have had several activities, including Saturday and Sunday rides, and have averaged about twenty riders per event. We have had guest ride leaders offer to lead events for us and have been blessed to have had Mr David Povey return from retirement to lead his Five Ferries Ride.

We have tried to maintain long standing principles established by the MRA. All riders are welcome on rides whether they are members or not! We encourage people to join the MRA but that isn't a ride requirement. We often have better than eighty percent of riders who are members, though.

It is a condition of acceptance to any ride that a rider is licensed and his or her machine is roadworthy and registered. We also adhere to the rules of the road. It is the intention of the MRASA Tourers that we support the MRA's road safety policies.

It takes some time to train up a new group to be a cohesive team. This is also a challenge when you can have many riders who can only ride with you occasionally due to family or work commitments.

I must admit we have had our challenges and our learning experiences. What has been an education to me is how these events have made us a more cohesive and determined team. I have been impressed how, as a group, this Touring Squad has taken on its own identity. They own their rides and own the frustration when it doesn't work! Yet they welcome and encourage new riders whether new to the group or new to riding. They listen when counsel is offered.

I am very proud to be part of this ride group. They are currently planning a variety of events for next year and this includes rides they would like to do. The intention is to have two Saturday rides per month and one Sunday ride per month. Saturday rides to be a shorter, slower ride and the Sunday ride being for more experienced riders.

Our greatest hurdle is our name. We have a competition to be drawn at the Toy Run to select a new name. We don't want to announce too many activities until we settle this. Riders have been too confused already.

We would welcome interested riders to visit the MRASA Tourers page on the website for the latest information on rides. If you would like to be added to the MRASA Tourers mailing list please email me and ask to be added. Please feel very welcome, either to join in current events or to suggest new activities. We want to spark your interest but we can't if we don't know who you are or what you want!

We would like to invite you to attend a combined Christmas BBQ on December 17. This event is open to all MRA members and family and we welcome Toy Run, 4B's Scooter Squad, Safety Committee, MRASA Tourers and all general members to join in with your families. Single members may invite a friend.

We will start the event with a ride (for both bikes and scooters) from the carpark at Modbury. We will meet behind McDonalds then ride to Seacliff. If you have family you can go straight to the park for 12 a.m. if you wish.

Santa will be available. If you would like your child to be given a present please provide a present (labelled with the child's name) to an organiser on the day. This way your child will get a present you can live with! A sausage style BBQ & salad will be provided by the MRA but please feel free to bring food if you have special dietary needs. Details will be available on the website.

I would appreciate an indication of who would like to attend so we have numbers for the caterer. Please email me at valkyrie01@westnet.com.au or phone 0411 273 184.

Merry Christmas and a Happy New Year.

mRA TourerS

TheMRA Touring Rats!

LETTERS

I was wondering if the MRA will be responding to the Minister for Road Safety's proposed changes to the scooter licensing for scooters less than 50cc.

My personal opinion is it's about time. So many scooter riders have no ride training, take risks and don't even wear appropriate safety gear. The most vulnerable bikes are slow off the line and limited in speed; some will not even keep up with traffic at 60 kph yet they cut traffic to get to the front and are swamped by unhappy car drivers when the lights change.

On unsafe roads, has anyone mentioned the top of Sir Donald Bradman drive just over West Terrace? The whole area from West Terrace to the bridge is a maze of tar lines which are sooo slippery when it has been raining. I take it they use this slippery tar to fill cracks, which is fine for cars but they can be lethal for motorcyclists and scooter riders.

My 2 cents worth.
Jacqui Deering

We're still discussing scooter licensing with the minister, Jacqui. Non-skid crack sealant is supposed to be used now, so thanks for the notice. ...Ed.

Motorcycle Awareness Week

The Motorcycle Council of NSW is releasing a new video series on motorcycle awareness. Right now. It's a serious message wrapped in a humorous package.

Just because we can, MCC of NSW has paid to have these indexed and coded into the media libraries of EVERY TV STATION around Australia. Yes it cost us twice what it would for NSW alone. On top of production costs. The money for this has been generated by volunteer work by riders of the MCC of NSW.

This means that EVERY TV station will have these videos available for use in their community service announcement slots.

It means that ANY rider group across Australia can make representation to their local TV station for showing these at appropriate times to co-ordinate with local events. The adverts carry the tag line, "What do we have to do to get noticed?" We have Tara Moss in a lead role. She's gorgeous on a T100.

We have created a download site so you can distribute the links, rather than the entire video. Enjoy! Distribute the link to non-riders!
www.pleaselooktwice.com

Guy Stanford MCC of NSW

REAL LIFE

A conversation overheard in an Adelaide Hills café recently (names changed to protect the innocent - or complicit).

A rider in leathers removes his helmet as he approaches the girl behind the counter. "Ohhh I have waited all week for a ride like that," the rider exclaims. "Can you sell me an egg-and-bacon roll for breakfast?"

"Certainly sir!" the girl replies in a cheery voice.

"And a nice black coffee to wash it down?" continues the rider.

"Certainly sir!" the girl chirps back.

"And do you have a Saturday Advertiser I could read while I eat?" continues the rider whilst on a winner.

"Not until Saturday sir. I'm afraid it's still Friday," replies the girl in the same cheery voice.

Obviously shaken at this news, the rider asks in a meek voice, "May I borrow your phone? I think I had better call my boss!"

VALE OCHRE

We are sad to inform members that Ochre recently passed away. You will remember Ochre as our long-time Toy Run mascot on the tank of Past President Sean McPherson's bike. We extend our condolences to Sean for the loss of his best mate.



Road Safety Barrier Systems Standard

By Brian Wood - AMC

In November, at the third meeting of the Standards Australia committee since it reconvened to review the Standard AS/NZS 3845 (*which first came out in 1999 ...Ed.*), we were advised that New Zealand no longer wished to have a joint standard (so the 'NZS' Standard identification will be removed), and the Pedestrian Council was welcomed as a new member.

'Deemed to comply' barriers will be removed from the Standard. This means that in future all barriers will have to be crash tested to comply with the Standard. Currently there are a number of barriers that are 'deemed to comply' as they are very similar to barriers that have been tested. (*'Deemed to comply' barriers are allowed on the assumption that they will perform much like those already tested; it also enables innovative modifications to current barrier systems to be trialled in the field, which might otherwise be prohibitively expensive to test in isolation. Such innovations might not be hazardous to motorcyclists provided our safety is considered in their development. ...Ed.*)

The Standard will also include bollards, which are not included in the current Standard.

In response to a query from Roads ACT, generated by a ministerial enquiry into the use of ET2000 terminal ends, the Chairman observed that "It was socially responsible to consider vulnerable road users". The current Standard recognises the vulnerability of motorcyclists but I believe the revised Standard needs to provide more guidance in this regard.

VicRoads has purchased 7.5 km of motorcycle rubrail and a number of wire rope barrier post cushions to be used in a 'trial'.

VicRoads was intending to trial Moto-tub, another type of underrail, but it appears this part of the trial is not proceeding as it was uneconomical to manufacture the special brackets needed to suit the Victorian barrier. (*Uneconomical for motorcyclists' safety? ...Ed.*)

Vacuum cleaner company told its product sucks

INTERNATIONAL ACTIVITY

The motorcycle industry in Europe signed a new commitment to the European Road Safety Charter at the 3rd ACEM (Association des Constructeurs Européens de Motoicycles) Annual Conference supporting "Shared Responsibility in Road Safety".

Dr Herbert Diess, the President of ACEM, signed a commitment regarding new safety- by all ACEM powered two-wheeler manufacturers. The general aim of the ACEM Promotion and Advertising guidelines is to ensure that all promotion and advertisements for powered two-wheelers destined for use on public roads show the powered two-wheelers used in a safe and responsible manner, in order to positively influence the attitude of the user.

This renewed ACEM commitment to the European Road Safety Charter was also part of the message delivered by the 3rd ACEM Annual Conference "Improving Motorcycling Safety: a Shared Responsibility". Jacques Compagne, the Secretary General of ACEM, presented the review of the motorcycle Industry's plan for action, highlighting current and future initiatives in the field of road safety.

The ACEM Conference involved public authorities and private transport stakeholders. Herbert Diess summed up the different contributions made during the event, underlining the shared goal of improving motorcycling safety through an holistic approach seeking to involve all stakeholders in an informed and knowledge-based decision-making process. A special emphasis was put on the need to integrate powered two-wheelers in transport policy and in road safety plans at European, national and local levels to make the most of their mobility advantages, particularly in urban areas. The safety contribution of properly designed and maintained road infrastructure was also supported by all speakers.

Commenting on the ACEM Conference and the new commitment to the European Road Safety Charter, Dr Diess said, "The challenge of improving road safety must be looked at positively, with the support and through the joint actions of all stakeholders. ACEM is looking forward to more opportunities for cooperation in this important area."

ACEM is the professional association of the motorcycle industry in Europe and represents 11 manufacturers and 12 associations. The product range covers 50cc mopeds up to motorcycles with 1000cc and more. ACEM members are responsible for 90% of the total production and up to 95% of the total market in Europe. The motorcycle industry business is worth 10 billion Euro to the European economy and employs over 200,000 people in the EU Member States.

LONG ROAD to LONDON (Advertisement)

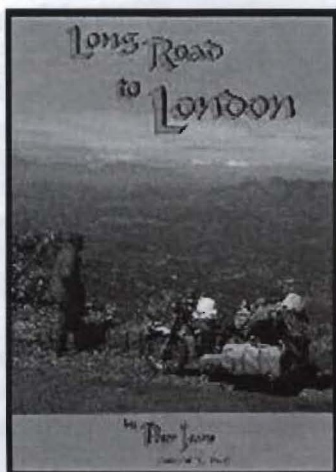
Written by former **columnist** of **The West Australian** newspaper and author of *My Word, Ship to Shore, Bodger, Stoker's Bay* and *Seafaring Lore & Legends* **PETER JEANS**.

In his book, Peter recalls the adventures, trials and tribulations he encountered as a young man, on an extraordinary overland journey in the early 1960s from Perth, Western Australia, through Asia, the Middle East and Europe to his final destination – London.

It tells of how an extremely naïve young Western Australian man who had never ridden or owned a motorcycle, had no motorcycle or international licence and no mechanical aptitude, managed in 1962 to ride a Royal Enfield 350cc Bullet motorcycle (which he purchased in Singapore for \$120AUS) overland through Asia, the Middle East, Europe and finally to London.. Peter's descriptions of people, places and events are wonderfully evocative and often extremely funny. He tells of the hunger, hardship, poverty and despair he encountered alongside a personal journey of self-discovery. Featuring 87 wonderful photographs and 19 detailed maps, Peter clearly depicts his epic journey.

The book is well-written and will appeal to all age groups, to anyone with an interest in classic motorcycles and the logistics of travel in a bygone era, or thinking of embarking on a travel adventure, or perhaps someone looking for inspiration to take that first step.

A good quality publication, priced at just **\$27.50** (inc gst) plus postage and handling costs and available from major bookstores or direct from **Rawlhouse Publishing Pty Ltd**, PO Box 145, West Perth, Western Australia, 6872.



FROM THE VAULT

Centrestand September 1986

- YOU:** Psst. Wanna join the MRA?
- Easygoing Motorcyclist but Unaware:** I'm already in the Motorcycle Republican Army
- YOU:** Not that one, the other one.
- EMU:** I'm in the Motorcyclists Renowned for Apathy group too.
- YOU:** Nah, nah, not that one either. This one.
- EMU:** Why should I?
- YOU:** We look out for ya.
- EMU:** How?
- YOU:** We rap on with the government and other people so you get a fair go, and we get things done for bikers you would not get by yourself.
- EMU:** Like What?
- YOU:** You name it.
- EMU:** OK mate. I'll fix your little red wagon. Waddaya doing about more city parking then?
- YOU:** We've already done it. Listen mate, a few years ago there wasn't any special parking for us. Now there's a whole stack of half-hour bike parks and quite a few all-day parks which don't cost you a brass razoo. Car drivers have to pay for theirs. We're better off than any other city in Oz. In Perth you can't even park your bike in a car park.
- EMU:** Yeah, well, waddabout this noise thing? I don't want me Harley wiffing around like a detuned Volvo with diarrhoea.
- YOU:** The noise thing's been fixed. It won't come in 'til March '88, and then it'll be the same as what's in Europe, which is not nearly as bad as the one that the environmentalist group was trying to lay on us. If it weren't for us you'd be pushing your Hog around saying, "Ker-thump, ker-thump," and then you'd most likely get booked for saying it too loudly.
- EMU:** OK, OK. But why should I have to ride around with me headlight on in the daytime if I don't wanna?
- YOU:** Ya don't. We stopped that move in 1984. Just as much evidence against as for, probably more.
- EMU:** Well, front number plates are dangerous. Oughta be banned. Slice you open as quick as a flash in a prang. What about them, eh?
- YOU:** Where you been, man?, We got that law changed in '81. You don't have to put em on any more.

(And the lesson is? More adventures of YOU and EMU coming up next issue. ...Ed.)

ROAD SAFETY OFFICER'S RUMINATIONS By Peter Goodrich

Where do we want to be? This is an important question to ask ourselves and other riders. Dignity and respect from other road users, governments and the community might be on the list somewhere. Why should these be on the list? Ask yourself that next time a car nearly runs you down, or some government or bureaucrat publicly rubbishes riders or some moron believes he has a right to slag on you because you ride bikes. Or maybe a boss doesn't like you turning up for work wearing leathers. All these are reactions from ignorant bigots. Occasionally these people gain positions that influence our riding. Some even try to get us off the road. Hidden agendas control our fate. All too often we learn of these when it is too late to do anything about them.

A few months ago the MRA held a protest rally. It was successful with many of the goals except the primary goal of reducing the Rider Safe fees. In this it failed. With a thousand bikes and even more people, a submitted petition, delegations to the government and help from friends in high places, the government didn't budge. Why? Because it knows the riding community, when it comes to opposing its views, is fragmented and without sufficient strength. To the government, we were just an annoyance. So, we failed. Unfortunately, this is not an isolated issue where our lack of strength prevents us achieving what we want. Examples: instead of educational safety campaigns, we get concealed speed cameras and enforcement; instead of commonsense parking, we get parking tickets; instead of having properly maintained roads, we get defect notices for rear mudguards. What is more unsafe: a rear mudguard that might be out a little or a pothole in the middle of the road?

Then there are the recurring attacks. Front number plates. These were thrown out years ago because they sliced people up, yet somebody, somewhere in a hidden office is trying come up with a plan to bring in frontal identification. Why? For more enforcement. Recently, some Einstein devised a plan to drop the state speed limit from 110km/h to 100km/h. They tried this a few years back and failed. They may fail this time also, yet they will try again and again. We are still alert waiting for the lane splitting issue to raise its ugly head again.

Time and again, instead of making the road environment safer by fixing the roads, they frustrate road users by more restrictive controls. Ok, so what do we do? Shall we throw our hands in the air and say, "What's the point in trying?" when we achieve so little for our efforts? I don't think so. It just takes time and the ability to see the problem and aptitude to solve it. The problem: the government has no obligation to

listen to our pleas because we don't have the numbers. The solution: get more people involved. That is the solution. Solving problems is easy; implementing the solutions is hard. Numbers make a real difference when you seek change. How do we gain the numbers? A more pertinent question to ask is why we don't have the numbers that already. Again, look for the problem.

Recently, the MRA experienced a major split, one of which we should all be aware. Regardless of the direct and obvious consequences of the split, it is actually helping the MRA by forcing it to look inwards and be self-critical. The MRA needs to change in order for it to attract large numbers of members. Talking with riders and witnessing the operations of the MRA, two main reasons why the MRA does not have a larger membership base became apparent: lack of confidence in the MRA and apathy within the riding community.

Understanding the first is painful because it focuses on the management, yet this process must occur. The MRA is now focused on addressing each and every issue that leads to the lack of confidence. These include transparency, communications, accountability and cohesion within the working groups.

I have heard people say that the committee is always fighting. To the onlooker, this may seem the case. Take into account that the MRA is not a social club. It has a social arm and Jock is doing wonders there, but the main committee is there to do a job and that is to represent riders in sometimes hostile environments. The people in the committee are not the type to go quietly and accept anything verbatim. We do argue because if we believe in something, we will say so. This is good and healthy. Each committee member learns from the process to argue, a skill necessary when we argue on behalf of riders. When we write submissions or go into negotiations, we prepare and argue for motorcyclists' rights. Therefore, having a vocal committee is a good thing.

The committee is working well with great teamwork. New people are in with fresh ideas. Veterans with years of experience and knowledge help those of us who don't. It is a good mix and we are all passionate to see the MRA succeed in its endeavours. There is a lot of work ahead of us so please do not expect overnight change. Change will occur little by little and with each step I hope confidence in the MRA will return along with returning and new members.

Making mistakes is the privilege of the active. It is always the mediocre people who are negative, who spend their lives proving that they were not wrong.

Ingmar Kamprad
Ikea Furniture owner



The Motorcycle Riders Association Inc
Of South Australia

In conjunction with the

MRASA Tourers



Would like to invite you to
a Bar-B-Que
to celebrate the
Christmas Break-up
for 2006.



If you would like to participate in the Christmas Ride please muster in the Car Park behind McDonalds at Tea Tree Plaza at 9.30 am for a 10.00 am start. From here bikes and scooters will follow different routes to arrive at Angus Neill Reserve, Esplanade, Brighton, at about 12.15 pm. Families in cars may go straight to the park for 12.15 if they wish.

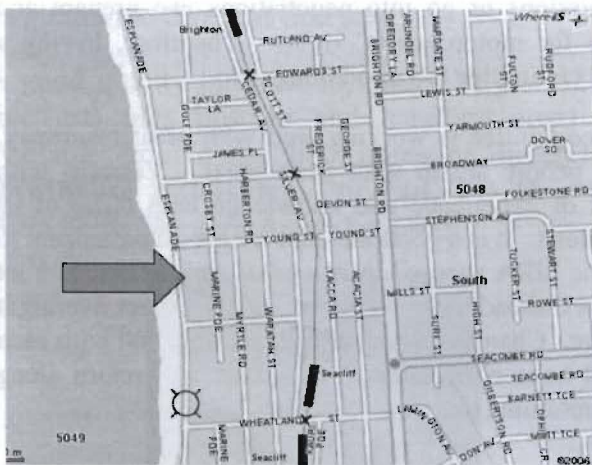
If you would like your child to receive a present from Santa please provide one with the child's name on to an organiser on the day.

A sausage sizzle and salad lunch will be provided by the MRA. Please feel free to bring food if you have special dietary requirements.

This is an MRA carded event. Members plus one or families on a family membership please. (You still have time to join - even at the Toy Run!)

To find the Angus Neill Reserve it is 400 metres north along the Esplanade from the Seaciff Hotel (which is on the corner of the Esplanade and Wheatland St) There are 2x electric hotplates - FREE use on timers. 2x car parks at each end of the preserve, 10 cars each, at least.

There are more car parks along frontage and more at a pinch along the back up the top. It also has a Little kids play equipment. There are 2 shelters with seating and minimal table space. If you come in a car please feel free to bring a chair. There is lots of green grass suitable for bums-on-grass and some shady trees around.



Could you please let us know if you would like to attend so we have some idea of numbers for the caterer please? Could you email me at valkyrie01@westnet.com.au or phone me on 0411 273 184 please?

Thank you for your help with this.

Joek Rogan.
Social Events Liaison.

PHOTO CORNER



MIKE BROWN



CMA ANGASTON RUN



SO THAT'S WHERE I LEFT IT!

MRA Committee

President – Phil Mc Clelland 0408 607 788
 Vice President – Peter Goodrich 0407 784 606
 Secretary – Sue Rogan 0411 273 184
 Treasurer – Heidi Wegmann
 Membership – Jock Rogan 0411 273 184
 Road Safety – Peter Goodrich 0407 784 606
 Publicity - vacant
 Stock Controller - Paul Morgan 0401 145 541
 Minutes Secretary – vacant
 Register Liaison – vacant
 Social Activities Liaison – Jock Rogan 0411 273 184
 Toy Run Coordinator – Paul Morgan 0401 145 541
 4B's Coordinator - Greg Janzow (08) 8346 8068
 4B's Whyalla - Tracey Murray (08) 8645 5073
 Public Officer - Peter Mount 0414 399 000
 Webmaster - webmaster@mrassa.asn.au

Mid - North Register Committee

President - Stuart 'Toot' Bunnett (08) 8636 3689
 Vice-President - Jackie O'Reilly (08) 8668 4245
 Secretary - Greg Stevens (08) 8865 2285
 Treasurer - Barry Stoneman (08) 8825 3065

MRA 21 East Terrace Snowtown SA 5520

South - East Register Committee

President - Erica Masters (08) 8733 2792
 Vice-President – James Masters
 Secretary - Ellen Koennecke (08) 8765 1030
 Treasurer/Stock Control
 - Alan "Pastie" Masters (08) 8733 2792
 Public Relations - Laurene Jenkins (03) 5527 2042
 Rally Coordinator – Frank Koennecke (08) 8765 1030
 Committee Members: Bill Eales, Vicki Eales,
 Felicity Benton, Turbo

MRA PO Box 909 Millicent SA 5280

DISCOUNTS

Boltons 10%
 Bridgeland Motorcycles 10% on application
 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

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

(This is for all your mates who are not yet MRA members)

OFFICE USE ONLY

<u>Meeting</u>	<u>Run</u>	<u>Magazine</u>	<u>Function</u>	<u>Other</u>
<u>Card issued</u>		<u>Stock Issued</u>	<u>Entered</u>	

MEMBERSHIP FEES (circle one):

	<u>Standard</u>		<u>Concession</u>	
	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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Joel Rogan
National Director - Commercial