

CENTRESTAND

MARCH 2007



let those who ride decide

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

IN THIS ISSUE : SIXTY-FIVE ROSES RALLY, SAMRATS, FROM THE VAULT, CORNERING SCHOOL, RIDERSAFE NEWS



M.R.A.

MOTORCYCLE RIDERS' ASSOCIATION OF SA INC.

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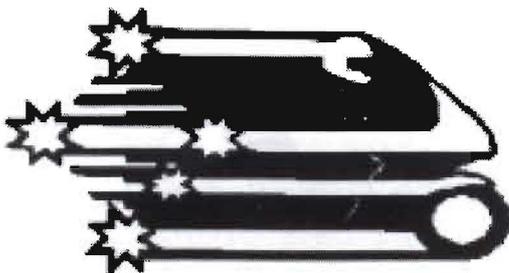
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COVER PHOTO: Ridden on Run
Photo courtesy of the Adelaide Advertiser

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EDITORIAL

It's good to see some positive stories about motorcycling in the media. Too often the emphasis is on the negative aspects of motorcycling, which, let's face it, makes good copy and confirms the public's general attitude that we are no good or up to no good vis-à-vis speeding, reckless riding, accidents, drug manufacturing, bikie rumbles and shootings etc. Motorcyclist is a good tag to easily identify and pigeonhole an individual and press a whole set of emotive buttons of the non-riding public.

That's why it was so good to see a bike on the cover of the March issue of the Australian Wish magazine. It's a lifestyle magazine aimed at the top end of the market for people with a reasonable disposable income and this month featured an article on how company CEOs and the like switch off from the pressure of work. The motorcyclists featured were the CEO of Vodaphone and a brain surgeon.

We are known by the company we keep and it's looking better all the time.

Ride on, read on, write in

Peter Mount

DON'T FORGET SIXTY-FIVE ROSES DAY

A rally to remember in aid of Cystic Fibrosis.
Saturday 28th of May. Check the MRASA website for more details.

**PUT YOUR
HELMET
TO GOOD USE**

THE SIXTY FIVE ROSES DAY FOR CYSTIC FIBROSIS FUND RAISING MYSTERY MOTORBIKE RALLY IS PROUDLY SPONSORED BY LJ HOOKER STRATHALBYN AND SUPPORTED BY GARAGE MOTORCYCLES AND THE MRA

PARTICIPATE IN THE SIXTY FIVE ROSES BIKE RALLY AND RAISE FUNDS FOR CYSTIC FIBROSIS

WHEN
Saturday 26th May 2007

WHY
Bikes + BBQ + Bloody Good Cause! We aim to raise \$10,000 in funds to donate to cystic fibrosis (\$100 per rider)

WHERE
Strathalbyn start, surprise finish location

CONTACT
Ann Owen @ Lj Hooker Strathalbyn 95362411
aowen.strathalbyn@lh.com.au OR
Marylou Nees @ Garage Motorcycles 85362877
garagem@chariot.com.au for your rally kit

LJ HOOKER Strathalbyn

65 Years On 1942-2007

GARAGE MOTORCYCLES

MRA

PRESIDENT'S REPORT

By Phil Mc Clelland

The January General Meeting saw a motion passed to form a new Sub-Committee. The purpose of the sub-committee is to review our constitution and submit recommendations for any changes prior to the September 2007 AGM. Our association has changed with the years and this review is overdue.

Have your say. Please let us have your ideas and suggestions. Some thoughts already put forward are a need for a code of conduct and the timing of our AGM. Another member asked about allowing Bike Clubs and Businesses to be members. What are your thoughts?

The 40 degree forecast on Sunday 18/02 didn't stop a special ride getting great support. The MRA held the first annual Ridden On Ride. We gathered to remember our mates and fellow riders who have ridden their last ride. This was a badged event with a fantastic year badge designed by Paul Morgan being sold for \$10:00 each. The profit from this years ride will be given to the MRA 4B's. Greg Janzow (the 4B's co-ordinator) has asked for recommendations from the RAH. An obvious target for the money would be for a wheelchair in the orthopaedics ward but this may be out of our price range. It is not too late to support this fundraiser. Badges are still available from the MRA and injured riders will directly benefit.

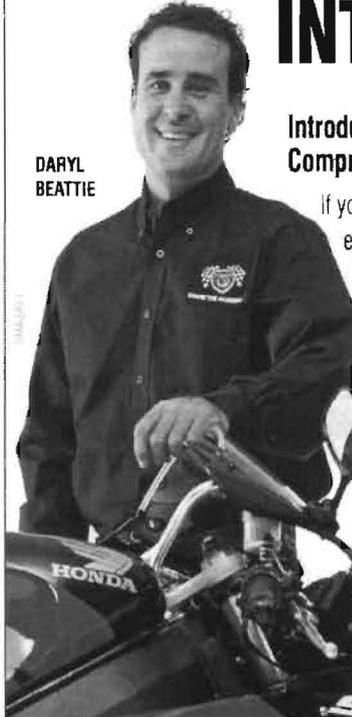
The latest focus point on the political front is the wire rope safety barriers. The February Committee Meeting discussed the perceived increased risks bike riders face when riding on wire barrier lined roads. We will research the overseas countries that have had these devices installed already as well as information available in Australia, and put together a submission. The RAA is focused on the needs of car users and appears to favour wire barriers over the traditional Armco barriers. RAA members can contact the RAA to voice their concern at any position they have taken. Why not find out first hand what they think is appropriate and give them some feedback? You don't need to be a clairvoyant scientist to imagine the damage to any rider who runs out of options and ends up sliding along those cheese cutters. Wire rope barriers may be a viable option for four or more wheels, but the other (minority) road users must not, and should not, be placed at increased risk.

When was the last time a Government Dept. knowingly increased the risk to a road user? What are the legal implications for the Government if we can prove the danger, and they then continue to install the barriers? Our advice is that they would be open to legal action, but only after someone is hurt. That is not good enough and be will pursued.

It was good to see JP at our last committee meeting. It wasn't just his minute taking that was missed while he was recovering from an off.

Stay Upright (and away from those wire ropes).

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DARYL BEATTIE

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UPCOMING RALLIES

MAY 4, 5 & 6 - Roaming Swagman Rally, Melrose

Lefty 0412 767 945 or (08) 8633 1516 AH

MAY 26 & 27 - Wanbi Pub Run

Peter - 0412 021 180,

June 8-11 Winter Sun Rally

Mildura John (03) 5023 7218

TOY RUN REPORT

by Paul Morgan, Coordinator

The 2006 run was our largest so far. I think you would have noticed the large number of scooters on the run, they might be a little slower, but it was great to see so many make the effort and hopefully we will have more on the run this year.

The weather was a bit kinder to us, with the temperature in the low 30's compared to the high 30's in 2005.

I would like to thank everyone who helped with the set up on Saturday in the 42 degree heat. A special thanks to Jock who organized the MRA Tourers to turn up en mass. In past years it has only been a few dedicated members who have been at the oval on the Saturday to set up, so to see over 30 members at the oval, all willing to help was a much appreciated sight.

Speaking of help, the one thing we are short of is people at the oval on the Sunday morning to help with the last minute things that have to be done, including marshalling the 1000's of bikes that arrive before the run. We know that most of you want to go on the run, but if for any reason you can not ride in the run, and can help out on the Sunday, give us a call, we would be appreciative.

We would like to thank the following: Mix 102.3, Toll, SPD, Shannons, Mt. Barker Council, City of Holdfast Bay Council, South Australian Police, MaxiMoto, Fairmont Homes, St. John's, Mt. Barker Scouts, Mt. Barker SES.

The rest of this year's Committee are :
 Council Liaison – Harald Lindemann
 Entertainment – David Vaselli
 Publicity & Sponsorship – Phil Mc Clelland
 Run Marshal – Matt Stevens
 Supply & SES Coordinator – Kerry Turnwald
 Transport – Paul Morgan
 Trade & Catering Sites Kathleen Stevens
 General Member – Peter Goodrich
 Minutes Secretary Fiona Kimber

If you are interested in getting involved with the organisation of this great event, then give me a call on 0401 145 541.

Paul Morgan
Toy Run Coordinator

CONSTITUTIONAL REVIEW COMMITTEE

The MRASA has established a Constitutional Review Committee Chaired by Harald Lindemann. The Committee will consist of interested members of the MRASA Inc. who will work towards presenting the AGM in September with recommendations for changes to the Constitution of the MRASA Inc. Committee members will be expected to discuss changes, write drafts and attend any relevant meetings.

If you are interested in initiating changes to the Constitution or in being on the Committee let Harald know by emailing him at haraldhl@adam.com.au. View the constitution on the website.

Areas of likely change include :

- Objects
- Membership
- Office Bearers
- Elections
- Committee and Subcommittee responsibilities
- Meetings
- Finances

GREAT ESCAPE RALLY

(No 14)

11, 12 & 13 MAY

This will not occur this year due to unforeseen circumstances. In the mean time we will be supporting and we urge you to support the MRA's South East Register's Radiata Rally (July) and the Mid North Register's Bush Pig Rally (Sept).

We will let you know about next year in plenty of time.

Some of us may visit the site over the weekend with the permission of the landowner. Check the website for news.

BREAKING NEWS

SAMRATS

The saga of the SAMRATS is over. After some months of negotiation and correspondence between their lawyer and our lawyer, the group calling themselves SAMRATS Inc. have now ceded all rights to the name back to the MRASA Inc. and changed their name.

This is a vindication of our stand that you just can't take someone else's intellectual property without their permission and use it as you want to just because it is convenient for you.

The MRA Tourers are now again proudly using the name SAMRATS which has been used by the MRA since the early 1980s. They will be flying the flag on all of their runs and have SAMRATS gear for sale. Gear like t-shirts, jumpers, caps etc. The SAMRATS is a great group to ride with and are a great advertisement for the camaraderie that exists in motorcycling. Check out the run reports and photos on the website and get along for a ride.

BITS & PIECES

- So far this year there has been only one motorcycle death recorded in South Australia. Let's try not to make it more.
- Got anything for sale? We do have a For Sale page on the web site so drop Jock a line at jock@mrassa.asn.au if you have something for sale.
- Learner Approved Motorcycles (LAMs) now include the Suzuki DR600S and the Honda CBX550F. See the complete updated list on www.transport.sa.gov.au/educational/training/ridersafe
- You may have noticed some changes to the MRASA website in the past couple of months. The interest in the website is steadily increasing and we will be continuing to improve the site in terms of providing information, accepting your views via a noticeboard, making the site secure to accept payments for membership and renewals and opening an online shop

for MRA merchandise. We have been getting in excess of 2000 hits per month with a peak last December with the website locking up due to the number of people trying to access information and the photos page. This is the first time any Adam Internet site has locked up due to excess traffic. So keep looking and responding. Tell us how to do it better!

- According to AXA, one of the worlds largest insurance companies, motorcycle riders are less likely to have an accident. AXA has determines that 10% of all car drivers have an accident within a year, while only 3.3% of motorcycle riders have one during the same period. According to ACEM, car drivers holding motorcycle licences were less likely to commit a perception failure than those without a motorcycle licence (MAIDS Report). (Thanks to Motorcycle Bloggers International)
- From the 1st of July, in Queensland, anyone wanting a motorcycle licence will have to first hold a car licence for one year. I always thought that it would be more useful the other way around. Sometimes when confronted by the stupidity of others, I just don't know what to say. Why not just be honest and put a sign up at the Queensland border saying 'Motorcycles Not Welcome in Queensland'. Tcha!!
- Just a reminder for you to check the CLUB NOTES in the Motoring section of the Thursday Adelaide Advertiser for notices of MRASA meetings and activities. Our information will always be there, unless of course it has to make way for more important things like articles or paid ads. In that case check out the MRASA Website for the information you require.

MRA MEETINGS COMING UP

April 16th Toy Run Committee
 April 30th General
 May 1st 4B's Committee
 May date TBA Safety Committee
 May 14th Committee
 May 21st Toy Run Committee
 June 5th 4B's Committee
 June 11th Committee

MRA TOURERS

By Jock Rogan, Social Events Liaison



Australia Day was a very special day for the MRA this year. Particularly for the MRASA Tourers. In the recent few months we have been researching the history of the MRA's Touring squad. As part of this we have renewed the friendship of a founding member of the Association, Sue Morant.

Some weeks ago, whilst discussing the design of the SAMRATS logo Sue wondered if we would like the original Rally Banner of the MRA Tourers. Well we said "Yes!" straight away. Well, Sue said "let me see what I can do. I think I know who has it!"

As with many things that have been lost for many years we didn't get our hopes up. Then on Australia Day I got a phone call wanting to know if I would like to accept the MRA Touring Banner! What a wonderful surprise!

Thank you Sue and Marty for your help with the banner's return.

It is the intention of the MRA to use their popular name of SAMRATS but now that we have this banner we plan to fly her from time to time to honour the history and the founding members.

Ride Safe
Jock Rogan Social Events Liaison

UPCOMING SAMRATS EVENTS

29th April - Joining Honda Riders to Jamestown

26th May - 65 Roses Fundraiser

check the website for info., news and reports.

LETTERS

Dear MRASA,

I had a bit of a giggle reading the "From The Vault" section of Centrestand from 1986. I was thinking about all the people who would read it and wonder why the MRA doesn't seem to get stuff like that done these days.

Then I read the next article on road safety penned by Peter. I agree whole heartedly. Of course the Government isn't going to care if 1000 people out of a population over 1,000,000 turn up and make a few squeaks about rider training fees. Why would they?

At the rider training rally I was wondering where the other 24,000 bikes that come to the Toy Run every year were? For some reason it's ok to go on the "fun" rides where you get to dress up with tinsel and reindeer ears, but it is unreasonable to take a few hours out of your weekend to fight for the rights of motorcyclists. Besides, I found the ride from Oaklands Park to Parliament House quite enjoyable - the annoyed look on the faces of inconvenienced car drivers being held up by the procession was priceless!!

Come on people, there's no point in sitting around with your mates complaining about this that and the other if you aren't prepared to stand up and be counted when required. Do you know why Victorian motorcyclists are allowed to park on the footpath? Because back in the 'old days' when people were passionate, thousands of bikers blocked the city car parks one Saturday morning and made their voices heard. Something like that would simply not work these days because people are too concerned with their own little bubbles to get out and do something constructive.

Yes, we are a minority, but that's all the more reason why ALL of us need to be seen to want the same thing. Discussions in the pub will not get back to the parliament, simple as that.

I'll be renewing my MRA membership at the Toy Run on Sunday, if for the political support only. Keep on trying, eventually everyone should come around. And if they don't, at least you can know you did your best.

Frances ZX6R (RZ350 atm while ZXR is being 'attended to') GRRR founder

Let the good times roll.

FROM THE VAULT Centrestand Sept '86

Continuing : the saga of YOU and EMU (Easygoing Motorcyclist but Unaware)

EMU Mirrors, then. Convex mirrors. Some people like 'em, some don't. Why should Government people tell us what's best for us when they don't even ride?

YOU: Not any more, me ol' mate. That was changed too, back in 1981.

EMU: How about this "Keep Left" law, then? Bikers shouldn't get booked for ridin' where it's safe. I sure as hell aren't gonna ride next to the kerb and get knocked off twice as often..

YOU: We weren't able to change that law, mate, on account of it affects a lot of different areas, but we got a precedent set in court in '84, and a memo was sent to all copshops explainin' the problems we 'ave on the road and askin' 'em to give us a fair go, which seems to 'ave worked.

EMU: Yer getting anywhere with steel plates on th' road? Damned dangerous things.

YOU: They're bitumenising them now.

EMU: Well it's a bit rough on bikers when fuel rationing is on. Bikes sometimes can't go two days without filling like this crazy odds and evens system makes us do.

YOU: No worries old cock. We got bikes exempted from fuel rationing almost as soon as it came in. You can fill up whenever ya want..

EMU: I've got yer her, spor. I read some time back, 1980 I think, where the Government repealed that stupid 80k limit law on riding in the' country with a pillion. Don't tell me that your crowd did that too?

YOU: Yep.

EMU: Strike a light! Big on road safety, aren't yer? What about rider training? Some poor turkey buys his first bike, says, "How do I ride it?", is told "This makes yer go, this makes yer stop, this changes yer gears, good luck, see ya in a year if yer still alive." What about that, eh?

YOU: Been working on that for three years. Pre-licence rider training's coming in in January '87. None too soon, iether.

EMU: Streuth! I didn't know all that. Still It's yer own bloody fault for not tellin' everybody loud enough.

YOU: We aim to fix that, but it's yours too for believin' the knockers. Some people don't like th' way MRA's run, but yer still gotta have faith mate. All we're about is getting a fair go for bikers. Now, are yer in or out, and if yer out yer on yer own.

EMU: Reckon you're right. OK I'm in. Where can I join?

YOU: Just happen to have a membership form here, matey.

EMU: By th' way, whatca doin' about manhole covers, and that road marking paint is hellishly slippery?

YOU: We're workin' on it.

(And we did, with more wins. Ed)

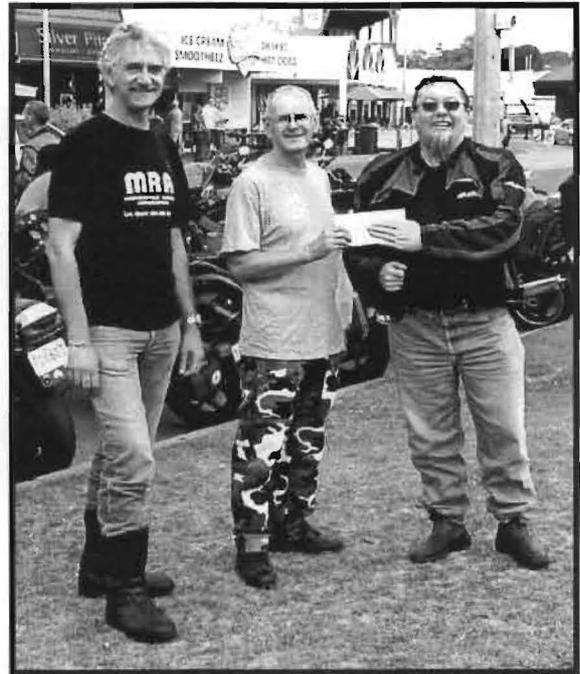
PHOTO CORNER

Photo by Harald Lindemann

Greg Janzow of the 4Bs being presented with funds raised (around \$400) on the Ridden on Ride (February 18th) by Jock (Rides Coordinator) and Phil (President) of the MRASA. The 4Bs are raising money to buy equipment for the Orthopedics Ward at the RAH that would be used by bikers unfortunate enough to spend some time there. Come along in 2008 and help. 2007 badges still available for \$10 from the MRA.

The Ridden On Ride is a time to remember riders who have fallen and reflect on your own life as a rider. Even if you didn't come on the ride, you can still remember your mates who are no longer with us and honour their memory by buying a badge and helping the 4Bs achieve their aims. This is riders supporting riders all the way.

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- * CRIMINAL LAW
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RIDERSAFE NEWS

By Harald Lindemann

Recently we received some government statistics regarding the Ridersafe tests over the last twenty months which makes interesting reading. A graph is posted below to give a snapshot of the period.

In July 1995 a total of 296 Basic and 244 Advanced (Stage I & II) tests were undertaken. A total of 540 tests. The number of Stage I tests increased to a high of 541 in September '05 and averaged 431 per month over the next six months until April '06 when it hit a low of 317. The stage II tests on the other hand held reasonably steady on a month by month basis from September '05 to April '06 averaging 246 per month.

What this tells me is that in late 2005 and early 2006 many people were introduced to riding, probably through the interest generated in two-wheeled transport through scooters. However, a lot of this interest did not result in many of these would be motorcyclists returning for advanced training to gain their full license. Which is good. They tried it and found that it was not for them. They made a decision based on knowledge and experience. They knew what they were doing. Those committed to motorcycling stayed the course and got their P plates.

From May to July '06 something extraordinary happened. Enrolments for both basic and advanced training went through the roof, peaking at 750 and 681 respectively in June and dropping to 167 and 185 in July. The monthly difference between basic and advanced training in June, instead of reflecting the

normal figure of 100 is now negligible and this difference continues for the next few months.

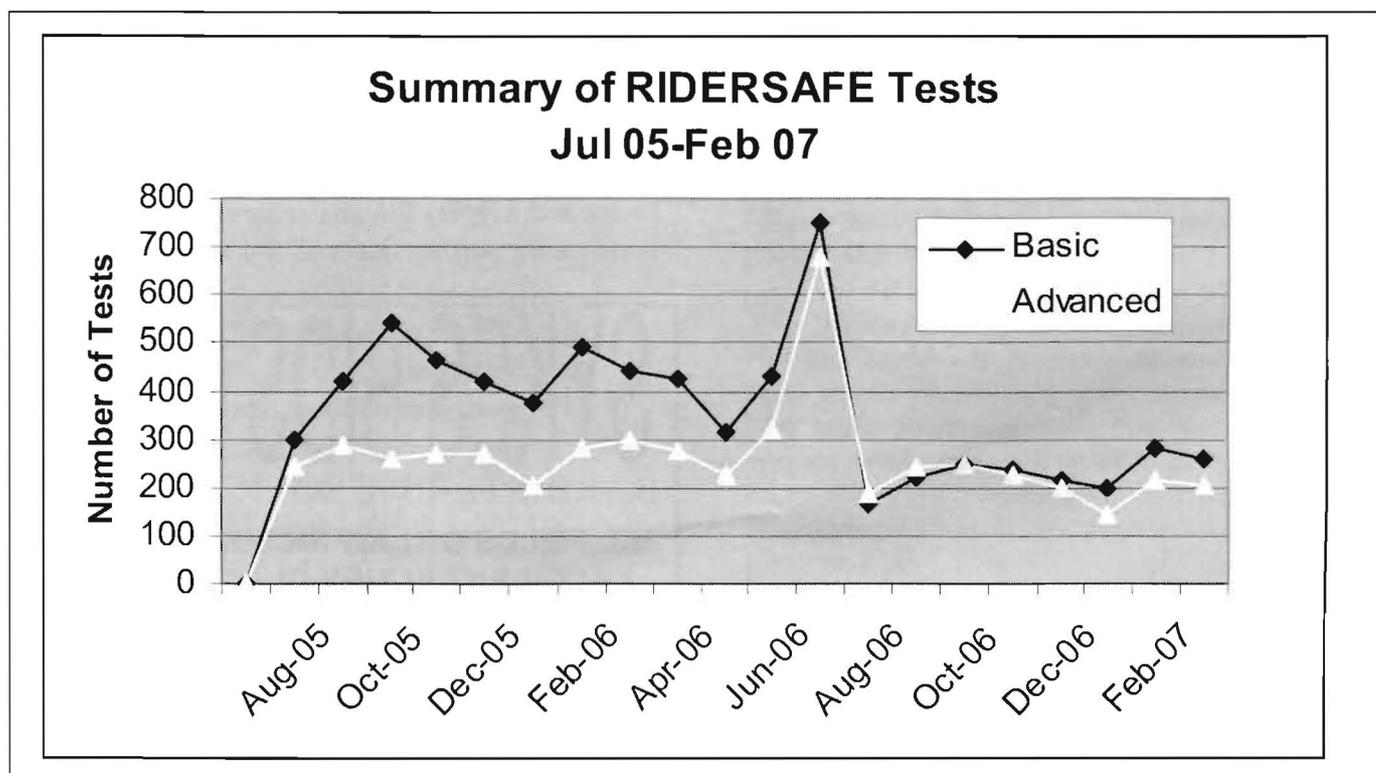
It is clear that the impending licensing fee increase has motivated a number of people to book in for their tests before the increase took effect. What's interesting is that the numbers for both categories are so close, indicating that the people who chose to do this are committing themselves to getting the full license. There is no time to try it out.

From July '06 to February '07 it is quite clear that the numbers of riders undertaking both basic and advanced tests have fallen considerably. The average number of tests per month are 228 and 208 respectively. These figures are both well under the 2005 figures. What they tell us is that only serious riders will now consider getting a license. The government has succeeded in making the option of motor-cycling as transport or lifestyle beyond the means of a significant number of motorists.

This means that on average, if the figures hold the current pattern, then there will around 240 fewer motorcyclists on the roads every month than there were in early 2006 before the new fees came in.

That means 240 riders per month not testing in the brand new training centre at St. Agnes. It could mean 240 fewer new and used motorcycles per month traded (plus accessories, fuel, maintenance etc.). The economic implications are obvious.

Continued on page 10 



A DOG AND A BIKE Book Review

Fred was my dog on the farm. I must have been about nineteen and I'd bought my first motorbike. It was an old BSA Bantam and I paid thirty dollars for it. There wasn't room for a carrier on the back of it, so Fred used to sit on the petrol tank in front of me. I used to use it to go down to the other block which was about twenty miles away.

On a hot day, Fred would leap off the bike, jump into a trough and then get up in front of me. It wasn't bad - a hot day, and a wet dog in front of you. It was a bit of free air conditioning. He got to the stage where he didn't like motorbikes though.

I had just done the bike up and it went pretty well. We were heading down the road, with old Fred wet and dripping, and I was enjoying a cool blast of air. But then, his wet tail sort of crept over the side of the petrol tank and headed for the engine. It made contact with the spark plugs. We were doing about fifty miles an hour down a dirt road. Fred went all sort of stiff and arched his back and leant against me. When he did that, I got a charge too. So there we were. Old Fred and me, roaring along the road, both rigid. We ground ourselves to a halt on the side of the road and fell off the bike. It took a lot of coaching to get him back on it after that.

In the meantime, I'd decided the old, fixed seat on the bike was a bit rough, so I made up a frame and put a spring action seat on the bike. It was off an old German motorbike and it pivoted at the front and had a couple of springs underneath. It moved as the bike moved underneath you.

So we finally got Fred on the bike again and with the new seat we headed out over the big veldt grass clods on the place. It was a bit rough and bumpy. I didn't realize it at the time, but as the seat was rocking up and down, the little gap between the petrol tank and the tank was opening up and closing. It went from about half an inch to about two inches, and then it would close again as I hit a bump. Well, a very delicate part of Fred's anatomy rattled down between the seat and the petrol tank. I can still see Fred now, with his cods caught between the tank and the seat ... poor old Fred, he was galloping on the petrol tank, but he couldn't go anywhere until we hit the next bump, and it let him go.

I never, ever got Fred back on that bike again. He wouldn't go near it. For the rest of his life, he preferred to run.

(from The Bantam's Revenge by Chris Collins, The Complete Book of Great Working Dog Stories Edited by Angela Goode and Mike Hayes, ABC Books, 1998) Laugh and cry, but find it and read it. - Harald

A SCIENTIFIC STUDY INTO ROAD SAFETY in Victoria

Step 1: place wire rope barrier on a corner



Photo 1 : Wire rope barrier before

Step 2: wait for a motorcyclist to be killed striking the barrier

Step 3: Place cushioning around posts that killed the motorcyclist



Photo 2 : Wire rope barrier after

Step 4: wait for motorcyclist to strike wire rope barrier with cushioning

Step 5: record the result and note any difference in motorcyclist's injuries esp. whether fatal or not

(It would be laughable if it wasn't so serious. Ed)

Would you trust these people with your life? – No choice, you are!

Thanks to Damien Codognotto for the info and photos.

ROADSKILLS – ADVANCED RIDING
SKILLS COURSE 4th MAY PLACES STILL
AVAILABLE CALL STEVE 0418 847 926

CORNERING SCHOOL

by Jenny Spiteri

I was lucky enough to win a voucher enabling me to attend the cornering school which was run on the 2nd and 3rd of September 2006. The prize was kindly donated by Garage Motorcycles as part of the SAMRATS Shave For a Cure event in that year.

Michael decided that he would come along with me and so we decided the best thing to do would be to borrow a bike trailer and both travel to the Mount in the Car (thanks Jacqui and Wayne for the loan of the trailer). We had to enlist some help to get the bike on and off the trailer but one of our neighbours was happy to oblige and the instructors at the course were also happy to help – once we managed to find our way to the track, that is.

We stayed at the Blue Lake Holiday park in Mt. Gambier, which is about 15 minutes away from the track (providing you go straight to the track and don't get lost on the way). We shared our cabin with a nice guy called Alistair, who got a bit of a surprise when we turned up, as he hadn't realized that he would be sharing.

The cornering and retention skills I demonstrated on Saturday were fairly abysmal. In fact some of you who ride with me on a regular basis would probably have been amazed at how slow and cautious I was being when I was riding around the track. I hadn't slept particularly well the night before and didn't seem to be retaining too much because when I was asked to draw a map of the track, I had terrible trouble trying to remember the corners that I'd been riding around a few minutes before.

Just as well the great instructors, Mary Lou, Malcolm and Geoff, handed out student work books; although I think I actually retained more than it felt like I was, if that makes sense. We learnt road construction, throttle control, steering, counter steering, body position, breathing, throttle control, reference points, points of timing - entry, apex and exit, braking, gear changing, throttle control and lines. I even found myself singing a nursery rhyme as I was riding through the corners – a technique to test whether you are breathing correctly. We were also encouraged to flap our wings (arms) and quack like ducks as we were riding through the cones that had been set up on the track.

Things started to get a little out of hand on the track during the afternoon and the instructors wisely decided to split us into groups – I happily went into

the slow group. Sunday was track day where we could practice the things we had learned on the Saturday. Some extra people, who had come just for the day, joined us and we were split into four groups – slow, medium, fast and motards. Once again, I was happy to be in the slow group. Yes, I am writing about myself, not somebody else, in case you were wondering. It rained every time the slow group went out on the track, but it didn't bother me, as I'm used to riding in the rain.

It was good to practice what they had been trying to teach us the day before and the instructors were more than happy to follow cornering school students around on the track and give praise or constructive criticism where appropriate. All of the instructors were approachable, lunch on both days was great and all-in-all it really was a most worthwhile experience. I practiced my new cornering skills on the way to work today and it really is easier to get around corners if you do it properly.

It just goes to show, you can teach an old dog new tricks after all.. If you get an opportunity to attend one of the courses offered by Garage motorcycles, I strongly recommend that you attend. The courses are reasonably priced and it will be well worth it.

RIDERSAFE NEWS

 From page 8

If this was a ploy to allow fewer motorcyclists onto the roads then it probably has worked. Motorcyclists have always claimed that the government will try to regulate motorcyclists off the roads and in this they have finally succeeded.

The other side of this is that with fewer motorcyclists on the roads this may eventually be reflected in future road accident statistics. We will then find that the government will be claiming a victory for their road safety policies of heavier fines, more speed cameras and RBTs and will continue with and expand the use of these to the detriment of more enlightened policies such as driver training and road and road furniture construction and design.

On the other side, we may find that the numbers of unlicensed riders on the roads from now on will increase. There will be little significant change to motorcycle accident stats, unless of course the number and severity of accidents for this group is reflected in their lack of training – and who will ultimately avoid any responsibility for that?

GOT AN OPINION OR SOMETHING TO SAY? Check out the MRASA Website. Go to the ROAD SAFETY or the FORUM pages.

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 – Kaye Knowles
 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@mrasa.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

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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

Meeting	Run	Magazine	Function	Other
Card issued		Stock Issued	Entered	

MEMBERSHIP FEES (circle one):

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

DATE: / / MRA Register: _____

PLEASE TICK APPROPRIATE BOXES:

New Member Renewal _____ M'Ship No.
 Male Female

Name:

Address:

..... Postcode

Telephone: ()

Occupation: D.O.B. / /

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

Signature:

Comments:

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