

CENTRESTAND

March 2014



THIS ISSUE

LANE FILTERING IN NSW

TRAILER TALK

SCOOTER LICENSING

GO-PRO THE GO

BLUE COPPIN'S VERSE

CHASING RABBITS

Let those who ride decide



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

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Australian Motorcycle Council Inc.

EDITORIAL

Harald Lindemann

“To ride or not to ride? That is a stupid question.”
 (to paraphrase the Bard).

We are a misunderstood lot. How often have you had someone ask you, “Why do you ride a motor-bike?” I reckon, if you have to ask, then you probably won’t understand the answer. It’s like asking, “Why do you climb mountains?” or, “Why does Adele sing?” or, “Why do you like Star Trek?” – the list is endless and the answers can be just as dissatisfying.

We ride because it fills an existential need in us to be at one with our world. We ride because we see the world differently from those who drive in warm, air-conditioned, stereo filled comfort. We ride because it is FUN!! (Pick one!)

When we ride we have a totally different experience to other road users. To start with we are closer to our environment. Measure it – the road is at least six inches closer to our boots than in a car. The sights and smells of nature assault our senses. Road-kill aside, a swarm of locusts can be a life-changing experience. We are closer to nature than any other road user. Have you ever ridden through a dust storm on the Hay Plains, or through three days of torrential rain in Queensland?

Our traffic appreciation is heightened by the knowledge that at any moment an idiot in a tin top who has been trained and licensed and deemed fit to be responsible for the lives of others on the road may wipe you out because of their prioritised attention to the burger they are eating, the makeup they are putting on, the text they are tweeting, the doof-doof they are listening to or the kids they are yelling at. Get the picture?

On a bike, serenity rules. Riding a bike calls for skills that a typical car driver can only dream of. A match of mind, body and machine to propel us to a zen-like state where the riding sweet spot is ever ongoing, where we transcend worldly functions and operate totally on another plane – until the blue light flashes.

Truly a mind-altering experience.

Ride Safe, Harald

PRESIDENT'S REPORT

My sincere thanks go to all our members who attended the AGM. Your support and votes of confidence in electing unopposed all candidates who nominated is appreciated. The next part of my report is a virtual clone of last year's, but I can't get into trouble for plagiarising my own work, can I?

Back for another year are two of the true MRASA stalwarts, Peter Mount and Harald Lindemann. Peter and Harald have teamed to put in the long hours to lead a very successful Toy Run Sub-Committee and also bring out our Centrestand. We are blessed to have them. Other returned Committee members with big workloads are our Road Safety Officer, Nev Gray, and our Web Master and Membership Officer, Graeme Rawlins. A critical job is Treasurer. Ange McClelland is back for another year, after presenting books the auditor wants to use as an example of how it should be done. Take a bow, Ange. Cathy Lux is our Secretary and Register Liaison and Liv Andersen defies the years in continuing as our Minutes Secretary. Ebi Lux has accepted the step up to Vice-President and I am very pleased Skoota has come along to take over our stock. General Committee Members David Povey, Phil Cole, Amanda Lock, Frank DeFrancesco and Judi Overman are joined by the Sub-Committee Coordinators. Each Sub-Committee elects their Coordinator and has an automatic Committee seat. Harald will also wear the Toy Run Coordinator hat and I the 4Bs, whilst Dr Phil Creer was elected by the Scooter Club and Ken King by the SAMRATS. Due to the double ups we ended with three vacant seats to be filled. Greg Janzow has taken the first of these but the other two are waiting for a member just like you. If you have been wondering what the Committee actually does, flick us an email and come along to see if it is something you would enjoy being a part of.

There is another election happening. The one about running our state – and by the time you read this we will know who has won. The reason you haven't heard much from us relating to the state election is simple: neither of the major parties has made any significant motorcycle press releases. Regardless of the outcome, we will be knocking on their doors as soon as they are accepting appointments.

Ride Safe
Phil McClelland
President MRASA

SHANNONS IS NOW INTO BIKES.




DARYL BEATTIE

SHANNONS

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.



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PARKING IN THE CITY

Trying to get information about bike parking places in the Adelaide city area is like pulling hens' teeth. Working through the ACC's website is non-informational (that's polle speak for you-know-what). If you want some serious info then go to www.mcnetwork.com.au and follow the prompts for info on places to park and how many spaces are available.

BIKEWISECRACKS

- 🏍️ If we don't change direction soon, we'll end up where we're going.
- 🏍️ Two roads diverged in a wood and I took the road less travelled and now where the hell am I?
- 🏍️ You can't crash an infinite number of times so you'd better learn from every one.
- 🏍️ I thought YOU had the map!

Thanks to Ken Bingenheimer www.Examiner.com

4B's REPORT

The 4Bs held their traditional Christmas in January party at Greg Janzow's house. Thanks Greg for the wonderful hospitality. A good time was had by all the current and former members present. Greg has been the backbone of the 4Bs for so long and shows no sign of backing off, apart from taking a few more breaks for holidays. We had a guest speaker at our last monthly meeting. Peter Stewart is the CEO of ParaQuad SA and we enjoyed a delightful meal before hearing about his organisation. Paul's concern at the lack of credible hard data struck a real chord with me. It reminded me of the importance of the information we collect during hospital visits on our Horizontal Forms.

The form we use to collect crash data is available on our web site and if you are fortunate and haven't needed a 4Bs visit, have a look at it. We ask about protective equipment, rider experience, training and so much more.

Peter Stewart was asked to check out wheelchairs for us. The Ducati Club donated some wheelchairs to the RAH last year and after seeing how they are being used to allow people to get out of hospital for a few hours' leave, we would like to follow in their footsteps. The 4Bs will look at donating wheelchairs to both the RAH and Flinders Hospital. More about this in later *Centrestands*.

The hospital DVD libraries are going strongly. Many patients watch them on the bigger screen of a laptop and this has the bonus of reducing demand for the portable players. DVD donations continue to come in, mainly through Anderson Solicitors offices. The last batch was donated by the MG Car Club. Thanks Guys and Gals and very well done.

Ride Safe

Phil McClelland 4Bs Coordinator

**NEXT BLOOD RUN
Saturday May 10 2014**

**Departs 9am for the Grenfell St Blood Bank
from Kurralta Park Shopping Centre,
Kurralta Park, on Anzac Highway**

**If you've never given blood, then think about it.
If you have, then bring a friend.**

POETS' CORNER**Motorcycle Riding**

Were your fingers ever cold
Way down to the roots?
Did your other digits freeze
In sodden leather boots?
Did your nose keep ever dripping
In a helmet with wet lining?
Welcome to the world, my friend,
Of motorcycle riding.

Were you ever stuck in traffic,
Those by you shedding wrath?
You're treated as a pest
Tho' you could be man of cloth?
You'll not be treated kindly
By many of them driving;
You're now inside our world:
It's motorcycle riding.

Did you ever meet a stranger
Who, with a friendly wave,
When you're far from home,
Not wrath but kindness gave?
You feel as though in common
For it beckons to your liking.
Come, my friend, and join us
In motorcycle riding.

We're not the kind to talk
Of babies, cars and work,
Or indeed of politics,
Interest rates and perks;
Ours is more a language
Of bikes and life abiding,
And anything related
To motorcycle riding.

We often ride the blacktop,
Enjoy the sweeping bends,
Or rally to the bush,
Always making friends;
Then at the end of day,
By an old rail siding,
In our swags we sleep.
Ahh, motorcycle riding.

So there it is in one:
A style of life our own;
Friendship on two wheels,
Ours and ours alone.
In the rain and wind,
Yes, we take a hiding,
But we love it all to bits
– Motorcycle riding.

Blue Coppin

MRASA INC. ANNUAL GENERAL MEETING 2014 RESULTS

The Annual General Meeting of the MRASA Inc. was held on Sunday 16th of February 2014 at the Prince Albert Hotel, 254 Wright Street Adelaide. A General Meeting of the Association was held before the AGM. The following were elected to the MRASA Committee:

President	Phil McClelland
Vice President	Ebi Lux
Secretary	Cathy Lux
Treasurer	Angela McClelland
Magazine Editor	Harald Lindemann
Membership Secretary	Graeme Rawlins
Register Liaison Officer	Cathy Lux
Minutes Secretary	Liv Andersen
Stock Control Officer	Bill 'Skoota' Hamilton
Road Safety Officer	Neville Gray
Webmaster	Graeme Rawlins
General Committee Representatives (number unspecified until the AGM)	
	David Povey
	Phil Cole
	Amanda Lock
	Frank DeFrancesco
	Judi Overman

Sub-Committee representatives to the MRA Committee were elected by their Sub-Committees:

- **Toy Run Committee – Harald Lindemann**
- **Scooter Club Phil Creer**
- **SAMRATS – Ken King**
- **4Bs – Phil McClelland**

Secretary MRASA

SCOOTER LICENSING FOCUS

The MRA has called for 50cc scooter and moped riders to undertake a training and licensing course in a similar way to motorcyclists in its submission to a state government review of motorcycle safety late last year.

Scoters and mopeds with an engine capacity of 50cc or less are very popular due to their price and economy, with more than 5000 registered in the state. They are also popular because they can be

ridden on a car licence, but the MRA is concerned that there is no requirement for any familiarity with the unique handling characteristics of a two-wheeled vehicle.

The MRA has recommended a course for scooter and moped riders that would cover about half the content of the standard RiderSafe course, take half the time and be of a significantly lower cost. The current RiderSafe training costs over \$700 and, if applied to 50cc riders, would be considered to act as a deterrent to acquiring experience on introductory-level machines.

The government review attracted 443 submissions, with about two-thirds in favour of mandatory training of some kind for these riders. A government spokeswoman said a Motorcycle Reference Group (MRG) has been established (*see December Centrestand...Ed*) involving key motorcycle groups which had been briefed about the consultation outcomes. Further consultation within the MRG will take place before any decisions on training and licensing will be made.

"The response to proposals has been positive and reflects the community's concerns regarding the vulnerability of motorcycle riders and pillion passengers on our roads," the spokeswoman said.

MRA Scooter Club Coordinator Phil Creer said the association strongly supported introducing training and licensing for 50cc scooter and moped riders because at the moment people who could not ride a motorcycle were allowed to ride a scooter. "We get a lot of feedback from both drivers and motorcyclists about moped and small scooter riders hugging the left-hand-side of the road, riding in the oil slick in the centre of the lane and not being aware of other hazards on the road, and we are concerned for their safety," said Mr Creer.

Opposition road safety spokeswoman Vickie Chapman said the Liberals would consider the proposal but did not want to overburden riders with regulation.

(Parts of this article have been adapted from the Sunday Mail of 5.1.14)

GO-PRO NOT A NO-NO

A motorcycle rider was pulled over by police in Melbourne last December and booked for having a Go-Pro camera mounted on his helmet. As these cameras, including Bluetooth devices, are popular with motorcyclists in South Australia, on behalf of MRASA, Scooter Club Coordinator Phil Creer followed up their legality with SAPOL.

It appears that a clear-cut "yes" or "no" answer is not possible. Helmets have to conform to the Australian Standard 1698-1988 *Protective Helmets for Vehicle Users* referred to in the Australian Competition and Consumer Commission's Consumer Protection Notice No.9 (1990), but there are mandatory and voluntary components of the standard.

CPN No.9 is the Commonwealth legislative instrument that defines the mandatory product safety standard for motorcycle helmets. The Australian Consumer Law (ACL) is supposed to be administered identically in every State and Territory by local Departments of Fair Trading or Consumer Affairs. The ACL requires that all helmets comply with CPN No.9.

The mandatory standard is based on AS 1698-1988. AS 1698-1988 is a voluntary standard except for those sections specifically referred to in the mandatory standard. These sections include technical performance testing, construction, labelling, visor requirements and user instructions (such as avoiding potential damage caused by petrol, adhesives and so forth).

(For a more detailed explanation of Oz helmet standards see the March 2013 CS p.13...Ed)

However, there is no reference in the Standard to attachments such as cameras or Bluetooth devices, nor is there any reference in the South Australian Road Rules. It could therefore be reasonably argued that if they are not ruled out they may be considered OK to use.

Validation of this position may be derived through the experience of the MRA's Road Safety Officer, Neville Gray. Neville was engaged by the Motor Accident Commission in 2012 to ride his bike in his usual way and capture footage of risky situations he was put in by other road users; he was provided with a Go-Pro camera for the purpose. Neville was interviewed a number of

times on TV with SA Police, each time with the camera mounted on top of his helmet, with no adverse repercussions.

Chairman of the AMC Helmet Committee, Guy Stanford, believes that no law is broken by attaching a Go-Pro to your helmet, and that any ticket issued for doing so can be fought successfully.

"Think of it this way: the ADR system does not recognise a roof-rack, hence it is non-compliant with any ADR. It's the same for a Go-Pro on a helmet, or a clip-on Bluetooth communicator. The car passes though the ADR system, the customer adds a roof-rack. Helmets pass through the Standards compliance process, the customer adds the Go-Pro, etc.

"No law has been broken. A vehicle driver may be booked for an 'unsecured load', but not for simply using a roof rack to carry a load. Whether it is a part of caution not to attach a Go-Pro is a completely separate issue, like wearing good boots or thongs," he said.

*I would suggest that you copy this page and carry it in your wallet to show any over-zealous copper that you may meet.
Ed*

THE GREAT ESCAPE RALLY

This will be held at the Marrabel site on the 3rd weekend in May (the one after Mother's Day), i.e. 17-18th. BYO everything! We will provide toilets and a limited amount of water. Be on the safe side and BYO shovel & paper. Truly back to basics!

A low-key get-together of old and new friends. The Marrabel pub is just 4km down the road for a fine country pub meal, or make a fire and cook your own dead animal. Firewood onsite.

No badges, but we will have a commemorative souvenir for those who show up.

Look out for the blue signpost 3km south of Marrabel, 17km north of Kapunda. Watch for the ford. If you don't go through it within 100 metres west of the bitumen you are off route. The rally site is after about 4km of good dirt (OK for road bikes). See you there.

Harald 0421 289 714

Peter 0414 399 000 for info

LANE FILTERING LEGAL IN NSW

NSW will be the first of the states and territories to legalise motorcycle lane filtering.

Minister for Roads and Ports Duncan Gay has released a package of changes to help ease road congestion and improve safety by reforming laws for motorcyclists.

"The NSW Government is releasing commonsense solutions to key issues for motorcyclists while maintaining road safety for other road users," Minister Gay said.

"Last year we held a successful trial in the Sydney CBD of motorcyclists being exempt from existing lane filtering laws in an attempt to ease road congestion and improve safety.

"As a result of the trial we will introduce a new law that will permit fully licensed motorcyclists to filter past stationary and slowly-moving vehicles when it is safe to do so. Riders will be able to filter up to a speed of 30kph.

"The new rule will give us the opportunity to communicate with riders so they understand the risks involved with lane filtering and educate them on safe filtering practice."

Conditions of lane filtering:

- o Only permitted when it is safe to do so.
- o Not permitted at normal road speed or high speed between moving traffic.
- o Riders must comply with all other road rules when lane filtering, including rules that do not allow them to overtake to the left of vehicles in the kerbside lane (adjacent to a pedestrian path), travel in the breakdown lane, or when filtering around trucks and buses.
- o Speed limit of 30kph. This will limit filtering to slowly-moving traffic where vehicles are moving at or below this speed
- o Filtering limited to fully-licensed riders only who will have more highly developed hazard perception and motorcycle handling skills (excludes Learner or Provisional riders).
- o No filtering in school zones during hours of operation.

The NSW Roads and Traffic Authority has been liaising with motorcyclists through a number of entities including the Motorcycle Council of NSW (MCC of NSW) to bring in the changes.

Christopher Burns, spokesman for the MCC of NSW, said, "There are multiple benefits from lane filtering including reducing the risk of riders being caught up in a rear-end collision by removing them from the danger

zone. Rear-enders are the most common collision in NSW and can result in a rider being severely injured.

"Lane filtering has been common practice for motorcycle riders across the country and overseas for decades. The benefits of lane filtering have been internationally recognised as a solution to traffic congestion in built-up areas and will assist in relieving congestion as motorcycles are not taking up the equivalent of a car space. With close to 4,000 motorcycles travelling into the Sydney CBD every weekday one can easily estimate the benefits to car drivers."

Lane filtering is defined as motorcycles moving between lanes of slow or stationary traffic. A large European study* shows it's safer for riders and it is legal in many other places around the world.

Road safety advocacy and legal firm Maurice Blackburn has been working with the Australian Motorcycle Council and the MCC of NSW in support of the new law and has welcomed the Government's plan. "NSW has led the way and others should see the sense in it and do the same," said John Voyage, principal and road safety advocate.

"It is a commonsense approach. The Government has successfully trialled this and listened to us and to the many thousands of motorcyclists who say lane filtering is safer for everyone and cuts traffic congestion."

Maurice Blackburn is one of the backers of a ground-breaking online road safety initiative that, together with Australia's motorcycling community, has pushed for filtering with an online campaign and video entitled "Take a Longer Look".

<<http://www.youtube.com/watch?v=wSRY7RxMF1g>>

The video has had almost 77,000 views since it was launched in October 2013 to show with graphics how lane filtering works in action, so that the community understands its economic and safety benefits. Mr Voyage said it was encouraging that a number of state and territory governments were looking at lane filtering, but they now needed to take the next step and legalise it to reduce confusion among motorists and riders.

"Take a Longer Look" was funded via Australia's riding community who bought Stop SMIDSY T-shirts to fund the project.

Chairman of the Victorian Motorcycle Council, Rob Salvatore, applauded the announcement, saying, "Motorcycle lane filtering makes sense. It benefits all road users in terms of reduced congestion and improved road safety and as NSW has shown, it doesn't belong in the too-hard basket. Victoria now needs to follow their lead and act."

The 2012 Victorian Parliamentary Inquiry into Motorcycle Safety recommended implementing lane filtering as a matter of urgency due to its safety benefits. The leading cause of rider hospitalisation on Melbourne metropolitan roads was determined to be "same direction" crashes, resulting from motorcycles remaining in the lines of stop-start traffic.

"Allowing riders to filter between lines of congestion is consistent with traffic separation principles and would significantly improve this leading cause of injury," said Mr Salvatore. The new law will come into effect in NSW on July 1 this year.

**EU Motorcycle Accident In-depth Study (MAIDS) Final Report 2.0 2009.*

NT GOOD (HELMET) NEWS WEEK

The Northern Territory Government has recently altered its helmet standards to comply with the Australian Standard AS1698-1988.

The Registrar of Motor Vehicles, Paul Rajan, has approved any helmet that meets the criteria listed in AS1698-1988 and comes within "...regulation 8(1)(b) of the Traffic Regulations and the definition of approved motorbike helmet in Australian Road Rule 270(3)".

The legislation overcomes the confusing contradiction between Federal and Territory standards which not only meant it was impossible to purchase a helmet that complied with both standards, but saw motorcyclists booked for wearing "non-compliant" helmets.

The change is the result of intense lobbying for more than a year by Rider Awareness Northern Territory (RANT) to correct the problem that was caused when the NT Government revised the original Standard in January 2012.

RANT spokeswoman Eliza Tobin welcomed the move, saying, "We are very pleased at this positive result. It demonstrates the value of the consultative process between the Territory's motorcyclists and the Government. The new regulation not only addresses the previous anomalies but it will allow a rider to wear an older helmet that complies with the earlier Standard."

(For a full rundown of the national helmet standards debacle see the March 2013 Centrestand pages 13-15...Ed.)

COUNCILS WANT 110 KPH

Speed limits on many SA country roads should be returned to or kept at 110 kph with more money spent on safety upgrades instead to reduce the road toll, councils say. The Local Government Association (LGA) is pressuring the State Government to abandon lower speed limits and instead "strengthen policies that will save lives", including shoulder sealing and better policing of motorists breaking the law.

In a submission to the Transport Department's review of rural speed limits on 200 roads, the LGA says that decreasing speeds will keep road users on the road longer and "it is unlikely" a 10 kph reduction would prevent crashes.

LGA Acting President Lorraine Rosenberg said the organisation wanted to meet the Government to identify the roads it wanted restored to 110 kph. "Regional councils are particularly concerned that the State is seeking to deal with poor road condition by downgrading the speed limit on the road, rather than by investing in upgrading roads."

The review will be based on safety measurements including crash history, geometry, width and roadside hazards such as vegetation and other fixed objects.

The LGA submission argues that statistics used to justify lowering the limit to 100 kph failed to consider other factors that contribute to accidents such as excessive speed and driving in a dangerous manner, inattention and poor road conditions. It argues that sealing road shoulders can reduce crash risk by up to 40 per cent. The LGA will also try and restore 110 kph limits on 723 kilometres of roads which were changed to 100 kph in December 2011.

THANK YOU VVMCSA

The Veteran and Vintage Motorcycle Club of SA has generously donated one of their marquees to the MRA. It will be put to very good use, particularly at the MRA Toy Run, where shade for the participants and helpers is always a priority. MRASA is most appreciative of the VVMCCSA's consideration. It is a reflection of the inter-club support that exists within the motorcycling community, and it is this spirit which has ensured the stability and growth of the MRA Toy Run since it commenced in 1979.

RIDDEN-ON RIDE REPORT

This ride was the annual MRA Ridden-On Ride to Second Valley which has been held every year for the last 8 years. The ride was originally conceived by the MRA Samrats Ride Captain the late Jock Rogan and the current MRA President Phil McClelland. The ride is to honour and remember our motorcycling friends and family who have passed on to a better place leaving us behind.

This 2014 Ridden-On Ride had the biggest number of participants we have had for quite a few years, with approx. 140 bikes and 160 people taking part. The Ridden-On Ride is an inter-club ride organised by the MRASA in which we encourage as many members of the motorcycling community to attend as possible.

On this day we had a number of clubs attend including the Sabers, Samrats, CMA and the Cruiser Club. The big turn out was due in large part to the support of the Cruiser Club which made up about half of the total bikes participating. There were also a lot of unaffiliated riders who come out for a group ride only for the Toy Run at Christmas and also for the Ridden-On Ride.

We had the safety/information talk including a short but moving address by Phil McClelland on the history of the Ridden-On Ride and what it meant to him personally. Phil Creer from the MRA Committee/SA Scooter Club used this occasion of a larger than usual gathering to present Rene Borst with a Certificate of Appreciation and Life Membership of the SAS for his large contribution over many years.

The large group took off down South Road and stretched out a good 2 to 3 kilometres making it necessary to take it pretty slow to keep the group together as much as possible. Once we had cleared the last traffic lights at Moana it was easier to keep the mob in one group. There being no sufficient space to safely muster up for such a large group we continued on to Myponga where we had a short muster up stop to let the tail end of the group catch up. Next leg was straight to Second Valley where we pulled in under the pine trees and took up all of the car park. On arriving at Second Valley we still had about 120 bikes/riders/pillions and about 80 chose to walk down the hill to the jetty and around the southern path to the rocky beach.

The sounds of the sea lapping at the edge of the rocks and the beautiful surroundings made an ideal backdrop to Simon Coward's non-denominational service. As usual Simon delivered an excellent and thought-provoking talk on the theme of danger, achievement, unpredictability, motorcycling and our spiritual nature. The group list of our loved ones, friends and family who have passed on was read out by Kaye Van Halm. We then had a few minutes' silence to reflect and show our respects and we made our way up the hill.

The ride carried on with Yours Truly leading the way and something like 80 or 90 bikes following as we made our way to Delamere and on to Victor Harbor. Unfortunately, as I had been warned by a number of riders, about half of the 50 kilometres had been recently resealed which is great in the longer term but it still had a lot of loose surface stones which made for a careful ride to not lose traction.

Once we hit Victor some of us found parks in the centre of town while others carried on their way. A few of us lunched together, had a bit of a rest up on the grass and then made our own way home about 2.30pm. The ride was by every measure a great success and about 80 ride commemoration badges were sold on the day.

Thanks to Steve on the maxi scooter for the tail-end-Charlie job to Second Valley, to Reini tail end Charlie to Victor Harbor, to Reini, Ian and Brenton for corner marshalling, Harald for organising the badge ordering and to Cathy for helping with the badge sales.

Ken King MRA Samrats Coordinator.

SAMRATS SUNDAY RIDES

Calendar 2014 Sunday Rides Departing at 10am

Date	Organiser	Meet At	Destination
11/5	Ian	BP Mt. Barker	Goolwa
25/5	Jim	BP Belair	Tailem Bend
1/6	No Ride		
8/6	Ken	BP Evandale	Blacktown
15/6	Ken	BP Newton	Williamstown Circuit
22/6	Ian	Caltex Bolivar	Ardrossan
29/6	Jim	Civic Pk Modbury	Sedan

Due to weather or other events runs may be adjusted.
For more information Phone Ken 0401 866 037

The 30th Anniversary SAMRATS ride will be held in November – watch for it!

TRAILER TALK Part 1

Are you contemplating purchasing a trailer to enhance your motorcycle touring experiences?

There are many things to think about before and after making the purchase. Firstly, motorcycles were never designed to pull trailers and many manufacturers may declare your warranty null and void if damage is done while towing a trailer, especially to drivelines and gearboxes. Check with the dealer first to see where you stand. Tyre manufacturers can also get a bit alarmist about trailer towing. You may also want to discuss trailer towing with your motorcycle insurer. It is wiser to fully understand your insurer's position about towing before you tow rather than to find out later in the unfortunate event of a claim.

But the advantages of trailers are many and if some thought is put into the exercise, then many happy kilometres can be travelled in safety. The price of an average trailer is approximately double that of a set of good panniers and top box combination with a carrying capacity of about 80 litres. New trailers are available from around \$3500 and for that you get a carrying capacity of up to 550 litres. Second-hand trailers are seldom available in the marketplace and if they are advertised, go for high prices anyway. Once you own a trailer, you are usually hooked for life.

Trailers offer a higher level of security than an on-bike system. You can safely park in a shopping centre without fear of your gear being ripped off. Security at night is not a problem with your helmets, gear and valuables safely locked away. Larger standup tents can now be carried plus the best velour air mattresses and your favourite pillow. The bride will be happy with the ability to carry the beauty and cosmetic survival kit and the hair dryer – need I go any further with the list of advantages!

A well-designed and sensibly loaded motorcycle trailer should not adversely affect the handling of your bike. Remember that overloading a motorcycle with gear strapped on the tank, top box etc. raises the centre of gravity and makes for poor handling. With a trailer, all of the weight should be off the bike and inside the trailer. That in turn lowers the centre of gravity and allows the bike's suspension to function properly. The rear wheel of the motorcycle produces a gyroscopic effect that makes any well-designed and sensibly

loaded trailer almost unnoticeable to the rider in most conditions, the trailer actually acting as a balance that can have a stabilising effect in gusting cross winds and air currents generated by large semi-trailers.

The maintenance of a trailer is minimal, requiring the greasing of wheel bearings every 10,000 kms and regular inspections of the lighting system. Tyre pressures are critical however. Check the manufacturer's plate fitted to your trailer for the recommended tyre inflation pressure or if a plate is not fitted seek advice from the trailer manufacturer. Some trailers with torsion bar suspension must be towed with as little as 12 – 15 psi tyre pressure to complement the characteristics of their suspension. Trailers using leaf or coil spring suspension have higher air pressures of approximately 25 psi because the springs provide the major suspension dampening. With correct air pressures, the tyres should last at least 60,000 kms and are not a major cost item anyway.

A rubber mud flap extending down from the motorcycle's rear mudguard is a good way of keeping road grime away from the front of the trailer. A bra attached to the front of the trailer is also a worthwhile addition to prevent damage to the paintwork, fibreglass or Esky. A cigarette lighter connection inside the trailer that is live-wired to the motorcycle is also very handy. Mobile phones can be charged and airbed pumps used as well as a small fluoro light.

What are the other things you need to be aware of when setting up a trailer?

The towbar is also a critical component of the trailer. The ball height centre must be exactly the same as the rear axle on the motorcycle otherwise instability will be caused when cornering with the trailer actually rising and pointing away from the longitudinal axis. The tow hitch mounting point can be either a rubber block or a steel 50mm ball. Both have their advantages with the ball type being the favourite because other vehicles can tow the trailer if needed. Two safety chains are a legal necessity and are best used in a crossover fashion. The chains should be set up so that they will prevent the towing coupling from contacting the pavement should the trailer become disconnected from the towball. Hopefully, this will never happen if the trailer is connected properly in the first place.

To be continued in the June Issue of Centrestand

Where is the Outrage? by Eva Cripps

Australia is famous for supporting the underdog. It is a common theme in movies and TV shows, and is a national stereotype proudly espoused by many. Yet when it comes to law and order campaigns, the underdog is conveniently forgotten as the general population gets behind the government-of-the-day to eradicate crime and disorder, no matter what the consequences may be to innocent people. Where is the outrage?

If you were to believe Premier Campbell Newman and Attorney General Jarrod Bleijie, Queenslanders are firmly behind their latest campaign to eliminate organised crime and the perceived threat of 'bikies', brought to public attention after a 'brawl' on the Gold Coast. Why would any right-thinking member of the public not support this crackdown? No-one could possibly condone violent behaviour, the supply of dangerous drugs, extortion or prostitution. Right? But the Premier and the Attorney-General have sold the Queensland electorate a not-very-elaborate lie. So where is the public outrage?

Firstly, the assumption that someone is guilty of crime simply because of who they are is fundamentally flawed. Just because someone has tattoos, rides a big, loud motorcycle and appears 'scary' does not mean they are also involved in criminal activity. It is as ludicrous as suggesting that because young Jane is a school leaver holidaying on the Gold Coast during Schoolies Week she will drink herself into oblivion and fall off a balcony. Or because Angus is in a football club he will go clubbing at the end of the season, pick a fight with a bouncer and sexually assault a young woman in a hotel room.

Stereotyping people, then enacting laws based on these stereotypes, is fraught with so many dangers it should not be supported by any right-thinking member of the community. If the Government enacted laws that saw all school leavers or footballers banned from associating together in public places or wearing their high school jumpers or sports jackets in public, there would be uproar. But this is what the Queensland Government has done. So where is this uproar?

Some 'bikies' and 'associates' commit crimes. As do thousands of other people in the community, including teachers, bank workers, taxi drivers, builders and religious leaders. And so, too, do some politicians and police officers. These laws were introduced under the guise of getting tough on crime, but they will not stop criminal activity. They will not make you safe. Those hairy, scary, tattooed motorcyclists, whom you have been told to fear, are simply the current target of a government playing populist politics. Men who have never committed a crime in their life are being held in

solitary confinement, and facing months, if not years, in jail, for no other crime than 'associating' with the 'wrong crowd'. Where is the community outrage?

We all want to live in a safe community, free from the risk of home invasions and personal assaults. Our children are important to us. We want to protect them. The best thing we can do is support an ethical and professional police force. In 1829, at the inception of the modern police service in England, Sir Robert Peel framed what are now known as 'The Peelian Principles'. They encompass such things as the effectiveness of the police being dependent on the 'approval and trust of the public', and a requirement that police are 'impartial' and not 'swayed by public opinion'. The true effectiveness of the police is not the number of arrests or police actions taken, but the absence of criminal conduct and violations of the law.

In Queensland, we see police required by law to enforce legislation where family members are jailed for having a beer together, people are imprisoned for delivering pizza, going to work or having a holiday in the sun with their childhood mates. In our society, we believe people are innocent until proven guilty. It is wrong to assume someone is a bad person and should be subject to bans on associating with certain others to the extent they cannot attend a wedding or funeral with family members, or play cricket on the beach with their mates, simply on the uninformed opinion of the Premier, the Attorney General and an incompetent and brutal police service.

The Qld police are not being impartial in their application of these new laws. They are only targeting those who fit a certain profile; people whom they think look like 'criminals'; for example, those with tattoos or who ride motorcycles. But the legislation is written so broadly that anyone could be so profiled. Despite facile assurances that only 'participants of criminal organisations' will be targeted, the police will not confirm that the wives, girlfriends, co-workers of 'bikies' or trades-people who have worked at 'clubhouses' will not be classed as 'participants' too. Previous social interaction with 'bikies', even if it was years ago, could see a person jailed arbitrarily if they happen to be in the same place as two friends who fit the same description. There are no time exemptions, no get-out clauses and no way to opt out of being subject to the laws. So where is the outrage?

Imagine if the Government declared that all footballers were criminals because of the drunken antics of a few, and every person in Queensland who had ever been a footballer, or anyone who had ever attended a game, or had a celebratory after-match drink with the team, would now be banned from congregating in public in groups of three or more? There would be outrage. As there rightly should be. Where is it now? *Cont. p12*

RUNNING OVER RABBITS

I purchased a Honda 500/4 a few months before leaving to study at uni in Adelaide. The thought of riding the bike to and from Adelaide and Broken Hill was really exciting. A real adventure! My mum booked a plot for me at the cemetery. Looking back on a photo of me heading off to Broken Hill from my grandparents' house in Gawler, I simply have to laugh at the sight of it all. I look like I'm leaving for a round-the-world trip! Dad's contribution to 'the look' was his leather jacket from his bike riding days, his ex-national service canvas backpack, and a pair of Zinc Mine standard-issue work gloves. My contribution was a pair of very questionable 'polyester fur'-lined army surplus plastic boots (used by South Korean soldiers to keep the cold at bay – so said the advertising) and enough luggage to outfit an SAS platoon on an extended mission behind enemy lines!



I made about six round trips between Broken Hill and Adelaide during my uni days. Although the rides went well (that is, I never fell off and the bike didn't break down), there are a few interesting memories. One is just how desperately cold it can get at night-time out there in the desert, even although I *was* equipped with state-of-the-art motorcycle clothing like Zinc Mine work gloves and army surplus plastic boots (that simply didn't breathe and made my calves and feet incredibly sweaty and itchy!) Some rides between, say, Oodla Wirra and Yunta on an otherwise fine night in June or July were bitterly, bitterly cold. I remember arriving at Yunta one time and had lost the feeling in my hands and feet, only to set off again a little while later for the final 2hr stretch into Broken Hill. Brrr!

Another time, I ran over my first rabbit. I recall scooting along at 90-100kpm at night with the high beam and the two spotties lighting my way when this small furry beast suddenly hopped across the road in front of me. It was one of those moments when you knew there was nothing you could do but 'take the hit'. I braced for the impact, thinking "I've *mustn't* deviate! I've *got to* stay on my path no matter how bad this is." I think I

might have squeezed my eyes shut immediately before hitting the rabbit, only to feel the faintest bump (two, actually, as the back wheel collected the critter too) that went 'bip-bip'. Wow! There's not much to a rabbit, then! Bring 'em on!

Another time I was fanging down the highway late at night and went past a tall tree on the side of the road. As I drew level with it I realised it was a big red kangaroo, standing still and upright. Whilst there's not much to a rabbit, the same can't be said of a 1.8m big male roo. No bip-bip to be had there! I felt a cold shiver run down my spine at the thought of what *might* have happened and slowed down a few kph for the rest of the trip. It was a reality check for sure.

Well, that's about it for the Honda 500/4 and the early days of riding motorbikes.

Rode the Honda incident-free for a few years and thoroughly enjoyed it. Sold it in about 1981 for about \$300 and basically didn't ride again until a few years ago when at age 47 I purchased a Triumph America, but that's another story.

Gavin Sanderson

Continued from p.11

These laws undermine the very fabric of society. Once fear of arbitrary arrest, segregation and a lack of trust in the community are instilled, the effectiveness of the police is curtailed. The laws have been enacted to comply with an alleged public opinion, and any enforcement is tainted.

You can rest assured that there will never be an 'anti-schoolies' law or an 'anti-footballers' law: there is no need. The new legislation – the *Criminal Law (Criminal Organisations Disruptions) Amendment Act 2013* and the *Vicious Lawless Association Disestablishment Act 2013* – can already be applied to students and footballers, simply on the say-so of the Attorney General. At the stroke of a pen, these groups of people can be outlawed, and Queenslanders can apparently feel safe, knowing there will be no more bashings by church camp attendees, no more police officers injured by drunken rioters and no more women being viciously assaulted by their husbands.

Where is the outrage?

(Eva Cripps is the AMC's representative regarding the Queensland bikie legislation...Ed)

SNOWY MOUNTAINS TRIP Ron Bauer

Part 2

Day 4 – Monday, 11 November 2013, Mt Beauty to Tumut (274kms)

We headed out of Mt Beauty to our next overnight destination to Tumut. Breakfast was had in **Tallangatta**. From Tallangatta we then headed off to Tumbarumba. Situated near Tumbarumba is Paddys River Falls, which is one of the rare waterfalls that you get to stand behind the flowing water. We arrived in Tumbarumba just as the rain came. So lunch was in order while we waited for the rain to ease. Tumut was our final destination for the day and again we arrived in Tumut just as it started to rain. It wasn't long till the rain stopped which then gave us an opportunity to ride out to Blowering Dam.

Day 5 – Tuesday, 12 November 2013, Tumut to Jindabyne (284kms)

Arguably the most exciting motorcycle ride of the trip. We headed off to Jindabyne via Talbingo, Cabramurra. From Cabramurra we headed to Kahncoban then on to Thredbo, where the fun really began. I think Ken enjoyed this section of the Alpine Way but had to take the 139km long and twisty section like he was riding with Miss Daisy on the back. Alastair took even greater caution. Andy/Maria, Marcus/Denise, Ron/Jackie and Ron/Wendy waited for Ken and Alastair about 5k's out of Thredbo just as it started to hail. It didn't hail for long but it was a timely stop for the four "wanna be" grand prix riders. Ken and Alastair arrived several minutes later looking quite refreshed. After a quick toilet break we were off on a short ride into Jindabyne, where again, it started to rain just as we arrived at our motel.

**Day 6 & 7 - Wednesday/Thursday, 13/14 November 2013, Jindabyne to Merimbula**

After a fun but exhausting ride down the Alpine Way the day before, we looked forward to an easier ride along the Princes Highway to Merimbula. Given the relatively short distance on day 6 of our journey it was decided we would leave a bit later in the morning. We left Jindabyne around 10am and headed off to Cooma for a quick stop to stretch our legs. Now that we were heading towards the south-coast of NSW the weather was becoming warmer with lots of sunshine around. Next stop was lunch at Bega then followed by a mid-afternoon arrival at Merimbula. This was the perfect place to rest and enjoy an extended stay in the town. Fortunately for us we arrived in out-of-peak holiday season but one can only imagine the hustle and bustle of this gorgeous town during peak holiday season.

Day 8 – Friday, 15 November 2013, Merimbula to Lakes Entrance (303kms)

After a relaxing day and a half at Merimbula, day 8 saw us heading off along another 80 kms or so of twisting roads to Bombala. We arrived in Bombala and stopped to have brunch. We then headed off to Cann River. Stretches between Bombala and Cann River include plenty of magnificent high-speed riding opportunities for motorcyclists and is one of the most excellent roads in the region. This section of road snakes through the Cann River flood plain. The road features superb, grippy surfaces throughout this section, with many clusters of exciting high-speed sweepers, also with plenty of grip, allowing you to ride them enjoyably. After Cann River we then headed off to Orbost on roads similar to what we had experienced riding to Cann River then on to Lakes Entrance.

Day 9 – Saturday, 16 November 2013 – Lakes Entrance to Hastings (361kms)

An early morning departure of 8am saw us heading off towards Hastings with a stop for breakfast at Sale. Once again we were very lucky with the weather as it started to rain just as we arrived in Sale. After breakfast we headed off after doing a couple of laps of the main street roundabout. Andy finally found his bearings and had us heading in the right direction to Yarram and Foster. It was at this time Ron's Suzuki V-Strom decided it wanted to have a "nap" on the side of the road. Ron is not sure what happened but Ron and Jackie found themselves lying next to their bike. Jackie was a little shaken but not stirred and was helped up by Andy and Maria while Ron was stuck lying under his bike. Andy helped pick the bike up with Ron was somewhat red-faced at dropping his bike. A quick brush off and a duct tape repair to a

damage left front indicator saw Ron and Jackie back in the saddle to continue their journey. We then rode to Korumburra where we stopped for lunch. The South Gippsland Highway is in very poor condition with massive potholes and a very uneven road surface which made it extremely bumpy. After lunch we had about a one-hour ride to Hastings which is a suburb on the Mornington Peninsula.

Day 10 – Sunday, 17 November 2013 – Hastings to Halls Gap (348kms)

What a beautiful Sunday morning to ride to Sorrento and catch the ferry to Queenscliffe. We had brunch in Queenscliffe for around an hour then headed off to Halls Gap via Skipton and Dunkeld. By this time the girls were looking forward to getting off the bikes and Halls Gap couldn't come soon enough for them. We finally arrived at Halls Gap mid afternoon and most of the group went sight-seeing on foot through the town. A late afternoon relaxation session was taken soaking

up the sun overlooking the Halls Gap mountain regions and the many kangaroos on display. Off to dinner for the night then back to the rooms to rest up for our final day of travel.

Day 11 – Monday, 18 November 2003 Halls Gap to Adelaide (520kms)

A visit to Mackenzie Falls was in order before we left the Grampians. The view that awaits you at the end of this steep trail is spectacular. Water cascades over huge cliffs into a deep pool, sending fine sprays of mist high into the air above a stunning gorge. The waterfalls flow all year round. A further 50 kilometers away we stopped at Horsham for breakfast. From Horsham it was to be a tough ride home. Having enjoyed some of the most challenging roads and beautiful scenery in the Snow Mountains region, the ride home from Horsham was hot with long straight roads and with the occasional police highway patrol car out and about making sure we stuck to the 100kmh speed limit. A lunch break at Bordertown was a welcome relief from the heat of the day. A further two hours to Tailem Bend was quite a mental challenge as the straight roads were hard to get used to. We stopped at the BP station at Tailem Bend to refuel then hugged each other to acknowledge what a fantastic time we all had and to say our goodbyes as we all headed off home.

The Touring Group would like to thank Andy and Maria for arranging this trip. Some of the roads Andy selected were nothing short of spectacular. Overall we travelled around 4,200kms through some of the most spectacular regions of the Snowy Mountains, the South Coast of NSW the Gippsland Region of Victoria and the Grampians. We all can't wait for our next adventure.

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SCOOTER LICENSING FOCUS

The MRA has called for 50cc scooter and moped riders to undertake a training and licensing course in a similar way to motorcyclists in its submission to a state government review of motorcycle safety late last year.

Scoters and mopeds with an engine capacity of 50cc or less are very popular due to their price and economy, with more than 5000 registered in the state. They are also popular because they can be ridden on a car licence, but the MRA is concerned that there is no requirement for any familiarity with the unique handling characteristics of a two-wheeled vehicle.

The MRA has recommended a course for scooter and moped riders that would cover about half the content of the standard RiderSafe course, take half the time and be of a significantly lower cost. The current RiderSafe training costs over \$700 and, if applied to 50cc riders, would be considered to act as a deterrent to acquiring experience on introductory-level machines.

The government review attracted 443 submissions, with about two-thirds in favour of mandatory training of some kind for these riders.

A government spokeswoman said a Motorcycle Reference Group (MRG) has been established (*see December Centrestand...Ed*) involving key motorcycle groups which had been briefed about the consultation outcomes. Further consultation within the MRG will take place before any decisions on training and licensing will be made.

"The response to proposals has been positive and reflects the community's concerns regarding the vulnerability of motorcycle riders and pillion passengers on our roads," the spokeswoman said.

MRA Scooter Club Coordinator Phil Creer said the association strongly supported introducing training and licensing for 50cc scooter and moped riders because at the moment people who could not ride a motorcycle were allowed to ride a scooter. "We get a lot of feedback from both drivers and motorcyclists about moped and small scooter riders hugging the left-hand-side of the road, riding in the oil slick in the centre of the lane and not being aware of other hazards on the road, and we are concerned for their safety," said Mr Creer.

Opposition road safety spokeswoman Vickie Chapman said the Liberals would consider the proposal but did not want to overburden riders with regulation.

(Parts of this article have been adapted from the Sunday Mail of 5.1.14)

MRA DISCOUNTS These businesses support the MRASA by providing discounts to MRA members.

ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
Bills Motorcycles Adelaide	10% on request	8232 1077	192 Wakefield St Adel
Bills Motorcycles Blair Athol	10% on request	8349 8477	368 Main North Rd Blair Athol
Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
DA Motorcycles	Discount on request	8281 8933	1758 Main North Rd Salisbury Plains
Eye 4 Airbrush	10% discount	8284 5393	24 Ramnet Circuit Munno Para West
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres	8344 7888	122 Main North Rd Prospect
GC Motorcycles Melrose Park	Discount on request	8371 4699	947 Main South Rd Melrose Park
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / Ducati Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods	repairs, all Aussie leather	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
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Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	Discount on request, 5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	845 South Rd Clarence Gdns

ROAD HAZARDS FREECALL NUMBER : 1800 018 313**Useful Links**

Metro and Country Roadworks from Transport SA. http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp

Outback Roads Temporary Closures, Restrictions and Warnings Report from Transport SA website.

<http://www.dpti.sa.gov.au/OutbackRoads>

Road Safety <http://www.dpti.sa.gov.au/roadsafety/home> home page from Department of Planning, Transport and Infrastructure. (DPTI)
Road Crash Reports by vehicle type from DPTI.

Road Crash Reports by month in SA from DPTI http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes

Road Statistics from SAPOL. http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp

Road Crash Statistics from Australian Transport Safety Bureau.

UPCOMING SCOOTER CLUB RIDES – 9.30 meeting for 10am rideoff

Date	Event	Meet At	Ride Captain	Destination
May 18	Club Ride	BP West Tce	Dr Phil	Lobethal
June 15	SAS Bday Ride	Hungry Jacks, Anzac Hwy		Westn Suburbs
July 20	Club Ride	BP Evandale	Frank	Mannum via Mt Pleasant
Aug 17	Club Ride	BP St Marys	Dr Phil	3 Dams Ride
Sept 14	Club Ride	BP St Marys		Mt Lofty Summit
Oct 19	Club Ride	TBA	Skoota	Southern Vales
Nov 16	Club Ride	TBA		TBA
Dec 14	Toy Run	Vic Park Adelaide		Callington

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Motorcycle Riders Association of SA Inc. MEMBERSHIP APPLICATION FORM

New Member: or Renewal Membership No.

Name: _____

Address: _____

 Postcode

Telephone _____ Mobile _____

Email _____

Join mailing list/s? SAMRATS Scooter Club

Birthdate Occupation _____

Gender M / F Blood Donor? Please send info

Do you ride a Motorcycle Scooter Other

If family membership, 2nd cardholder name _____

Member of: Mid North South East Register

Other Clubs? Details: _____

Do not send Association magazine

*I agree to abide by the Articles, Rules and the Constitution of the MRASA Inc.
 (Copy of the constitution available from the website or the Secretary)*

Date ____ / ____ / 201__ Signature _____

MEMBERSHIP FEES: CIRCLE ONE

Standard		Concession	
Individual	Family	Individual	Family
\$25	\$35	\$21	\$29
\$48	\$67	\$40	\$55
\$72	\$99	\$60	\$83

Payment by: Cheque Money Order or debit my Visa MasterCard

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Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____