

CENTRE STAND

JUNE 2009



let those who ride decide

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

IN THIS ISSUE : CONFERENCES, BROOMRAPE, SA ROAD RULE CHANGES,
BARRIERS, SAMRATS, RALLIES



M.R.A.
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**COVER PHOTO: What has got their
attention? SAMRATS Christmas in Winter
Run**

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Motorcycle Council (AMC)**



Australian Motorcycle Council Inc.

EDITORIAL

A Matter of Perception

There is a growing perception that motorcyclists are the root of all evil in our society. Politicians have claimed that "bikies are criminals" and "bikies mean drugs in schools". The police have asked for, and been given, draconian laws to curb the "bikies".

The public picture is the police believed they lacked the tools to control a scourge on our society. New laws were passed and civil rights weakened so the threat of motorcyclists could be controlled. There is now an expectation that when the media inform us of a serious crime it will be "bikie-related". A commonality in the media is a link between bikies, ex-bikies or a relative of a biker to an alleged criminal act. A link has now been created in the public perception between motorcycle riders and crime.

The "anti-bikie" laws are an attack on people who share a common interest of a motorcycle lifestyle. The serious and organised criminal label is only being applied to bikies. Are we supposed to believe that all of the people involved in organised crime wear a biker patch? Or all the people with a biker patch are criminals?

Whilst the police's own data tells us that less than 0.5% of licensed motorcyclists are bikies and less than 5% of all bikies are believed to be people of interest to the police for one reason or another, 100% of motorcyclists are being smeared.

The public is uneasy on a number of the issues raised. The legal changes are poorly understood by many (and yet to be tested in the courts). The public is being told that motorcycle riders are a threat to our society, and the fears that the politicians and media have fed have now grown. Variations on SA laws are now being taken up in NSW and Queensland with the same civil rights concerns being raised, especially as the new laws seem to be badly written and passed with unnecessary urgency and without adequate scrutiny.

There is an increased concern regarding public safety in our society. This has resulted in motorists now winding up their windows when a large bike is stationary in traffic next to them. Biker and non-biker motorcyclists can easily look the same to the public.

The ongoing attack on bikies as the centre of all serious and organised crime in this state damages all who choose to ride motorcycles.

Ride on, read on, and write in
Phil McClelland, President MRASA

PRESIDENT'S REPORT

I am concerned at the continued media linking of motorcycling with crime. Many of the alleged crimes reported on radio and in the nightly news have recently been linked to motorcycle groups. The link may be extremely tenuous, and may state, for example, that the alleged offender is a family member of an ex-bikie. It has now even reached the stage where an alleged crime has been reported as not being bikie-related. The media and politicians have rammed down the public's throat that bikies and crime go together. However, the public is generally unable to see any difference between a bikie and any rider of a large bike. There is a growing low level fear and distrust of anybody on a large bike and motorcyclists in general. To give some credit to the *Advertiser*, they have acknowledged our concern and have been careful in recent reporting.

There have been a fair number of changes to the road rules that affect motorcycles recently. Some of them are listed in this edition of Centrestand. Unfortunately the only one that has been given extensive coverage is the ability of fixed cameras to detect unregistered vehicles. Let's hope that the Department of Transport is able to notify offenders promptly as there will only be an allowance of 7 days from the first camera sighting. This will only be the case if you are not stopped on the roadside by police during the 7 days, *otherwise you will be fined for all camera detections from that point forward*. The maximum court-imposed penalty will be **\$2500** increasing to **\$7500** if the vehicle is also uninsured. An expiation fee of **\$250** with an additional fee of **\$500** if the vehicle is uninsured is being introduced with the second phase.

The issue of fog lights has caused some confusion. This won't affect many riders but is worth knowing. I located this definition and hope it helps:

"Front fog lights are often confused with driving lights. The major difference is the light pattern of the lights. Front fog lights have a low, flat, fan shaped beam used to illuminate underneath the mist line."

Front fog lights

- May emit a white or yellow light.
- Should have an indicator light.

- Need to be operated independently of headlights.
- Must only be used in hazardous weather conditions.

Another issue that riders have not been adequately informed of has the potential to affect about half of all motorbikes sold. These are the off-road motorbikes, trikes and quads. Cost-recovery has been introduced for the Branched Broomrape Eradication Program. Cost-recovery uses the powers of inspectors under the Fruit and Plant Protection Act to seize items moving or intending to move in contravention of the Act (i.e. without an Approval Certificate). In these cases, the item can be seized by the Inspector, subjected to any required treatments (eg decontamination), and returned to the owner with an Approval Certificate on condition that they pay associated costs. If you go off the tar in the designated area you must have the vehicle decontaminated. (see p.4)

The area affected is bounded by Tailem Bend, Murray Bridge, Mannum, Cambrai, Swan Reach and Karoonda. Our website has the map showing the no-go zone. For more information contact Philip Warren, Chief Inspector at the Broomrape Centre on (free call) 1800 245 704.

Phil McClelland
President MRA SA Inc.
0408 607788

CRAZY CAPTIONS

First I thought, "Didn't the R65 come out in the late 60's, not the mid 80's?" Then I realised that I was thinking of the R60/5 and read a bit further. Some bikes are described as being pigs to handle, but this is going a bit too far.

MOTOR CYCLES	
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DISEASED ESTATE. Bikes, manuals, parts. Ph. 8276 8637.	HARLEY \$25,000 Y
GO-KART Bitumen Demon chassis, Yamaha KT100S blue-printed very fast stand \$1300	HONDA bars & pr sell. \$650

MRA NOTES

“The style’s the man.” “ Clothes maketh the man.” We would be remiss in not commenting on these well-known epigrams in the way that they relate to recent events. A recent issue of the Sunday Mail presented the public with ‘A Simple Guide to the New Bikie Laws’ (17/5/2009) in the form of a Q&A meant to assuage the general public’s fears on how they would not be affected by the control orders made against bikies. The final Q&A got me thinking.

Q: If I ride a motorcycle and dress in a certain way, but I’m not involved with an outlaw bikie gang, will the police still target me?

A (in part): No, people are not targeted on how they look or by what motorcycles they ride.

Centrestand would be interested in hearing from any of our readers who have developed a contrary opinion due to their personal experiences with our ‘objective’ constabulary.

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DARYL BEATTIE

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BROOMRAPE – NOT SO KINKY

Branched broomrape is a parasitic weed which has been found to be growing near Murray Bridge. The Department of Water, Land and Biodiversity Conservation (DWLBC) is running a nationally funded program to eradicate branched broomrape from Australia.

In order to prevent branched broomrape from escaping from known sites, a Quarantine Area has been established (see attached map) and the movement of machinery and produce from within this area is strictly regulated. The area includes all private and public land, including roadsides. Although your members might not ride in the area it has become necessary for us to advise all motorbike clubs of its presence and the regulations that apply.

Due to a number of motorbike riders, with and without registered bikes, leaving the area without following the protocols it has become necessary for us to introduce a cost-recovery process which would see bikes that have not been properly treated held and decontaminated at the owner's expense. The details of this are also spelled out in the Code – Control of Branched Broomrape.

As always, Broomrape Program staff would like to work collaboratively with people operating within the Quarantine Area and endeavour to do whatever is possible to keep people from being unnecessarily inconvenienced. If you would like further information please call 1800 245 704.

Veronica Ward DWLBC

The Code relating to broomrape control does not specifically mention motorcycles except where solely used on properties as part of farm work, but that does not exclude it having control powers over any vehicle entering and leaving infected areas. Check the map on our website if you are into off-road riding. (Editor)

ROAD SAFETY LESSONS

Young Lucky, pictured below, is a motorcycle adventurer. He heads out onto the streets every day to test himself against the roadside elements and learns a few lessons along the way. Go to www.acem.eu/cartoon for his latest adventures and laugh with him, not at him.



A MESSAGE FROM THE SECRETARY!

MRASA continues to receive requests for **FREE Australia Party** membership forms and requests for their T-shirts. MRASA and the FREE Australia Party are two separate organisations. Please contact the FREE Australia Party by one of the means below if you need information or stock.

Free Australia Party. P.O. Box 694, St.Agnes, South Australia, 5097 Ph.08 8396 3355

Website: www.freeaustralia.org

Facebook:

<http://www.facebook.com/pages/Adelaide-Australia/FREE-AUSTRALIA-PARTY/76089178715>

Ride Safe!
Sue Rogan.

NAME THE MUGS



Can you? A photo from the archives of the MRASA. Help us out here. Who? What year? Where?

WANTED

Secure storage

Do you have a big lawn locker or a secure location for one?

The MRA needs to find a new home for the Toy Run tents etc

Contact ;

Phil McClelland 0408 607788

Harold Lindermann 0421 289714

RIDING PHILOSOPHY

It's a little-known fact that inside the chest of every motorcyclist beats a heart of mould. Mould because he and or she has a predisposition to going outside in all weathers to partake of the 2-wheel experience. All weathers as in when normal (read sane) folks are sitting in their Uggies in front of the radiator watching *Funniest Home Videos* on TV. And when the drought breaks and a month of rain falls in 3 days and the Ride Captain (forelock tug not mandatory) schedules a jaunt through the Hills and then grizzles because only 47 bikes showed up. And of those 47 bikes that DID show up, 46 of them have forgotten how to ride on wet roads because it's been so long and the one who did remember decided at the first stop at Uraidla that it was too cold after all and left early. And hit diesel on the way back down Greenhill Rd. (even the Fates have a sense of humour sometimes).

Or when the day dawns bright, sunny and warm, and a force 7 gale out of the northwest carrying half of the Pilbara in the form of red dust and our intrepid motorbicyclist opts to hit the Mallee Highway, 150 kilometres of not one tree to break the force of the gusting gale. And finishes up exhausted from leaning his machine at 48 degrees from the vertical to try to compensate for the movement of the air, so he catches his breath sitting in the shade of a scotch thistle on the side of the road halfway to Geranium, then fortified by the accumulation of red dirt in his teeth, ears, nose and other body cavities, remounts his machine to continue the journey, then to find that the same dust has an affinity for injectors and carb jets and he realises why non-Italian bikes have filters over the air intakes, unlike certain red velocipedes that even have helpful shaped scoops in the form of ram tubes affixed to facilitate the ingress of the particulate matter above-mentioned into the nether regions of the carburettors (which, incidentally, is a French word meaning 'leave the bloody thing alone!' – a definition which it shares with another French word 'derailleur', meaning 'tamper with at your peril').

And as the sun sinks in the west and our intrepid rider finally pushes his mute machine mournfully into the Mallee mulga, there to spread his swag and while away the night until daylight permits mechanical ministrations, we bid him farewell with our best wishes for his eventual progress. May he once more mount his machine and ride away into the dawning day, pursuing that elusive goal of the motorbicyclist in us all, that shining target that draws us ever onward and forward, that perfect day with the wind at the back, the sun bright but verging on slightly cool, the petrol on discount cycle, the sandwiches cut at the next stop, and at the end of the run, the beer cold at the pub and the breathalyser on long-service leave.

Phil Creer

SOME RECENT CHANGES TO THE SOUTH AUSTRALIAN ROAD RULES

Info taken from the Transport SA web site
<http://www.transport.sa.gov.au>

These were made earlier this year without the public being aware of it or being told about it until it appeared in Adelaide's *Advertiser*.

Fog lights

Drivers can only use front fog lights in hazardous weather conditions. This brings the rule into line with the existing situation for rear fog lights. Use of fog lights in other conditions can dazzle oncoming drivers. Previously front fog lights that dazzled approaching drivers were dealt with as an offence under a different rule. **Fine \$140**

Riding on motorbikes

The passenger in a sidecar is to be seated safely. It is an offence for both rider and passenger if the passenger is not seated safely. Previously there was no requirement that the passenger be seated in the sidecar. A rider is prohibited from carrying a passenger under 8 years old except in a sidecar. Previously the rule relied upon the passenger being able to reach footrests. This caused confusion for some riders. The amendment makes the rule more certain. **Fine \$83**

Travelling with animals on a motorcycle

This rule has been amended to prohibit a motorcycle rider from travelling with an animal carried on the petrol tank of the bike (excluding farm animals carried for less than 500 metres). **Fine \$95**

Travelling with passenger or animal on lap

This rule creates an offence for a driver to have a passenger or animal on their lap when driving.

Fine \$95

Arrester bed

A driver must not drive in an arrester bed unless the driver must do so in the interests of safety. Arrester beds will be designated by signs. **Fine \$231**

U-turns across single dividing lines

This amendment clarifies the duty of drivers not to make a u-turn across a single continuous centre line.

Fine \$248

Stop on painted island

A driver must not stop on a painted island. This amendment is in the parking provisions. It prevents parking on a painted island. It does not prevent a driver from stopping on a painted island when entering or leaving a road. A driver may have to stop on a painted island to give way to approaching traffic.

Fine \$54

Leading an animal while driving a vehicle

This rule previously prohibited a driver or rider from leading an animal while driving. The rule has been extended to cover the passenger as it is just as dangerous for the passenger to be leading the animal.

Fine \$60

Introducing two **demerit points** to replace licence disqualification as the penalty for failure to display P-plates.

Return of Number Plates

Generally, when a vehicle's registration is cancelled, number plates are not allocated to a vehicle or the registration has expired for more than 90 days (12 months for seasonally registered vehicles), the number plates must be returned. This is to ensure number plates are not used on a vehicle inappropriately.

What if I don't return the number plates?

If you receive a letter requesting return of the number plates you must do so. Failure to comply with this request will result in an expiation fee of **\$200** or a maximum court imposed penalty of **\$5000**.

Camera Detection Of Unregistered Vehicles

When will the camera detection rules commence?

Camera detection will be commencing around 1st of June 2009. The starting date will be clearly communicated to the public beforehand.

What is the purpose for changing to camera detection?

The intention is to make sure that everyone contributes towards ongoing road maintenance and upgrades and has compulsory third party insurance - all funded via their vehicle registration fee.

What type of cameras will be able to detect unregistered vehicles?

All cameras including Red-Light, Speed and Safe-T-Cam. These sites are constantly being added to the SA grid, particularly where a high-risk road area is highlighted.

What are the penalties?

The penalties for driving an unregistered vehicle are being increased. The maximum court-imposed penalty will be **\$2500** increasing to **\$7500** if the vehicle is also uninsured. An expiation fee of **\$250** with an additional fee of **\$500** if the vehicle is uninsured is being introduced with the second phase.

What if I go past the same camera more than once?

There will be an allowance of 7 days from the first camera sighting. This will only be the case if you are not stopped on the roadside by police during the 7 days, otherwise you will be fined for each camera detection from that point forward.

Transportation Futures Conference

In April, the Australian Motorcycle Council and MRA SA were invited by the Federal Government to attend the Australian Strategic Transportation Research and Technology Futures Conference, held at Glenelg. The objectives were to gather about 50 people from all fields related to transport throughout Australia to exchange ideas and set an aspirational program (called the Agenda) for research and technology to 2020, and to examine both the good and not-so-good things about our present systems.

Participants worked alone and also formed directed groups according to their interests or speciality, these being logistics, researchers, constructors of roads, vehicles and infrastructure, users and advocacy, systems managers, and government. Given the broad diversity of representatives' roles and experience, there was considerable intermingling of specialities, knowledge and skills within each group.

The groups periodically discussed broad themes such as early approaches to transportation systems, current national and global approaches, with trends and implications, and ideas, including wish lists, for the future, with their potential implications. Inbetween these discussions, the groups merged into a whole to share and comment upon each others' observations from objective, realistic, feasible, philosophical, ethical, moral and relativistic standpoints (with no holds barred).

Innovative connections

Participants were asked to bring along an object that described something important to them about the future Agenda and a published article that reflected an event, trend or development that is affecting strategic transportation research and technology now that will have an impact on the future. These objects included:

- A GPS system which is linked to the future of road safety and transport efficiency. It can help with communication and increase technology control of the driver or rider. However, the battery is dead so the potential of the technology can't be achieved. Technological solutions need to work.
- Daily newspaper which seems to be the driving force behind government decision-making on transport. This is a problem as the life of a newspaper is about 24 hours. It reflects the absence of a plan. A longer view is needed.
- Bearing from a train axle. It looks OK but has a number of small flaws which could cause a derailment. A small local company has developed an acoustic bearing detector that assists the inspection of bearings. It aids safety and saves money as it costs \$10,000 to replace such a bearing in a train.
- A model of a high speed train. Is fast rail the future?
- A five dollar note and a one dollar coin. Meeting future transport needs will cost money. However,

investing one dollar wisely can lead to a five-fold return.

- Squeezable stress ball in the pattern of the world globe. Everything we do will have an impact on everything else. There needs to be transnational cooperation. It is possible to do things better, we just need the will to do it. Often technology becomes a throwaway object.
- Traffic light. The traffic light has been around for ages, sitting in the same place, doing the same thing without any significant improvement. We need to take the opportunity to move forward in traffic management.
- iPhone. We have transformational technology. The Agenda needs to reflect transformational thinking.
- Federal Chamber of Automotive Industries press release re surge in motorcycle and scooter riding (highest m/c sales since records began, scooters up 400% in last 5 years). The Agenda needs to cater adequately, effectively and equitably for all road users. We need to build in awareness of demographical trends.

The conference was exciting, stimulating and challenging. All who attended were experts in their field, eager to share their knowledge and learn what everyone else had to contribute. However, for the first few hours there was an air of confused expectation, a kind of enthusiasm tempered with frustration, for the convenors had provided scant information about the process, direction, or even any clear purpose of getting together, apart from warm fuzzies about preparing for the future.

By the afternoon of the first day though, there was a palpable atmosphere of intensity and determination to work industriously, imaginatively and productively, for, with the guidance of the facilitators, somehow it was all coming together and we were seeing more and more clearly how effectively we could communicate and develop ideas into a structure which had form and substance.

We also learned that the absence of specific objectives or direction was to enable the participants to develop the Agenda without any preconceptions, to think freely beyond the boundaries of traditional conferencing, to take the discourse to any field and issue of relevance. I have been to many conferences over the past 30-odd years of MRA and AMC involvement, and this one was by far the most innovative.

For example, one of the sessions consisted of "mind-mapping", in which we started with the theme of "Present Issues and Trends", the idea being that identifying these would lead to our determining in part what we should be focussing on in the future. Any contributions were invited, and all were considered legitimate. For instance, when I commented upon the increasing popularity of motorcycling, another person called out, "Increased exposure therefore increased trauma," to which I responded, "Increased exposure therefore (to page 9 =>)

ROAD SAFETY BARRIERS SYSTEMS – FRIEND OR FOE?

There has been quite a lot said and written on the issue of the effects of safety barriers on motorcyclists but lets get rid of the emotion and have a good hard look at the facts.

These barriers are usually of three main types, Concrete, W-beam and Wire Rope (WRB), and are used to prevent and arrest out-of-control vehicles from leaving the carriageway and colliding with immovable objects the other side of the barrier. Motorcyclists are likely to hit these barriers after being thrown from their machines as a result of a primary event of losing traction or a secondary event after an initial collision with another vehicle. The most common mechanics of collision with these barriers is by sliding into and hitting the supporting posts.

Road authorities usually place these barriers at locations with higher-than-average crash statistics. These installations are not cheap both in installation cost and maintenance, so careful assessment is usually made as to the locations. All installations are to comply with the relevant Australian Standard AS 3845.

Let's look in a little more detail on the three main barrier types and their effect on an 'out of control' motorcyclist.

Concrete Barriers are the least likely to cause problems to motorcyclists, are expensive to install but cheap to maintain over their 100-year service life. Most concrete barriers in SA are placed as dividing devices at locations such as the bottom end of the SE Freeway where there is not a lot of space in the centre of the freeway. Most crashes into these barriers are 'glancing' types at angles of incidence less than 20 degrees. Impacts at greater than this angle can cause major trauma to both vehicle and occupants and survival rates will decrease with impact speed.

W-Beam Barriers are the most common and are reasonably cheap to install but expensive to maintain. They can go around sharp bends and corners and are the most likely to be found at popular motorcycle areas in the Adelaide Hills environs. As with Wire Rope Barriers, most injuries are caused by impacting the small supporting posts so if we can cover these, then they will be more motorcycle-friendly. The SA Department of Transport, Infrastructure and Environment is currently implementing an experimental program of installing 'rub-rails' as a lower rail under the existing W-beam thereby preventing an 'out-of-control' motorcyclist from impacting the posts. The first location to receive this treatment is the infamous Gorge Road. This treatment adds approximately \$100 per linear metre to the already \$130 so is not cheap but the 'cost to society' will be decreased if less severe injuries are sustained by 'out-of-control' riders in these locations.

Wire Rope Barriers (WRBs) are by far the most controversial types of barriers. Names such as 'cheescutters' are applied and they are generally not acceptable to motorcyclists. Again, as with W-beam barriers, the most dangerous parts are the small-diameter supporting posts that can inflict horrendous injuries to an 'out-of-control' motorcyclist. Rub-rails can be added and a trial is being

performed by VicRoads at the western end of the Great Ocean Road using this method of protection. Wrapping protective coats around the upright posts is also being trialled at Port Wakefield when newly-installed WRB divides the southern exit from the township. Other jurisdictions are also trialling this treatment. Fortunately for us WRB cannot be installed at radii of less than 300m as it is under quite high lateral tension and is not suitable for applications on sharp corners – something we can be thankful for I am sure!

Some facts and figures for motorcycle crashes in Australia 2001 to 2006: In total 1120 motorcyclists lost their lives with 5.1% where the cause was known - crashing into roadside barriers. Of these, 52 were male and 5 female. Rider and pillion accounted for 4 fatal crashes and rider only were 53. Of these, 50 were collisions with W-Beam, 4 were concrete, 2 were WRB's and 1 was an unknown barrier type.

Let's look at data involving all road users. In Victoria since the installation of WRB's at select high crash rate locations, run-off-road type crashes have been reduced from 75 to 3. Similarly, the NSW Road Transport Authority and various USA DOT's have reported reductions of around 70-80% as a result of wire rope and tactile line marking. European countries also report reductions of 76-82% and a motorcycle fatality reduction of 40-50%.* (One can only assume this reduction is in crossover crashes where the motorcyclist is protected by the WRB from errant vehicles).

In summary, motorcycle fatalities resulting from roadside barrier crashes are low at around 5-6% which is around 14 per year nationwide of 238 fatalities (2008). Guardrail (W-Beam) impacts are the most dangerous and often struck. Concrete barrier impacts can also be dangerous but with very low fatalities (4). Wire Rope impacts are also rare with a 70 to 80% reduction in overall road fatalities wherever they are installed which is why they are installed.

OK, what can we do as motorcyclists about the problem? We can protest all we like against these devices on the grounds that they are dangerous to motorcyclists but the authorities are not going to listen and will continue to roll out WRB's at high crash rate locations. The supporting arguments for this work are all too obvious. We can continue to support projects that make these barriers safer for us. We can report poor installations that are not conforming to AS3845. We can support the work of the Australian Motorcycle Council which has a member, Brian Woods, on the Committee and which is currently reviewing the updated standard as the current one is now 10 years old.

Most importantly of all, there is something we can do as riders to protect ourselves from these barriers. When we approach them, heighten our attention level, back off 5 kilometres an hour, do not ride in the blind spots of adjacent vehicles in multi lane roads and do not relax until we are safely past these encumbrances. Being forewarned of approaching barriers is part of our hazard perception techniques, and currently the upright posts are painted or powder coated in either dark green or black making them hard to see even in daylight, especially in shaded areas. I have approached the DTEI to paint or powdercoat all upright WRB supporting posts in white making them clearer to see with the added bonus of actually delineating approaching

curves in the roadway. Initial replies are that this will be done to all new installations and to current barriers as they are replaced or repaired. Cost to the Department, zero! The Standards Committee has also been approached about this.

(Due to recent representations made on motorcyclists' behalf the DTEI will in the future make sure that the supporting posts will be coloured white. A small win, but it means that the authorities occasionally listen to us when we present them with sensible, practical ideas. Ed)

Add barriers to your list of potential hazards when out riding, ie close roadside objects, encroaching trees, diesel spills, loose gravel, potholes, errant 'blind' drivers, etc, etc. Just add one more and be very, very careful when passing by them. They are not going to go away! Is it better to have a barrier on top of a cliff face or to have an ambulance permanently parked at the bottom?

Neville Gray Road Safety Officer MRASA

* Coroners Information System Data & NSW Injury Risk Management Research Centre (UNSW)

TOY RUN REPORT

The Toy Run Committee is up and running for 2009. The Coordinator is Harald Lindemann and Committee members are Phil McClelland, David Vaselli, John Van Halm (Dutchy), Graeme Cane, Jock and Sue Rogan and Peter Mount. If you want to help in any way, whether it is on the organisation side, setting up on the Saturday, marshalling on the Run or helping with the running around, let us know.

If you have any queries call Phil on 0408 607 788 or Harald on 0421 2189 714.

WINTER BLUES

A second MRA member in a few weeks has had a trip to hospital. Daryl Nicholls, an active 4Bs committee member, has broken a collar bone and a rib. His front wheel slid out on one of the metal plates imbedded in our roads for access to services.

The injuries are described by his wife Kate, a registered nurse, as "Just a Flesh Wound". This time round the broken rib didn't puncture a lung and is not slowing Daryl down. Kate has asked Daryl to take a few weeks break before resuming 4Bs hospital visits to compare war stories.

The recent wet weather is making our roads "interesting" to ride on and even very experienced riders can be caught out. Please take care out there. It can hurt.

Who was the first did you ask? Oh that. Well, embarrassingly, your Editor's bike fell over on the way to work for reason's unknown (a suspected front brake lockup). A beautiful day, no rain, no obstructions. He ended up with a bruised shoulder and a stretched crucia ligament. Still bruised after 3 months. So take care, expect the unexpected.

(=> from page 7) increased awareness and decreased trauma," both of which were noted.

Of particular interest to us as motorcyclists is that, by the end of the first day, literally everyone was talking about motorcycling in some context, as an example of a point they were trying to get across, and argument they were making, an issue they thought important to include in the Agenda, say about catering for the needs of all road users: motorcycling (which includes trikes and scooter riding of course – riding is riding, there's no distinction) was on the tip of everyone's tongue. The contexts were both negative and positive, but to my mind it didn't matter; the main thing was that people were talking and thinking motorcycling, and motorcycling was therefore in the forefront of their mind, which was where it needed to be.

This awareness of the need to include motorcycling in every facet and at every stage of the Agenda carried through to the end of the conference, and, as a consequence, I am hopeful that motorcycling will feature prominently in the final product.

"So what was actually discussed?" you say, "And what's in the Agenda?" OK. Lots. Heaps. Major stuff. But it's difficult to talk about it in detail because of its breadth, and it would be borrrrrring to give you the outcomes in lists. How about I just say we talked about research capability, data analysis, environmental impacts, road safety, technology, standards, infrastructure, economic influences, globalisation and community expectations, to name a few.

With regard to motorcycling in particular, all major issues relevant to us at present, both positively and adversely, were raised at the conference and will be addressed within the detail of the Future Agenda. These issues included (but were not limited to) crash data acquisition, methodology and utilisation, ITS, unique requirements of motorcycles re roads and interaction with infrastructure and other vehicles, fuel efficiency (ecological sustainability), growth in motorcycle and scooter usage (increasing mobility, decreasing cost), road safety barrier systems, clothing and helmets (promotion of use and recognition of Euro standards), nationally uniform and transferable rider training and instructor accreditation, improving driver awareness, and national and state motorcycle safety strategies.

And the Agenda? All of the above, including intelligent transport systems (ITS – remember it, it will play a bigger and bigger part in your lives on the road), changing energy sources, governance (including private sector, university, user and government collaboration), in-vehicle technology, transport operations (improving efficiency), and transport sustainability (and that's not all either).

The Agenda Working Group will flesh out and structure the proposed Agenda over the coming months for ratification by the Australian Transport Council in November.

Peter Mount

SAMRATS FIRST GAWLER TO GOOLWA RUN

Sunday May 17 was a very interesting ride day. For some years now I have wanted to do a Gawler to Goolwa run. This wasn't quite what I had in mind though!

I should have realised before doing this run that every time I have ridden from Gawler up Dead Man's Pass to Kersbrook the heavens have opened and I have been drenched. This day was no exception. Maybe I should hire myself out as a rain maker. This run up Dead Man's Pass came with an unusual oddity on this day. A motorcycle police officer slid into our group. We really don't mind who rides with us but we do appreciate them turning up at the mob point so they can benefit from the briefing.

When we hit the part of the road where they were sealing the shoulders, and dropped the speed, the officer lit up his flashing lights and turned on his siren. This had the immediate effect of making the two riders in front of him ruin their shorts! To their great relief, the officer did a U-turn and stopped a car going in the other direction.

It is probably worth pointing out that when a rider leaves a SAMRATS ride we expect them to pull to the side of the road and indicate to tail-end-charlie that they are leaving the ride. I am not sure that I accept booking a car as an acceptable excuse for breaking this protocol. This also suggests that police bikes are fitted with mobile radar units so be wary.

Our ride continued through Kersbrook and on to Cudlee Creek. Here the rain started - drizzle at first then a steady shower. As we approached Lenswood I developed a localised rain effect inside my helmet as the warm wet air of my breath met the cold wet air entering my helmet. So the outside of my visor was wet, the inside of my visor was wet the outside of my glasses were wet and the inside of my glasses were wet. So the little wiper blade on the index finger of my left glove was completely and utterly useless on this occasion.

We reached the Balhannah Bakery and the rain backed off to a serious drizzle. Soon everyone was munching on hot food or hot coffee except for the two riders in front of the police officer who

made a dash to the toilets. After everyone was comfortable we headed off again. As we rode out I looked at the darkening skies and made an executive decision: I would shorten the ride! So we rode to Mount Barker directly, not by the route I had planned. We were to have lunch at Mount Barker but I decided to run for Goolwa so we could say "We did it!"

At Mount Barker, some riders decided to head for home. In the weather we were having I cannot blame them. As we left Wistow and rode towards Goolwa, it was like riding into a fire hose. I have ridden in worse weather but I can't remember riding in more intense rain. I remember thinking that the weather report for the day was "occasional showers". I would have suggested that "monsoonal rain easing to persistent rain" would have been a more honest appraisal. As most of us had worn clothing for "clearing showers" we were, for the most part, quite damp!

We were at or about Currency Creek when the rain did stop, so we managed to sit outside at Goolwa and enjoy good food and fellowship over lunch, though some did go in search of cheap trakky pants, T-shirts and a laundromat to dry out their clobber.

After lunch we rode back through Ashbourne to Strathalbyn. Just as we hit Strath the rain (no, Mr Weather man, not showers) started again. Here we split up as all ran for home. This was one of the more challenging ride days we have had due entirely to the weather. Yet, I don't remember anyone having a bad word to say. Everyone seemed to enjoy the day as best they could.

Thank you to all who attended. I enjoyed your company. This was a memorable day and it was your company that made it special. Sorry there are no photographs - it was simply too wet to take out the camera!

Jock.

YOU ONLY NEED THREE TOOLS IN LIFE - WD-40, DUCT TAPE AND A HAMMER.

IF IT DOESN'T MOVE AND SHOULD, USE THE WD-40.

IF IT SHOULDN'T MOVE AND DOES, USE THE DUCT TAPE.

IF YOU CAN'T FIX IT WITH A HAMMER, YOU'VE GOT AN ELECTRICAL PROBLEM.

PARILLA RALLY

Good day all

I have just been in touch with the person/s involved and who should know. Some may have heard. Others haven't got a clue. Confused? I know that I almost am! Please, just read on.

Some months back there were some small rumblings that a rally just might be held on a site just out of Parilla, about 200km from Adelaide, in the wheat belt between Lameroo and Pinnaroo.

The rally is definitely on and the dates are August 7th, 8th & 9th this year. There isn't an entry form as such so just show up on the weekend. Signage should be up from the Friday afternoon. There is a good dirt road to the site with some loose/soft sand for the last 100 or so metres (*more like half-a-kay, Tom, and lined with a cheering squad...Ed*). There will be dunnies, firewood and water on site along with some good company. The rest is bring your own. Some supplies will be available in town or it's just a short ride to either Lameroo or Pinnaroo.

The rally is being staged to say farewell to Don Lorrance, Parilla Hotel's publican of that time. I also hear, via the grapevine, that there will be some past rally attendees attending, travelling dare I mention, in cars as the bikes have long since gone owing to several reasons. So if you are one of the before-mentioned without a bike, don't be put off because there isn't a bike in the household anymore. Bring the family wheels. Bring the family. This could end up being a large reunion of past rallyists with the possibility of continuing onwards for many more years. Who knows?

I also know that there is another long-running rally on the same weekend. The 10th and final Alzheimer Rally to be held near Sedan. The choice is yours. Perhaps you could do both rallies as was done a long time back with the long-distance motorcycle tourers.

Tom Griffin

Honda CB900 F2 Bol d'Or Appeal

I have a Honda 1981 CB900F and want to get a complete engine rebuild. Is there any one out there that could do this for me? Could be a competent back yard bloke. I will pay cash to get it done. Email: Paul.Mueller@chep.com Any help would be appreciated. I am a member of the MRA SA.

Thanks.

Paul Meuller P.O BOX 857 Brighton 5048

RALLIES**S.A. TOURERS M.C.C.****RHYNIE
PUB RUN**

26th & 27th JULY 2008

The S.A. Tourers M.C.C. invite you to their Annual Pub Run to be held at the historic Baker Springs Hotel and Coach House, now known as the Rhynie Hotel.

Located approximately 100kms North of Adelaide on the Clare Road, it offers a number of good points which ensure a top weekend.

- . Good country-cooked counter meals
- . Grassed camping site next to Hotel
- . Saturday night bonfire
- . Clare Valley Wineries nearby
- . Free Breakfast

A limited number of badges will be available at the extremely reasonable price of \$10.00. Prepaid entries close on the 17th July.

Please address all entries to: The Secretary

S.A. Tourers M.C.C.
P.O box 186
North Adelaide S.A. 5006

This is an informal weekend open to all motorcyclists. The standard of behaviour is left to the individual, but don't spoil it for others as we want to be welcome next year.

NAME : _____ PILLION : _____

ADDRESS : _____

CLUB : _____ BIKE : _____

MOTORCYCLE RIDERS (SE REG)**24TH RADIATA RALLY**

17TH – 19TH JULY 2009

AT SOUTHEND S.A.

BETWEEN BEACHPORT AND MILLICENT

GOOD TRACK

SUPPORTING THE FLYING DOCTORS

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BYO GROG OR REGULAR PUB RUN

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