

CENTRESTAND

September 2012



THIS ISSUE

TOY RUN CHANGES

MOTORCYCLE SAFETY PROPOSALS

WIT AND WISDOM OF MOTORCYCLING

SAMRATS RIDE REPORTS

LIFE MEMBERSHIPS

Let those who ride decide



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

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EDITORIAL

Harald Lindemann

I was in Bali 35 years ago and our group decided to hire bikes to travel around the island. First we had to get a licence. This consisted of riding a slalom course of witches' hats. If we didn't get it first time then we kept on until we did. One of our group had never ridden a motorcycle before so we coached him on how to complete the test and not fall over ie to only give it a little bit of clutch and rev the guts out of it. He passed and spent two weeks learning to handle a bike in Balinese town and country traffic. There we were with no experience of the local traffic conditions, no safety gear, wearing t-shirts, thongs and backpacks on Honda 250s - much like a lot of scooter riders today. It was a recipe for disaster. We were lucky, that's all I can say.

The proposed changes to motorcycle licence provisions presented by DPTI (*see page 6 this issue*) reminded me of this episode of my life. It was enjoyable but was undertaken in complete ignorance of the real situation. It could have gone very wrong because of our inexperience. Some of the proposed changes are attempts to make sure that ignorance and inexperience are no longer rewarded by visits to one or another of life's clearing houses, the hospital or the morgue, and should be seen in those terms rather than as a big brother attempt to control our lives even more.

Make sure that you have your say by responding via the website or by asking DPTI for a copy of the Discussion Paper (ph. 8402 1905). It's not often that we get asked.

We are now well into spring and this is the time when there are more motorcyclists out on the roads, particularly those whose bikes have been hibernating in the cooler months. If this is you, then have a think about what you do before you go on your first ride this season. Don't just knock on the tank to ensure that you still have fuel and fang off; do the right thing and check your bike.

Are the tyres OK? Check pressures and rubber. When was its last tune up? Are all the electrics (especially globes) working? Clean or replace the plugs. How are the brake pads? It's probably time to replace the brake fluid by now. Check the battery – terminals and fluid level. Walk around the bike checking cables and plastic bits. Is anything loose? Check the engine oil level. There's a reason for that damp patch in the bike corner of the garage. Change the oil anyway. It'll love you for it. Now you can roll it out of the garage.

Last thing – wash your bike. You want to look good out in public, not like you've just crawled out of bed after 3 months' asleep. So now, put brain in gear and enjoy yourself.

Ride Safe, Harald

PRESIDENT'S REPORT

The MRASA has honoured four of its stalwarts. Stuart (Toot) Bunnett, Malcolm (Hilly) Hill, Loren Seidel and Barry (Bazz) Stoneman have joined Greg Stevens as Life Members of the MRASA. Their dedication, loyalty and mateship are the reason we have a Mid-North Register. The twenty-three years of riding, meetings and rallies, of simply getting on with the job, demands recognition. The MRASA is stronger today because each of them became a member. On behalf of all our members, Congratulations and Thank You.

The AMC has advised the MRASA that all the states and territories, including South Australia, have failed to update their road rules to incorporate a change to the Australian Design Rules. The ADR that has caused concern was released in January 1997 and affects the width of blinkers on motorcycles. Today's SA Road Rules require blinkers to be 300mm from centre to centre but ADR 19/02 states a minimum distance of 240 mm between illuminating surfaces for the front and 180 mm for the rear. Another Road Rule requires this ADR to be "The Road Rule". See the AMC Report in this edition for more details.

There are a few things here I have a problem with;

1. The discrepancy between the ADR and SA Road Rules was not picked up for 15 years!!!
2. The discrepancy was not picked up by our Government Departments.
3. Riders have been fined, defected and had to find "compliant" blinkers before losing time from work to get a roadworthy inspection for a legal bike.

I would like to hear from any rider who has had to go through this.

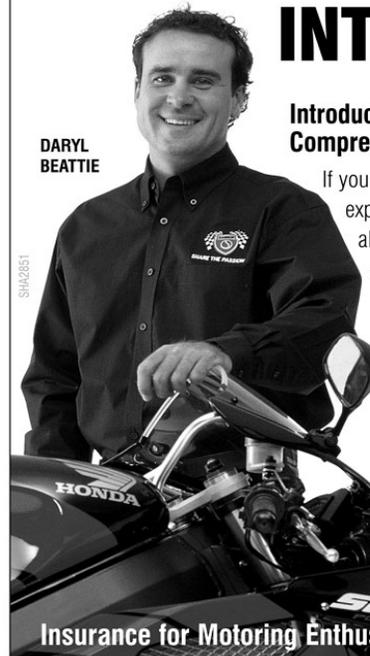
I am very pleased that when the Minister for Road Safety, the Hon Jennifer Rankine MP, released a "Discussion Paper on Motorcycle Licensing" that riders were asked for feedback on prior to legislation being passed. Riders have been asked to be responsible for their own safety, to make good decisions about riding. All riders need to take this opportunity to have a voice about our future. Our web site has links to the DPTI web site. If you can't do it online, ring DPTI (08) 8402 1905 and get a hard copy to fill in. Closing date is Friday 16th November 2012. Get every rider you know involved. If riders are quiet there will be a rider levy and no further chance to object.

Be informed and have a say.

Ride Safe
Phil McClelland
President MRASA

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RALLIES

Oct 20-21 Lake Bonney – Redback Tourers
Shaz 0428 878 113

Nov 9-11 Fish Holes Rally Portland Vic
Phil 0412 838 765

Nov 17-18 Caltowie Pub Run
Phil (at the pub) 08 8665 5003
Rabbit 0408 082 257

Dec2 Riverland Toy & Tucker Run – Ulysses Club
Neville 0417 868 378
Mick 0409 708 186

NEXT BLOOD RUN
Saturday 24 November
Departs 9am for the Grenfell St Blood Bank
from the
GEPPS CROSS HOMEMAKER CENTRE
Main North Road

TOY RUN REPORT

The Toy Run organising is loping along and you can expect an enjoyable day at least as good as last year's. Tell your mates who wanted to wait and see to come along and see what they missed in 2011.

MAJOR CHANGE

The big change that will be made is something that I mentioned in the March issue of CS. I wrote about the cost of running the Toy Run, how we raise funds to pay for it and how some people thought that all money raised on the day should be donated to the Vinnies.

As this issue is still ongoing and threatens to have a negative impact on the reputation of the MRASA and the integrity of the Toy Run, the Toy Run Committee and the MRA Committee have held a number of discussions about this matter and have decided that the simplest way to handle this and to make the issue of fundraising for the Toy Run and fundraising for the Vinnies unambiguous would be to charge an entry fee to the Callington Oval activities and invite people who want to donate to the Vinnies to do it separately. We have spoken to the Vinnies about this idea and they wholeheartedly approve of it. They are an important partner of the Toy Run and don't want an unbalanced perception of their role in the event to overshadow the positive contributions made by the MRASA and by the members and public who attend.

It is unfortunate that it has come to this and I know that some riders will be upset by the change, as some have been upset by other changes we have made over the years. A lot of newcomers to the Toy Run, however, already expect to pay to attend, just as they have to pay to attend most community events. It was deemed necessary to ensure that the issue did not get out of hand and give the Toy Run or the MRASA an undeserved bad name. We will arrange things so that anyone who wants to donate toys but does not want to pay to spend the afternoon at the Oval can donate at the gate.

The charge for adults will be \$5 and children will be free. There will be no charge for MRA members on presentation of their membership card, though a donation on the day would be appreciated. Anyone who joins up on the day will have their entrance fee refunded. We will also be investigating ways in which we can value-add entrance to the oval by having a free raffle etc. If you have any ideas that we can use please let me know.

A public notice will be placed on the MRASA website and in other social media forums once this issue of Centrestand is sent out to our members to make sure that you understand the issues and that you know what to expect on the day.

Harald Lindemann Toy Run Coordinator 2012

THE WIT & WISDOM OF MOTORCYCLING

- ☺ Adventure begins when the pavement ends.
- ☺ You know you're becoming addicted to riding when you now leave for work early because you are now riding around the town instead of driving directly to work.
- ☺ I ride, therefore I am.
- ☺ Motorcycles are better than men because if your motorcycle is too soft, you can get different shocks.
- ☺ Full face helmets: because you can't get laid with dead gnats on your teeth.
- ☺ You know you're becoming addicted to riding when you almost crash your car in a turn because you were trying to counter-steer and lean rather than turn the wheel.
- ☺ Only a biker knows why a dog sticks its head out the window.
- ☺ A day without a wheelie is like a day without sunshine.
- ☺ Ride to lean.
- ☺ You'll never see a biker going down the road with screaming kids arguing in the back seat.
- ☺ Sometimes wheelies happen.
- ☺ Talk less, ride more.
- ☺ Adventure is what happens when you thought you were going to have a good time.
- ☺ Look for their eyes, that way you know if you are about to be in an accident or if they are going to do it on purpose.
- ☺ Time spent on a motorcycle is not deducted from your lifespan..
- ☺ Don't let my motorcycle ride interfere with the safety of your phone call.
- ☺ It's not an adventure until someone says, "WTF are we doing here??"
- ☺ You know you're becoming addicted to riding when you wave at motorcycles from your car and wonder why they look at you funny.
- ☺ Yes, I have a problem – that there are 50 weeks of the year without Dakar!
- ☺ Whatever it is, it's better in the wind.
- ☺ Life is long enough – it just isn't wide enough. Although I do enjoy a good single track now and then!
- ☺ One man's adventure might be another man's daily ride.
- ☺ I don't ride because I have a death wish, I ride because I wish to live.

<http://www.examiner.com/motorcycle-in-national/ken-bingenheimer>

AMC REPORT

The MRASA is a strong supporter of motorcyclists working together. Most of our road rules are homogenised to be compatible nationally and the Federal Government influence is extensive for all the states and territories. South Australian motorcyclists are represented in this arena through the MRASA's two delegates in the Australian Motorcycle Council. A recent MRASA Committee meeting approved another \$5,000 donation to the AMC.

The AMC is a volunteer body with rider representatives from all around Australia. The motorcycle industry is primarily represented by the Federal Chamber of Automotive Industries. One of the biggest challenges facing the AMC is finding funds for its work. The volunteers freely donate their time but should not be expected to finance an interstate trip and conference fees.

A recent example that cost around \$2,000 was the attendance at the annual Australasian Road Safety Research Policing and Education conferences. These conferences were held in Melbourne, Sydney, Canberra and Perth. The return on the investment was the building of closer links with the road safety research community and in-person access to researchers and policy makers. The opportunity to question presentations as they are made and project a motorcycling influence is of great value. To be a serious player the AMC must attend these forums.

The AMC has advised its members of an issue with implementation of an Australian Design Rule (ADR) that concerns turning indicators (blinkers). All state and territories are affected due to homologation. ADR 19/02 had not been written into our SA Road Rules.

The SA Road Traffic (Vehicle Standards) Rules 1999 currently states:

*101 – Direction indicator lights on motor vehicles
(2) A motor vehicle with less than 4 wheels that was built after June 1975 must have:
(a) a pair of direction indicator lights fitted on, or towards, its front that face forwards; and
(b) a pair of direction indicator lights fitted on, or towards, its rear that face backwards.*

*103 – Location of direction indicator lights
(1) A pair of direction indicator lights fitted to a vehicle must have the centre of each light at least ... for a motor bike or the single wheel end of a motor trike – 300 millimetres from the centre of the other light ...*

The ADR 19/02 commenced 1 January 1997 and continues as the current ADR. Any motorcycle with ADR compliance since this date is required to have:

*for front indicators, there shall be a minimum distance of 240 mm between illuminating surfaces.
For rear indicators, the clearance between the inner edges of the two illuminating surfaces shall be at least 180 mm.*

The MRASA has brought this to the attention of the SA Government and a short-term fix is being put in place. Long-term, we will work with the SA Government and the AMC to have this placed on a State Transport Minister's agenda for resolution.

Ride Safe
Phil McClelland
President MRASA



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SA SEPTEMBER FATAL FILE

- ☛ 72 people have been killed on South Australian roads to date during 2012, compared with 83 during 2011.
- ☛ 8 to date in September 2012.
- ☛ 6 were vehicle occupants, 1 was a motorcycle rider and 1 was a pedestrian.
- ☛ To date in September 2012, there were 5 fatalities in the country and 3 in Adelaide.
- ☛ The motorcycle fatal crash involved Station Wagon/Utility_Van/Motorcycle with the single fatality being the motorcycle rider

MOTORCYCLE SAFETY PROPOSALS

The DPTI (SA Department of Planning Transport and Infrastructure), on behalf of the Minister for Road Safety, has come up with a report that makes a number of suggestions (6) relating to the provision of motorcycle licences in South Australia in a bid to decrease the road toll among motorcyclists, especially learner motorcyclists. This is to support the SA Road Safety Strategy 2020 – Towards Zero Together.

These proposals are now available for public comment and you can view the report at the website: www.sa.gov.au/towardszerotogether. The MRASA will be making its own submission to the Minister and you also have a chance to make your opinions on the proposals known by going to the website and completing the feedback form. The more motorcyclists who respond the more the Minister will realise that we are all concerned with our safety and with clear and considered legislation. Submissions close on Friday 16 November.

The proposals are:

1. Requiring a car licence to be held for at least 12 months before being eligible to apply for a motorcycle learner's permit.

The principle behind this proposal is that it is safer to learn the complex tasks of managing a vehicle in the traffic environment if you are shielded from that environment. This gives you the chance to get road experience before getting onto two wheels which, as we all know, is inherently riskier than 4 wheels and a box. It also takes into account the risk-taking behaviour of 16-25 year old males (most likely to ride and most likely to make errors of judgement that lead to a crash).

Anecdotal evidence says that bike riders make better car drivers and not vice-versa. Studies in Queensland where this proposal has been tried over the past few years finds no evidence that having a car licence first makes you a better, i.e. safer, rider. This proposal would also discriminate against individuals who financially might not be able to afford a car but could afford a bike or a scooter.

2. A compulsory six month period between the Basic and Advanced RiderSafe training courses.

This proposal takes care of a loophole in the regulations which currently allows novice riders with a car licence or if over 25 to spend a minimal time on the learner's permit before graduating to an R-Date licence endorsement.

Extended training is always a good idea. Short cuts will not provide any favours for a novice rider, regardless of their confidence or car-driving experience.

3. Riders with a class R-Date endorsement on their licence to have zero blood alcohol concentration (BAC) while riding a motorcycle.

This proposal extends the current zero alcohol requirement for learner riders to R-Date endorsed riders and novice car drivers. Information provided to CS is that the hand-held BAC machines cannot accurately read to that absolute level with a degree of accuracy of plus or minus 0.02. If that's the case then learner riders need to receive the same consideration that other drivers and riders receive when assessed.

4. Specific licensing and training requirements be introduced for riders of mopeds (motorcycles with an engine capacity not exceeding 50 millilitres).

Many moped (read scooter) riders do not need to hold a motorcycle licence or to even undertake training before being let loose on our roads. They are less likely to invest in safety gear, except the compulsory helmet, and may not have any idea of defensive riding skills. Riding in the gutter is not defensive riding.

If this proposal goes through then there will be fewer untrained scooter riders on the roads as they will think twice about whether this is their thing: first to go to the extra bother and expense and second once they learn a bit about the conditions and risks which they have to take into account.

5. Riders with a class R-Date endorsement (including riders of mopeds) to be banned from carrying a pillion passenger.

At the moment learner riders can carry a pillion as long as the pillion passenger has had a fully endorsed licence for two years. The change will not allow novice riders to carry a pillion until they have an unrestricted R licence. This may have the effect of decreasing the risk of injury or worse for pillion passengers. Pillions probably should only ride with experienced riders.

6. Explore options for a Motorcycle Safety Fund dedicated to motorcycle safety initiatives.

A Motorcycle Safety Fund is something that the MRASA has strongly supported in the past. The difficulty is in deciding where the funds come from. In Victoria funds come from a specific motorcyclist levy. There are other options such as using funds collected in traffic fines but the proposal currently only mentions a levy. Whatever the means it would be reasonable to suggest that motorcyclists have a say in the disposition of any funds placed in a MSF. After all, it is in our interests and we know something about what's what.

Note: Editorial comments in this article are not necessarily the opinions of the MRASA which has not yet officially decided on a position on the proposal, and are presented only to foster discussion of the proposals. Ed.

REGISTER LIAISON REPORT by Cathy

Travelled to Bute for the Life Membership presentations to Mid-North Register members. I felt privileged to be part of the celebrations. A good turnout to see 4 well-deserving men of the Register receive acclaim from their group and family. Peter, Harald, Ebi and David came up for the presentations as well.

Greg was unable to be there so I introduced the awards and then handed over to Peter and Harald to do the presentations. Being Life Members themselves, I'm sure that the recipients would have known them well.

Afterwards we had photos with all Life Members present – Peter, Toot, Hilly, Loren, Bazz, Harald and David.

Greg's overview:

I may be biased in what I am about to say because of the strong friendship that I have with each of the four members who have been nominated for Life Membership of the MRASA. I truly believe that without their support over the last 23 years the Mid-North MRA Branch would no longer exist. All have been supportive in any way that could keep us together as a Register. It was easy in the early years when there were many hands to do the work but as time and family commitments took many former members down other paths and away from the political policies of MRASA, these four have stayed true.

We have all attended every protest ride, been to many a rally and Toy Run, even attended meetings and AGMs in Adelaide to see 'what the hell you were doing'. As a Life Member of the M.R.A., I know how honoured and proud I was to receive such an acknowledgement for what I believe was no more than what many members have done, and in saying this I feel that these four men deserve the same humbling acknowledgement as I.

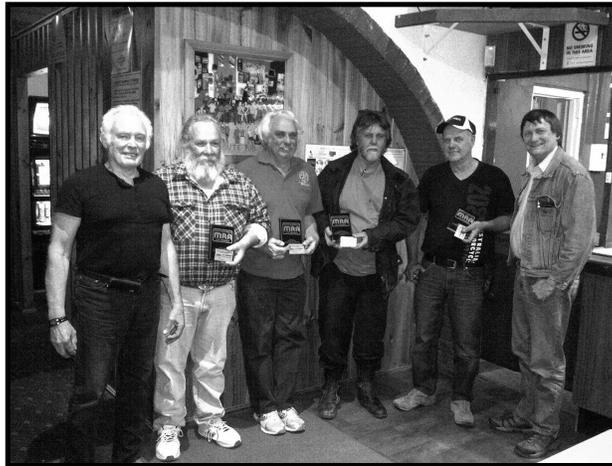
It is very hard to describe what any one has done above the other., Each has committed themselves and their family to the past and future of the Mid-North Branch of the MRASA and one can't ask for more than that.

Stuart Bunnett (Toot) No. 872. Joined MRASA 1984. Vice-President 1985-1987, President 1987-present. Since joining the Mid-North Register Toot has been part of a great team of good mates. Like the rest of the guys he has been a part of the many runs and rallies we have attended, the National Rally at Mambray Creek all those many years ago, and a committee member helping run the Bush Pig Rally from the start in 1989 to today.

His other passion other than his family are beer (of course), the Crystal Brook Motorcycle Club, the local football club and motorcycles, especially his beloved Harley that with some luck in next few years may feel the touch of tarmac on its tyres once again.

Malcolm Hill (Hilly) No. 200. Joined MRASA 1984. Treasurer 1985-1991, Bush Pig Rally Committee 1988-present

Malcolm, like all the long-term members of the Mid-North Register, has been there when Main Branch has needed our support as in the early years with the protest rides or showing our unity as motorcyclists when a particular motorcycle group needed some good publicity. He has been there when we crushed thousands of cans from the National Rally so we could at least try and break even. Malcolm is the guy who maintains the Register's burnout bike, although it is getting a bit tight getting tyres for it. Malcolm's other interest is his son's progress in the sport and the Crystal Brook Motorcycle Club. At least Hilly has a road-going motorcycle.



Loren Seidel No 2007. Joined MRASA 1985. Bush Pig Rally Committee 1988- now.

Loren has been a major partner in the activities of the Mid-North register for many years, not only with the running of the Bush Pig Rally but with many ride activities that have been organised over the lifetime of this Register. We all remember one special ride to Balaklava that without Loren's participation would have been easily forgotten by now. Loren's activities outside the Register are his boys' racing activities, the Crystal Brook Motorcycle Club, going to Phillip Island to watch MotoGP or superbike racing. Does Loren have a motorcycle? Yes, and it's what made Balaklava's run what it was.

Barry Stoneman (Bazz) No. 2074. Joined MRASA 1989. Treasurer 1991-present.

Barry has been a good treasurer (we know how tight he is with money) and is so good at it that we still have a cheque book issued in the 1990's. Bazz has been an enterprising part of the Mid-North MRA and has given a lot of his time to this organisation. Because Barry is at the southern end of the Register it has mostly been up to him to organise rides down the Yorke Peninsula. I still remember the one with Jackie riding the white lines on a wet day and she was a riding instructor. Barry's other passions include being a volunteer at Phillip Island for both the GP's and Superbikes, and Kart racing. Bazz has too many motorcycles to mention although not many are younger than 20 years old.

SAMRATS**THE RIDE GROUP OF THE MRASA****SAMRATS Ride Report for Sun 30 Sept 2012****Victor Harbor Run (more-or-less)****Ride Leader Jim / Tail End Charlie Les**

Even though a few of our club were away for the long weekend and it was a rainy day we still got 20 riders out for Jim's Southern Run. We had 17 regular or almost regular Samrats riders and 3 new riders to welcome to their first ride with our most esteemed and excellent motorcycling club. Mostly motorcycles and we also had 2 Spydors and another 3-wheeler.

While we were waiting for the 10am time to depart the weather rained and was sunny and rained again like an April day in England. Jim did the safety talk and then we took off along South Rd and turned left into Happy Valley Drive and then took the most direct route to Clarendon to avoid the wet and slippery twisties on the back roads that we usually take. A bit of light rain as we went thought the lower hills but not enough to cause any safety issues. A quick muster up in Clarendon and then we took Bakers Gully Rd, then right into McLaren Flat Rd, then left to go south to meet up with Brookman Rd, then along the more windy Proctor Rd to Nangkitta Rd to Mount Compass for morning tea.

All these roads are great for motorcycling with a good blend of sweeping curves, sharper turns and straight sections inbetween and on this day they were in reasonable condition except for gravel on some of the corners and the odd small pothole from the recent rains. At morning tea we had our usual chit-chat, friendly banter, and debated on the merits of Delamere Rd as it was reported by some to currently have a poor surface. However we decided to stick with the plan and as it turned out going from the Victor side back to Delamere had an acceptable surface but the other way looked like it needed some larger potholes repaired and might be a significant safety concern at this time.

Leaving Mount Compass we travelled south down the main Victor Harbor Rd until turning off onto Crows Nest Rd which has a great view of the coast as you come down to Victor and at the end of the road the right into Waterport Rd then links up with the Victor Harbor Ring Road to bypass the town and goes straight onto Waitpinga Rd and Range Rd to Delamere. This 50 kilometers is one of the Adelaide region's motorcycling meccas with the best sweeping curves you could wish for and on this day there was very little wind to disturb the enjoyment of this section of our ride. Another quick muster up at Delamere which did not take long for the last bikes to arrive and we were off travelling north up Main South Rd to Normanville for lunch. At lunch we still had 19 bikes and after a satisfying meal at the bakery, a fuel-up for some of us

with smaller tanks and we were off for the afternoon ride to Meadows for afternoon tea. About 3 riders had to get home earlier and took off in the other direction and the rest of us climbed Carrickalinga Hill, crossed the Myponga Reservoir spillway, took in the great views and onto Main South Rd for a short distance then left into Pages Flat Rd to Willunga, then taking a right turn into Meadows Rd and back along Brookman Rd to Meadows for afternoon tea. About 3 other riders split off along the way to get home earlier leaving about 12 of us at the afternoon tea stop. There was a bit more light rain during the afternoon ride but nothing to cause much bother. The temperature was a bit higher than the forecast 15 and we were all pretty warm anyway as we had adequate wet weather gear. The ride was about 220km with extra to get home again and was a great ride day with everyone enjoying the ride, the good company and friendship. Many thanks to Jim for planning the excellent route and leading the ride and to Les, one of our veteran Samrats, for going tail-end.

**SAMRATS Ride Report for Sun 7 October 2012
Yorke Peninsula Run.****Ride Leader Rohan / Tail End Charlie Steve**

12 bikes and 2 pillions turned out for a ride on this sunny spring day. After the safety talk we took off from Caltex Munno Para and went straight up Main North Rd and onto the Barrier Highway to Tarlee where we had our first rest stop. The sun was out, very little wind and not too much traffic to impede our passage north. We had a pleasant rest in the sun and plenty of chit-chat then back on the road turning off the highway to Auburn, our next rest stop.

The next leg started turning left out of the main street of Auburn to Balaklava and then Port Wakefield where we stopped for a longer morning tea break at one of the many cafes. The sun was warm and the wind had not started yet making for a very pleasant journey. From Port Wakefield to Ardrossan the wind picked up a bit as it always does off the ocean at the top of the Gulf but not enough to cause much problem. We arrived in Ardrossan, parked the bikes opposite the pub and took a stroll down to the water as it was still quite early for lunchtime. The meals in the Ardrossan pub are always good value and quality and we sat outside facing the main street.

A fuel stop and then off for the afternoon ride to Maitland, then Moonta where we parked at Moonta Bay and walked out to the end of the jetty. The wind off the Spencer Gulf seems to always blow strongly and this day was no exception. Next leg was Moonta to Kadina and then back to Port Wakefield making a circular route around the top-third of Yorke Peninsula. 3 riders had needed to get back earlier leaving 9 of us at the 'official' end of the ride. Port Wakefield was a

quick stop as it was then 4.30pm but it didn't seem like it as it was the first evening of daylight saving. We decided to ride as a group straight home down the 90km of Port Wakefield Rd to Adelaide as it was getting late. The ride from Munno Para to Port Wakefield was 331 km by my trip meter making it one of our longer rides especially as we had another 80 to 100km or so to get home again.

A very enjoyable ride day, especially for those of us who like to ride long distances, see the great scenery and feel the sea air on both sides of Yorke Peninsula. Thanks to Rohan for planning and leading the ride and to Steve for his excellent job going Tail End Charlie all day on a long ride.

Ken King, SAMRATS Coordinator

SAMRATS Rides Calendar October to December 2012

Due to weather or other events runs may be adjusted

For more information Ph Ken 0401866037

Oct	Sat 20 Sun 21	Melrose Weekend - Meet Caltex Bolivar 9am – Depart 9.30am Ian
Oct	Sun 28	Ride to Clare – Meet Caltex Bolivar 9 am – Depart 9.30am Jim
Nov	Sat 3	Port Elliot - Meet Victoria Hotel Top of Taps 9.30am - Depart 10am Rohan
Nov	Sun 11	5 Ferries for Jock – Meet BP Mount Barker 9am – Depart 9.30am David P
Nov	Sun 18	MC Expo Gawler – Meet Civic Park Modbury 9am-Depart 9.30am - Ian
Nov	Sun 25	Ride through the hills Twisties. Meet BP Evandale 9.30am Depart 10am Jim
Dec	Sun 2	Goolwa – Meet Kersbrook Servo 9.30am – Depart 10am Rohan
Dec	Sun 9	MRA Toy Run – Callington – Meet Victoria Park Clipsal Track 8.30am to 9.30am Depart 11am
Dec	Sat15	Cape J Southern Circle – Meet Crafers Deli 9.30am – Depart 10am Ken
Dec	Sun 23	Burra – Meet BP Caltex Bolivar 9.30am – Depart 10am Ian
Dec	Sun 30	Southern Ride - Meet BP St Mary's 9.00am – Depart 9.30am Jim

BUSH PIG RALLY 2012 by Greg Stevens

This was our 24th rally and it was extremely well attended with 78 paying for their badge. As usual with running a rally the organisers hope that everyone enjoys themselves, that no-one does something that injures themselves or anyone else and that no-one does something so stupid that it stuffs it up for everyone else. Well I think everyone enjoyed themselves, only one person did something that was both stupid and at the same time injured themselves (but only slightly) and of course this achievement was repaid with embarrassment and an award.

As with every year we hold a bit of a gymkhana and each year, as an organiser, one tries to bring something different, but it is getting harder each time. Well we

had the gymkhana, the first event was a larger version of hoops, with motorcycle tyres of varying sizes tossed to try and loop over the base of what was a netball stand. This is enjoyed by all, it takes time and we all can get a bit of a laugh out of it. Sometimes it proves that there are more tossers out there than you think.

The next event for us this year was the endearing water balloon toss but unfortunately this year I must have put too much water in or the balloons were not up to scratch as the event did not last long. Next was a sack-truck race which required two people for each sack-truck and a change-over at the end before returning to the start. There were 4 teams and it was a quick start. Bindi Bill with his passenger Vicky were the first to bite the dust and it must have hurt because they both took a while to get up and did not finish the race. The other three teams made the half-way mark, changed positions and turned for home but the girls on the far side stumbled and both landed on the ground and were unable to finish because they were laughing too much. So only 2 teams finished but it was all good fun. That was the gymkhana for this year.

Two raffles were held: the first, won by Dave Scott (a rally virgin), was for 2 collector bottles of port, the first from 1953 and the second from 1973 plus a Bush Pig windcheater. The second raffle was won by Geoff Toogood and that was for a collector's port from 1973 and a Bush Pig beanie.

The awards this year were as follows:

The Re-tyre-eeees Award went to Michael Wood. He now needs a training wheel to keep his XJ upright.

The Chief Wiggam Award went to Deb Thomson – re her bragging about getting the YOC's horny.

The Litter Award went to the YOC's – because the bastards are breeding.

The Pig Pen Award went to Bindi Bill – because of his eating dust in the sack-truck race.

The Fools Throttle Award went to Bill YOC – because he just does not know when to keep his mouth shut.

The Bung Award went to Mark Parson – because of the way he opened a stubbie involving slicing a wrist.

The Long Haulage Award went to Jenny Lux – because she came all the way from Canberra to be at the Bush Pig Rally.

I think everyone had a good time and I enjoyed your company. Just a few notes to those who attend rallies (and it's not just the Bush Pig). Rally organisers put a reasonable amount of work into these events so if a rally is known to be catered, then support it because you may save a few dollars but you may not save the rally and a really big one for me, if you attend a rally buy the f####n badge because if you don't, all you're doing is free-loading and if that's what you want go to a Salvo's soup kitchen.

Ok, I've had my say now but think about it.

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

Adelaide BMW	10% parts & accessories	8414 3162	31 West Tce Adelaide
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
Boltons Kawasaki	10% on request	8234 2050	340 South Rd Richmond
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	10% parts and accessories	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	Discount on request	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
QBE Insurance	Ring for a quote	0392 462 761	
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 Discount on request, 5% tyres, 10% services	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	Discount on request	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	845 South Rd Clarence Gdns

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.

Wire-rope safety barriers

A wire-rope safety fence now resides along the median of Port Wakefield road south of Port Wakefield to prevent vehicles crossing into oncoming traffic. To date, the wire-rope barrier has been hit six times indicating the possible prevention of the same number of head-on crashes.

The 1.7km section of Port Wakefield Road was recommended for the trial following crash analysis conducted by the [Centre for Automotive Safety Research](#) (CASR). Shoulder and lane widening work will also be undertaken to complement the works.



MRA COMMITTEE

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Mid - North Register Committee

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 MRA Mid-North PO Box 37 Snowtown SA 5520

ROAD HAZARDS FREECALL NUMBER :
1800 018 313

South - East Register Committee

President – George Osis 0409 359 862 (08) 8735 6109

Useful Links

[Metro and Country Roadworks](http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp) from Transport SA.
<http://www.dpti.sa.gov.au/OutbackRoads>
[Outback Roads Temporary Closures, Restrictions and Warnings Report](http://www.dpti.sa.gov.au/roadsafety/home) from Transport SA website.
<http://www.dpti.sa.gov.au/roadsafety/home>
 home page from Department of Planning, Transport and Infrastructure. (DPTI)
[Road Crash Reports](http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes) by vehicle type from DPTI.
[Road Crash Reports](http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes) by month in SA from DPTI
[http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes](http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp)
[Road Statistics](http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp) from SAPOL.
http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp
[Road Crash Statistics](http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp) from Australian Transport Safety Bureau.

MRASA Inc MEMBERSHIP FORM

MEMBERSHIP FEES: CIRCLE ONE

	Standard		Concession	
	Individual	Family	Individual	Family
1 Year.....	\$25	\$35	\$21	\$29
2 Years.....	\$48	\$67	\$40	\$55
3 Years.....	\$72	\$99	\$60	\$83

Date: / / 2nd Card Name if Family M/ship: _____

Scooter Bike/Other Male Female

New Member or Renewal if so Membership No. _____

Provide Blood Donor Information: Yes /No (This is followed up by the Blood Bank)

Name:

Address:

Postcode: Telephone:..... Mob:.....

Email:

Occupation: D.O.B..... /...../..... Other Clubs?

Signature:..... Register:.....
 I agree to abide by the Articles, Rules and the Constitution of the MRA Inc, SA.
 (Constitution available from the Website or the Secretary)

Payment by Cheque or debit Visa M/Card B/card

AMOUNT \$..... EXPIRY DATE/.....



Name as printed on Credit Card Signature.....

Please make cheques or money orders payable to MRASA Inc.

Believe it or not, the view does get boring eventually

Being stuck in hospital does tend to become boring, especially if your illness or injuries don't allow you to move around. As for being on your back, in a bed for up to six weeks recovering from a broken pelvis.... boring somehow doesn't seem an adequate description.

The 4Bs is a sub-committee of the Motorcycle Riders Association (SA) and one of our goals is to provide help and support for hospitalised motorcycle riders and their families.

One of the simplest and most effective ways we have found to assist patients in passing the time is to provide them with movies to watch. To that end we have set up a DVD Library in the Royal Adelaide Hospital. We started this scheme two years ago and it works so well our library needs to be expanded.

Which is where you and your business or social group can help with very little effort. We have supplied DVD players for long-term recovering patients. Please assist us with donations of up to six DVDs. They can be movies,

sport, TV classics or documentaries...think about what you might want to watch.

Details of the last DVD handover can be found on our website at <http://www.mrasa.asn.au/html/4bs/>

Please get busy and spread the word.

DVDs can be dropped off at any Andersons Solicitors office:

185 Victoria Square, Adelaide
110 Lipson Street, Port Adelaide
11a Seventh Street, Murray Bridge
5 Gwendoline Street, Mt Gambier
163 Hindmarsh Road, Victor Harbor



Or you can mail them to:

The Motorcycle Riders Association (SA)
PO Box 1895
Adelaide SA 5001

