

CENTRESTAND

September 2013



THIS ISSUE

LONDON CALLING

SCOOTER CLUB NEWS

LICENSING PROPOSALS

ROAD SAFETY STRATEGIES

MOTORCYCLING AND GPSs

SIKHS AND HELMETS

Let those who ride decide



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

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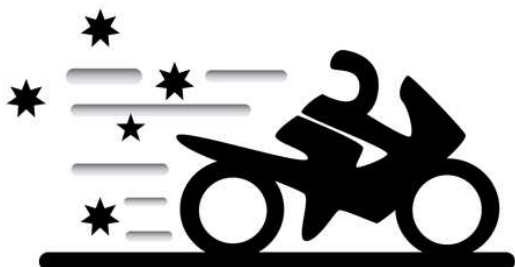
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Australian Motorcycle Council Inc.

EDITORIAL

Harald Lindemann

The best thing about motorcycling is to do it. The next best thing has to be talking about it and/or watching it. For me the next best thing after those is to read about motorcycling.

Here I’m not talking about bike magazines but books. Magazines are topical and you can dip into them from time to time and pick up on new bikes, letters, new kit, what’s going down in competition and lots of other bike-related stuff. But this is mostly ephemeral. It’s about now and next week there will be something new.

Books draw you in and make you part of the story, part of the adventure. Not sure? How about trying ‘The Aussies and 2NZ Blokes’ by Don Cox, which tells the story of the 1997 World 500cc Championship (Mick Doohan’s 4th win) and the Superbike Championship – remember Peter Goddard, Aaron Slight, Simon Crafar and Mat Mladin? It includes a great chapter on Jeremy Burgess.

Try ‘Barry’ by Steve Parrish and Nick Harris – a biography of Barry Sheene. A very personal story, more about the man than the legend.

One of my favourites is “Mike the Bike Again’ by Ted Macauley, the story of Mike Hailwood’s return to the TT in 1978 – a story of how and why it came about, a journey that ended in second place by 3 seconds.

These stories all take you behind the scenes of greatness, behind the glamour, to another perspective on and off the racetrack.

On another tack, ‘Jupiter’s Travels’ by Ted Simon, ‘One Life to Ride’ by Ajit Harsinghani, ‘Long Way Round’ and ‘Long Way Down’ by Ewan McGregor and Charlie Boorman, are all books about exploring the world by motorcycle, a unique way to experience our planet and meet people. These adventures have the ability to transport us to a world away from our comfortable armchairs, to allow us, in our imaginations at least, to live on the edge momentarily.

Reading, getting lost in the moment of the story, is a way that we touch, for a short time, the dreams of what could be – a vicarious experience that is generally far from the substance and reach of our own “slower, softer and sadder lives”¹.

By the way, on 7Mate from 6th of October a new series celebrating adventure motorcycle travel courtesy of Ferris Wheels will be screening. It’s called ‘World on Wheels’. Don’t miss it.

Ride Safe, Harald

1. Ring of Fire by Rick Broadbent, 2009, Bantam Press

PRESIDENT'S REPORT

The MRASA is entering into an interesting time. There are many issues developing and all the sub-committees are very active.

The tragic death of a rider last December is being investigated at a Coronial Enquiry. The apparent failure of the helmet is of keen interest to the MRASA. The ACCC recalled that model of helmet, along with a few others, as a result of pressure exerted by the Helmet Committee of the AMC. Late last year the ACCC was forced to run its own investigation into the farce that is helmet accreditation in Australia. The MRASA, along with the Australian Motorcycle Council (AMC) and many other rider representative bodies, have submitted position papers to the ACCC calling for change. Our webmaster, Graeme Rawlins, is updating our website with articles as soon as the details are available, often within minutes of news breaking. Wonderful service and it is worth checking the website regularly.

Nev Gray, Ebi Lux and Dr Phil Creer had a productive meeting with the RAA and we would like to work more closely with them in the future. You can tell there is a state election coming up. The pollies' doors are opening. We have proposed a significant number of initiatives to both sides of Parliament and will be very interested in what they each announce in the lead-up to voting in March 2014.

The AMC held its AGM in Hobart. I was unable to attend and the MRASA sent Neville Gray and Ebi Lux to represent us. Ebi has written a report from the perspective of a newcomer to the national forum and it is a good read. One of the strong messages that was repeated throughout the Conference and AGM was the debt of thanks expressed for the financial support of the AMC by the MRASA. The repeated statement was that the AMC would not be as effective without our donations. We are able to assist financially because of the MRASA Toy Run. Put simply, all motorcyclists throughout Australia are benefitting because of the hard work of the MRASA Toy Run Sub-Committee and the support of the South Australian motorcycling community.

The 4Bs awarded a rare 4Bs membership patch to our newest member, Liv Anderson. To wear a 4Bs patch is an honour that has to be earned. Liv has served her 12-month apprenticeship and is now a valued member of our Sub-Committee. Liv is currently the member visiting the Hampstead Rehabilitation Centre.

The Samrats and Scooter Club rides are popular with good attendances but we would love to see more faces on the Blood Run. It is spring, a great time to be riding. Get the bike registered, put some kilometres on

the clock and catch up with some fantastic people on an MRASA ride.

Ride Safe, Phil McClelland President MRASA

ADVANCED EMERGENCY MEDICAL KIT

It is said the only good that comes out of war are medical advances. Two recently that have come to mind are the use of tourniquets which can be put on by individuals using one hand. The other advance has been in bandages and dressings which have a coagulating effect to stop bleeding.

There are a number of emergency car kits available and they have a range of bandages and dressings which are useful for most minor injuries, but there is a limit to what can be achieved. There is an airway management system which may well be lifesaving.

There seems to be a place for an advanced kit which is relatively small, inexpensive, robust, with a long shelf life. This could be monogrammed with instructions to enable the kit to be set up to be used as a practice model as well.

The kit could consist of a small cylinder which could be opened at either end, with six personal tourniquets, as many impregnated bandages as possible and one airway management system. The cylinder could also be used as a teaching model for instructing others in the application of tourniquets.

A colourful, eye-catching sticker could be placed on the motor vehicle indicating the presence of this kit, and the cylinder itself could be used as a warning sign, particularly if reflective.

At the August meeting of the Australasian College of Road Safety (SA) two suggestions were put forward. One was that the kit could be in shop windows on corners where there is high density pedestrian and motor vehicle traffic in case it was needed urgently. The tenant of this space could have appropriate stickers to gain attention and thus possible marketing.

The other was to size the kit to fit easily on a motorbike, as they are highly manoeuvrable and would be able to get the kits to where they are needed with minimal loss of time. This would add an important dimension to the kit's usefulness (*this idea was proffered by the MRA rep at the meeting...Ed.*)

We are just at the idea stage at the moment.

Rob Atkinson, Chairman, RACS SA Regional Trauma Committee

LONDON CALLING 760 REPORTING IN FROM THE MOTHERLAND

“Not today, YOU WILL DIE!” This was the reply from Mr Pimples, the kid at the counter of the Nurburgring. I had just stated I wanted to pay for public access to the track to do some laps.

I do love that about the Germans, a direct, matter of fact no bullshit approach to life. Their British cousins could learn much from them. You know the sort of thing: running a country, balancing the budget, creating a modest lifestyle for all to enjoy, manufacturing great motorcycles; but I digress.

Yes, Mr Pimples made this statement not because it was raining but simply it was a car club day and there were many lunatics, all German, on the track at that time. Bugga. I was really looking forward to this event. It wasn't like the Nurburgring is next door, I had ridden some distance to do a few laps and got denied at the start line, so I did what all self respecting Aussie lad would do. I bought a T-shirt and rode to Belgium.

At this point you are thinking, how the hell do you ride to the Ring and not know that it is closed for the day? Well let me remind you that life is something that happens to you while you are making plans.

We had been planning a ride through Germany to Prague and back again for some time. The period of time we had booked was suddenly taken up with moving flat, and then Prague got flooded so there was a subtle sign that maybe Prague was for another time.

The mighty Strom had received a lot of TLC from me over winter and we were both raring to go on a run but where to and when? Germany was still calling. I needed inspiration. The annual UK Vstrom get-together was coming up in mid-July. One night while plotting our course to Burnham Thorpe, Norfolk, for the meet, I noticed a dotted line on the ocean, indicating a ferry link. Further investigation showed that it was a direct link to Rotterdam in the Netherlands from Harwich in Norfolk.

A cunning plan was being formed! The main goal area would be the beautiful Moselle Valley along the Moselle River with a focus on some rest and fun in the sun. We had 10 days, so the path would be – London, Burnham Thorpe, Harwich, Rotterdam, Treis-Kardon, Bernkastel, Nurburg, Durbuy, Brugge, Calais and home to London. A quick round of ferry and

accommodation bookings later we were all set, the countdown began!

There is no better feeling than launching off on a trip! We met some of the Vstrom gang for lunch up near Huntingdon. We all cruised the last 70 miles north to Burnham Thorpe. We spent the weekend with the group, they are a lot of fun, there was a 160 mile ride out on the Saturday and a pub dinner that night.

I woke up the next morning to find out why you should never let the English drink. My bike was totally adorned with Union Jack flags, a lot to do with recent rugby and cricket results (bastards).

The midnight ferry to Rotterdam was a top turnout, great boat, excellent crew, very modern and very comfy which was great considering we had a long ride to the Moselle Valley to do.

Are you good at quantum physics? The next part does my head in. Ben and Petra, some top mates of ours from Tassie, were visiting family in Holland. Coincidentally, they were staying in Rotterdam at the same time we were passing through. How is it possible for that to happen with absolutely no planning at all? After some local cake and coffee with our mates, we headed for Germany.

Top Tip: If you ever ride in Holland take a SatNav as the highway system is insane to navigate.

Summer in Europe is manic so booking decisions have to be made fast. In Germany there are many GästeHäuser (guest houses), during my assault on bookings I somehow managed to find all the ones that DON'T have Wi-Fi! I was booking the trip so fast all I looked for was: reasonable price, reasonable reviews, brekkie included, safe park for bikes, bar.

So this brings me to that moment when I wanted to check on the Nurburgring for access, I couldn't! No-one had public Wi-Fi, most believe Wi-Fi in public areas kills social interactivity (they may be onto something there), they literally cater to the grey nomad set of Germany and that was it.

Actually that undersells just how marvellous they all were and how nice the food was. I can actually recommend this style of travel, a bit different but very nice. For example, we booked for dinner, we were shown a table, expecting to see a menu next, BUT no, we were given a bowl of soup. Turns out dinner was a set menu, three courses, no choices, a glass of wine and it was absolutely wonderful. This keeps the cost



of running a GästeHaus down, and everyone is happy about that! Culinary note: the Germans cook pig and make beer really well.

Down in the valley it was hot so we opted for more holiday stuff like hiking up to the castle and hiring pushbikes to ride along the river. In the past, we have ridden non stop for 3 weeks and wondered why we are knackered afterwards. So this time we made sure we had a few days of "Terry Tourist" going on. Drinking coffee or beer and eating strudel seemed to happen often. Riding-wise the German part was very pleasant, in comparison the Spanish mountains are very technical and really out there. Not to despair however, there were still lots of twisties and back roads to enjoy.

Fatefully we headed to the Nurburgring banking solely on dumb luck. I had visions of creating beautiful art with my helmet cam doing hot laps of the Ring. Oh how I was going to slay them at the next Fringe festival with my footage...

I took the turn to the Nurburgring. It started to rain. The aforementioned Mr Pimples and I conversed... Oh well, c'est la vie!

Not to be deterred from enjoying ourselves, we listened to the wind and heard Belgium calling so off we went! Belgium should not exist. It does because the Dutch and the French used to like invading one another a lot, so it became common ground, and a common language was written called Flemish.

So here is a country no bigger than Kangaroo Island, with 10 residents and 6 of their mates speaking three languages, all of which are colloquial. Another thing you may not know: the French are very protective of their language and culture and never more so than when they are not in France, Canadian French and Belgian French being two very good examples of this.

Furthermore, in the interest of international relations – Garcon Pimples, please don't constantly correct an Australian's attempt at French intonation while they're tired and have already drunk several of the local 8.5% brews on an empty stomach. If you can possibly restrain yourself, then the Aussie won't point out how unhelpful it is to have so many languages in a postage stamp-sized country, none of which anyone really wants to speak. That is all on this subject for now.

Our time in Belgium was over so we set the compass for home. I love the Calais-Dover ferry, it is one of the great social events. The crossing is the time to meet and chat to other riders and hear tales from the road.

On board we met a Japanese guy who had just ridden from Hiroshima, through Russia to Scandinavia, down to Italy through Germany then back up through France.

He was on a Honda NC700 – totally debunking the 1200GS myth. He was on his way around the UK for 2 weeks before flying home to Japan. I gave him my UK map book and told him to just give it to the next needy traveller, which I know he will meet.



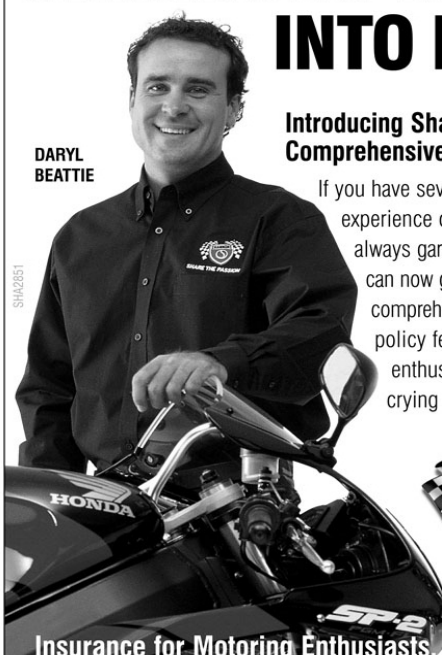
Well we have reached the end. I am back in London and back at the coal face planning my next trip. As you are sitting there and saying to yourselves, I really should be doing something like that except

"insert woeful excuse here". Just remember one thing about the Japanese guy: Mikio is 70 years old.

See you out there gang and always remember to "Let Those Who Ride Decide".

Ken in London MRA SA 760


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LICENSING PROPOSALS

Results of the six licensing proposals put to stakeholders.

The SA Government asked me to liaise with them via the Department of Planning, Transport and Infrastructure on ways the motorcycle licensing scheme could be further enhanced to increase riders' safety in the long term. I attended two meetings during 2012 with the Director for Road Safety with the Minister for Road Safety attending the last of these meetings.

The following 6 proposals were formulated and these were to go out for public consultation via a website so that interested parties could actively comment on them. The MRASA made a submission and was one of 443 respondents to these proposals which were far above the expected numbers that the Department expected. (Previously the proposed licensing changes for car drivers generated 900 responses).

There were no real surprises in respondents' opinions about the proposals.

Proposal 1.

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

This proposal was clearly not supported by riders and rider representative organisations. The only supporters were non-motorcycle organisation such as the AMA. It was seen as anti-motorcycling policy, no real evidence to support this proposal was evident despite numerous requests.

Proposal 2.

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

This was supported by a large margin and was seen as a commonsense proposal to allow the minimum time with the protection of an 'L' plate. Most stakeholder organisations supported this initiative.

Proposal 3.

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

Again this proposal was clearly supported by the majority.

Proposal 4.

Specific licensing and training requirements be introduced for riders of mopeds (motorcycles with an engine capacity of 50 millilitres).

As expected, this was vehemently opposed by the motorcycle industry with predictions of hardship and lost business opportunities by those who make a living

by hiring out 50cc scooters in tourist areas. All other stakeholder groups were unanimous in their support to ensure that all PTW users received at least some basic tuition to enable them to ride on the road.

Proposal 5.

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

Again this proposal was universally supported as the addition of a pillion passenger during the learning process was seen as a major encumbrance to safe riding practices.

Proposal 6.

Explore options for a motorcycle safety fund dedicated to motorcycle safety initiatives.

This proposal was not supported by the vast majority of respondents. Non-motorcycle organisations were, unsurprisingly, in support of it.

Where to now?

The Department is preparing a Cabinet submission on these six proposals to go to the SA Government for their deliberations. It will be interesting to learn if, in fact, the Cabinet submission actually mirrors the wishes of the majority of respondents as each of the six proposal results were very clear-cut in the level of support.

Neville Gray MRASA Road Safety Officer

RALLIES

- Oct 4-7 Oasis Rally** Paruna Bear 0407 394 322
Oct 11-13 Wonabi Treffen Naracoorte Caves Nat. Pk
 BMW Owners Club Tom 0417 820 787 (F)
Oct 13 National Twin Loss Murray Bridge
 Lynn 0419 039 194 (F)
Oct 19-20 Lake Bonnie Redback Tourers
 Shaz 0428 878 113
Oct 26-27 Koolunga Andy 8664 1401
dbu47595@bigpond.net.au
Oct 26-27 Marrabel Pub Run
 Grot 0412 602 272 Les 0411 616 232
Nov 2-3 Caltowie Pub Run
 Phil (Pub) 8665 5003 Rabbit 0408 082 257
Nov 8-10 Fish Holes Portland Vic. South West M/C
 Touring Club
 Phil 0412 838 765 Trevor 0418 528 002 (F)

(F) – Flyer on MRASA Rallies webpage

The fattest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.

AMC ANNUAL CONFERENCE: A NEWCOMER'S PERSPECTIVE

Attending the AMC Annual Conference in Hobart in July has been a tremendous eye-opener to me as a newcomer to motorcycle politics.

First of all, what or who is the AMC? Put simply, it is a body made up of member organisations representing motorcyclists' interests at a national and international political level and, when appropriate, provides expert advice to its member organisations. Unfortunately for the AMC delegates, as the average motorcyclist is more concerned about current weather and road conditions experienced on the immediate ride rather than political lobbying, the work done by the AMC goes unnoticed and unapplauded.

The first evening was a social gathering and meal where conference delegates met informally and discussed topics ranging from the last and best ride to serious political issues on upcoming legislation possibly further marginalising motorcycles as a form of transport. These previously shadowy people casually talking about politicians, senior departmental figures and internationally renowned academics on a first-name basis all admitted to having multiple motorcycles parked in sheds and enjoying the same thrills and spills as you or I. I felt I had been shown the inner sanctum of "Men in Black".

Day One of the conference was the serious nuts and bolts time. The AMC has representation on a number of standing federal governmental committees on road safety including helmets, safety equipment, road design conventions, road furniture, training and road rule uniformity, to name just a few. With all reports there were at least three common themes:

1 The standing committees were set up at very senior levels and influenced the decision-making of senior bureaucrats and politicians.

2 Each committee had members with very strong vested interests.

3 The decision making methodology was laborious, time-consuming and at times frustrating.

To me the most topical report was from the Helmets Committee. An incredible amount of work has gone into this committee questioning the helmet certification process, the standards against which they are measured and the multitude of legislation confusing the application of the standards across states. You would think that common sense would make this process a very simple one but our state and federal bureaucrats have been misled or very poorly advised so that currently the helmet standard has no legal basis. Add to this a questionable application of helmet certification process by a private company and you have a recipe for disaster. Thanks to the work done by

the AMC, the helmet certification process cannot and will not be allowed to be put into the 'too hard' basket. Indeed, events have unfolded which will focus this issue through a number of courts and all motorcyclists should be prepared to give whatever support is needed to further our case.

Another committee is focusing on roadside furniture. This is an issue for all road users but more important to us, as we will impact on poorly designed furniture with our bodies rather than the steel cage of a motorcar. As with all committees, the conflict between cost of furniture and the benefits derived from installing more forgiving items is an ongoing issue. The same issue was brought up by the Road Safety Barrier Committee and Traffic Signage Committee. Thanks to the hard work of the AMC representatives on these committees and the support of many individuals providing submissions and advice, motorcyclists' interests are being promoted and protected at the very top level.



AMC Group Photo 28 July 2013

Back Row (L-R): Liza Tobin (RANT), **Ebi Lux (MRASA)**, Chris Means (MRAQ), Prickle (MRAQ), Guy Stanford (NSWMCC), Rob Prestedge (TMC), Tony Ellis (VMC), **Neville Gray (MRASA)**, Jennifer Woods (Ulysses Club), Dave Wright (MRA WA), Adam Kostick (Maurice Blackburn Lawyers), Carolyn Jamieson (TMC)

Front Row (L-R): Myf Powell (RANT), Nicky Hussey (MRA ACT), Brian Wood (NSWMCC), Shaun Lennard (TMC), Eva Cripps (TMC), Rod Salvatore (VMC), Steve Robson (MRA ACT)

The AMC has successfully lobbied Federal politicians and achieved a commitment from both the Government and Opposition road safety spokespersons to address, at a federal level, the need for uniform road rules across Australia. Currently it is possible to have a perfectly legal motorcycle or helmet, as recognised in one state, declared illegal in another. This is a ludicrous situation given that all governments recognise the growth of interstate tourism and the confusion resulting from variation in legislation.
Continued on page 11

ARE MOTORCYCLISTS OPTICAL ILLUSIONS?

Optical illusions hint at why drivers are blind to bikers.

As part of its “Give Motorcyclists a Second Thought” campaign aimed at reducing the number of motorcyclists killed or injured in the capital, Transport for London (TFL) warns drivers of the dangerous 'optical effect' that can lead to collisions with motorcyclists. With the objective of getting motorists to think more about biker safety, TV ads were devised with the help of psychologists which highlight the way our brains analyse the things we see.

The campaign's message is that humans often confuse the rate at which small things travel, believing them to be much slower than larger objects – even if the actual speeds are the same. This 'size arrival effect', as it's known, could explain why car drivers so often pull out in front of riders at junctions or when doing U-turns.

In tests which used footage of vans, cars and motorcycles approaching at identical speeds, psychologists found that participants regularly estimated that motorcycles would take longer to reach them than larger vehicles¹.

This optical effect, caused by the way the brain assesses approaching objects, could cause drivers to underestimate how much time and space they have available when pulling out in front of approaching motorcycles. The phenomenon of the 'size-arrival effect' has now been demonstrated in a number of independent studies.

Chris Lines, Head of the London Road Safety Unit at TFL, said, “Motorcyclists are amongst the most vulnerable of London's road users. Nearly 20% of collisions in greater London involving powered two-wheelers resulted in a death or serious injury.”

This campaign highlights just one of the ways in which drivers can come into contact with motorcyclists. However, drivers should look out for motorcyclists in all situations, especially during the commuting hours, when a high proportion of collisions occur.

With the growing number of motorcycles on London's roads, TFL is asking drivers to ensure they take that all-important second look before performing any manoeuvre on the road

An excellent initiative, and one that could be applied anywhere in the world, even in li'l ol' Adelaide...Ed.

1. Horswill, Helman, Ardiles & Wann, “Motorcycle accident risk could be inflated by a time to arrival illusion”, Optometry and Vision Science, August 2005.

SAMRATS SUNDAY RIDES

Calendar 2013

Oct	Sun 6	No ride due to the Mon public holiday long weekend
Oct	Sun 12	McLaren Vale – Meet BP St Mary's 9.30am – Depart 10am - Ken
Oct	Sun 20	Jamestown - Meet Caltex Bolivar 9am – Depart 9.30am - Ian
Oct	SAT 26	Ride to Delamere – Meet BP St Mary's 9.30 am – Depart 10am - Jim
Nov	Sun 3	Karoonda - Meet BP Mount Barker 9.30am - Depart 10am - Ken
Nov	Sun 10	MC Expo Gawler – Meet Civic Park Modbury 9am-Depart 9.30am – Ian
Nov	Sun 17	Mannum – Meet Crafers Deli 9.30am – depart 10am – Ian
Nov	Sun 24	Ride through the hills - Meet BP Evandale 9.30am Depart 10am - Jim
Dec	Sun 1	Goolwa – Meet BP West Terrace 9.30am – Depart 10am - Ken
Dec	Sun 8	MRA Toy Run – Callington – Meet Victoria Park Clipsal Track 8.30am to 9.30am Depart 11am
Dec	Sun 15	Cape J Southern Circle – Meet Crafers Deli 9.30am – Dep 10am - Ken
Dec	Sun 22	Burra – Meet BP Caltex Bolivar 9.30am – Depart 10am - Ian
Dec	Sun 29	Mystery Ride – Meet Civic Park Modbury 9am – Depart 9.30am - Jim

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

NEXT BLOOD RUN
Saturday November 23 2013
Departs 9am for the Grenfell St Blood Bank
from
Findon Shopping Centre
Cnr Findon and Grange Road
If you've never given blood, then think about it.
If you have, then bring a friend.

Your comment on this: Engine-powered bikes don't mix with the people-powered type in the Adelaide Hills, writes 'Tiser journo Cameron England.

From adalaidenow.com.au, September 30, 2013

What do you think? Follow the prompts and make a comment. Write in to *Centrestand* as well.

<http://www.adalaidenow.com.au/news/south-australia/comment-enginepowered-bikes-don8217t-mix-with-the-peoplepowered-type-writes-cameron-england/story-fni6uo1m-1226729941923>

TOY RUN REPORT

This is a message for all Toy Run Marshals

It's that Toy Run time of the year again. Because you were so good at your jobs last year, I am asking again for your assistance for the 2013 Toy Run. If you are volunteering to be a marshal this year you will need to attend one of our training sessions. **Saturday 12th October and Sunday 20th October 2pm** at the Western entrance to the **Clipsal Track**, Wakefield Road (Toy Run exit road). We have been asked to park on Wakefield Rd not inside the track venue please.

The training has 3 parts to it.

1. SAPOL training ~ 20 mins (not necessary if already done last year).

2. TR set up training ~ 30 minutes.

Ride to Callington.

3. Callington training ~ 30 minutes.

At these sessions you will receive: your official high visibility MRASA Marshal vest and instructions on where you will be placed for the day at both the Clipsal Track and/or Callington. (hope some of you can do both). Can you please bring with you a hat and water, and wear sunscreen if sunny.

If you and/or your friends want to become marshals for the Toy Run for 2013, please contact Cathy on cathylux@hotmail.com. We need lots. If you don't feel confident with traffic control then don't worry, we will find other work for you.

Your Toy Run Committee this year is Harald Lindemann, Peter Mount, Cathy and Ebi Lux, David Vaselli, David Povey, Russell Hicks, Geoff and Barbara Grant, and John 'Dutchy' van Halm. Thanks to all of them and to other MRA members for their assistance and advice. Without you the task of getting the Toy Run done would be so much harder.

Harald Lindemann Toy Run Coordinator 2013



Welcome to the Toy Run band for 2013

MOTORCYCLES AND GPSs

GPS (Global Positioning System) is a great idea. It tells you where you are whether you know or not. As most people seem to know where they are at any given moment, the device functions at its optimum when you don't know where you are and when you don't know how to get to where you know that you are going. It's not much good if you don't know where you are going and that is a general failing which the new models, no doubt, will improve upon.

Despite its limitations the humble GPS – which is, in its unappreciated reality, a fine piece of electronic engineering, incorporating many years of advances in science and space engineering – has become popular and a 'must have' for anyone travelling in motor vehicles and, in our case, on two wheels.

It would seem a given then that there would be no problem regarding its use. Hold on there. Did I say 'No Problem'? Unfortunately there is a problem. The Australian Road Rules (ARR) clearly distinguish between the use of GPS systems on four (or more) wheels and on two. It's the old saw, 'Four wheels good, two wheels bad'. (Apologies to Mr. Orwell.) ARR 229 prevents motorcyclists from having any kind of screen device i.e. GPS, TV, DVD player, reversing camera, that might interfere with the rider's control of the vehicle. Bet you didn't know that. Anyone been pinged? No? Bet the cops didn't know that either, otherwise we would have heard about it *tout suite*.

The wheels have been in motion, however. Our intrepid scooter guru, Dr. Phil, not content to sit on his laurels by being the discoverer of this injustice, took direct action. He wrote to his local member Alan Sibbons MP pointing out the inconsistencies in the ARR, the fact that many new motorcycles are fitted with the type of screens described in the ARR which are necessary for operating the vehicles and noting the usefulness of GPS devices to all and sundry including motorcyclists, with no adverse effect on road users.

Mr Sibbons MP wrote to the Attorney General/Deputy Premier/Acting Minister for Road Safety, the Honorable John Rau MP, who agreed and so did the National Transport Commission and the Standing Committee on Transport and Infrastructure. The State Government also endorsed the changes which all means that amendments to the ARR, which will allow motorcyclists to fit and use GPS units, should be in place by the end of 2013.

Thanks Phil. Let's hear one for the little guy. We will continue to monitor the progress of the legislative amendment and let you know when it becomes safe to use your units. And don't jump the gun. If you do and you get pinged, who do you blame?



On Sunday August 25 a number of the members of the MRASA's Scooter Club had the pleasure of visiting our long-term member and friend Ron Coleman. Ron has been joining our rides on his highly unusual Benelli Adiva – with the roof, stereo and windscreen wiper – since 2006 and is one of the original dozen or so who founded the club. However, due to some health problems plus being the wrong side of 80, Ron has decided that his riding days have come to an end and with considerable regret on his part he informed the MRASA that he would not be renewing his membership.

Given that Ron has been one of our staunchest members and a good mate to all, I as SAS Club Coordinator brought the issue up at the August MRASA Committee meeting and suggested that Ron be recognised in some way and, in particular, with Life Membership. Considerable discussion ensued and it was the decision of our Committee that the SAS – as a separate entity within the MRASA – could make whatever decisions we wanted regarding our members, so after having a chat with our Ride Coordinators Frank & René and our other SAS Committee member Amanda it was decided that we as a club would award Ron an Honorary Lifetime Membership.



Phil Creer presenting Ron Coleman with his Scooter Club Life Membership

I purchased certificate card and sat down with MS Word, basing the design on numerous diplomas and award certificates. This was sent via e-mail to the other 2 club principals and a number of MRASA committee members. Having received general approval the certificate was printed and the rest is history!

Phil Creer (Dr. Phil)

AMC Report continued from p. 8

Similarly governments especially in NSW and Vic are recognising the advantages of motorcycle commuting. Traffic congestion and flow, parking issues and pollution are all impacted by a commonsense and inclusive approach to future metropolitan traffic plans. Again AMC and state-based lobbying at the highest level has resulted in the voice of motorcyclists being heard by the correct influential decision-makers

Against this positive flow of information came the news from Victoria that the Commissioner for Traffic Cameras is pursuing the introduction of front number plates on motorcycles on the basis that a high proportion of Victorian speed cameras took frontal photos of vehicles which automatically excluded the identification of bikes. This issue is being pursued by the Commissioner in spite of intensive VMC and MRA lobbying and against the advice of engineers, insurance companies, manufactures and health professionals. The AMC is confident that this attempt to introduce front number plates will be unsuccessful but it serves as a timely reminder that powerful vested interests will attempt to enforce their own misguided agendas upon what they see as minority groups to further their own interests.

There were many other items discussed at the AGM, all with similar outcomes and certainly all addressed with the same dedication and professionalism. I apologise to those delegates for not mentioning them here, however my aim is to present the impression of the AMC AGM from the viewpoint of a newcomer. My most vivid impression is one of total admiration for a very small and absolutely dedicated group of professional lobbyists achieving the impossible for an unknowing and to a large extent unaware motorcycle community. It makes me proud to be a member of MRASA which has donated the bulk of the meagre funds currently available to the AMC to carry out its work, and I urge every motorcycle group to contribute funds to go towards supporting the activities of the AMC so that our children and grandchildren can still enjoy the pleasures of riding and do so in a much safer environment than we do today.

Ebi Lux

“Boa and I took the Newark road for the last hour of daylight. He ambles at forty-five and when roaring his utmost, surpasses the hundred. A skittish motor-bike with a touch of blood in it is better than all the riding animals on earth, because of its logical extension of our faculties, and the hint, the provocation, to excess conferred by its honeyed untiring smoothness. Because Boa loves me, he gives me five more miles of speed than a stranger would get from him”. T.E. Lawrence

‘Boanerges’ or ‘Boa’ (Son of Thunder)

ROAD SAFETY STRATEGIES

– the latest initiatives affecting riders.

All governments, whether state or federal, release road safety strategies every 5 to 10 years. These are basically plans to decrease the road toll by a certain amount, currently 40% for federal (very optimistic) and a more realistic 30% for our own SA version. These plans cover four main topics – ‘Safer People’, ‘Safer Roads’, ‘Safer Vehicles’ and a more recent topic of ‘Safer Speeds’. All are aimed at the various types of road users. We are well into the 2011 – 2020 Strategy here in SA and every three years these plans are revisited and updated so that the impetus can be maintained to get to that 30% reduction figure.

Such a revision has just occurred in SA and motorcycling is well covered by the introduction of six new elements which I will go through briefly and identify some possible things that can be done:

1. Deliver motorcycle safety infrastructure improvements and other possible enhancements by treating high-risk roads that are frequently used by motorcyclists.

There are many possibilities here with the continuation of the rub-rail installations where an extra metal rail is placed under an existing W-Beam rail. Sealing left-hand corners is good for us as well as sealing back into dirt roads that intersect with bitumen roads to prevent the excursion of gravel onto the road surface. Road surface upgrading on popular and highly motorcycle-trafficked roads will be a priority. The list goes on!

2. Develop ‘sharing the road’ education campaigns to raise drivers awareness of safe behaviour in the presence of cyclists, pedestrians and motorcyclists.

The highly successful ‘Mick Doohan’ type motorcycle safety campaign will be continued into the near future mainly targeting car drivers to be aware of us. Since the Doohan campaign started some three years ago, there has been a marked reduction in motorcycle crashes which the Motor Accident Commission are very pleased about as they have subsequently reduced their payouts to injured riders.

3. Reduce the risk for motorcycle riders by enhancing the motorcycle licensing scheme and consider options to increase the uptake of motorcycles fitted with antilock braking systems.

ABS braking systems give riders a better outcome when needing to brake in an emergency. European manufacturers have undertaken to supply all 125cc bikes and larger with ABS brakes as standard by 2016 and all manufacturers will ultimately be doing this. However, off-road orientated machinery can be adversely affected by ABS and we are advocating that the ABS system should be able to be turned off when

in an off-road environment. (The motorcycle licensing system is under close review at the moment and is part of the recent six questions on proposed licensing changes on which we had the opportunity to comment some 12 months ago.)

4. Encourage returning riders to undertake a motorcycle skills refresher training course.

This is the BIG one and the first time I am aware of that any government in the world has indicated that they are going to tackle this problem. Many riders will know that when returning to riding after, say, a 25-year layoff, their skills are very rusty and they usually buy a large motorcycle just because they can. The first nine months after re-entering the riding scene is a dangerous period for these returnees as they adapt to the bike, the changed road conditions and the fact that they are 25-or-so years older with decreased reaction times, decreased muscle strength etc. Initial discussions with the Safety Section of the Department of Planning, Transport and Infrastructure have indicated that such a refresher training course should not be mandatory, but we need some way of making this proposed course attractive and be seen as highly desirable for those intending to return to motorcycling. There is a lot of work to be done on this important issue including seriously looking at some kind of mentoring program.

5. Develop strategies to encourage the take-up of stability control systems for motorcycles such as ABS, traction control and combined braking systems

Again, these are some of the ways of physically making a motorcycle safer with traction control to prevent unwanted rear wheel skidding and lockups to having linked braking systems where both wheels will be subject to braking by depressing just the one brake lever to give proportionate braking effects leading to more efficient stopping forces.

6. Continue to promote the benefits of protective motorcycle clothing to increase wearing by motorcycle riders.

There has been some indication from other States that protective clothing could be mandatory and it is pleasing to see that sense will prevail here in SA with the riders to decide on what they wear when riding. At the moment, we have no Australian Standards relevant to protective clothing but we would like to get a star rating system as an indication of the quality of the protective clothing you are buying. The Motor Accident Commission will continue to target the wearing of good protective clothing to riders. (We really do not want to see them refusing to pay out on an injury claim if a rider was not wearing protective clothing at the time of an injury crash as has been touted in Victoria.)

Neville Gray Road Safety Officer

SIKHS AND MOTORCYCLES

Harpreed Singh from Hobart wants to ride a motorcycle. In India he rode a motorcycle for many years and loves it. We know what that feels like. In Australia he can't ride a motorcycle. Why? Because he is a Sikh and Sikhs must wear a turban. A motorcycle helmet is no substitute because the road rules here are specific about wearing an approved helmet when riding a motorcycle. Harpreed Singh cannot wear a helmet because he needs to wear a turban to keep control of his hair. The Sikh religion forbids a man to cut his hair or not to wear a turban. This is one of the tenets of faith which he is not able to put aside.

Mr Singh is seeking an exemption from the helmet laws in Tasmania for all Sikhs who wish to ride motorcycles. The Anti-discrimination Commissioner for Tasmania supports the move for a blanket exemption.

Queensland has just passed an exemption to allow Sikhs not to have to wear helmets when riding bicycles. A statement was made that this did not mean that an exemption would be considered for motorcycle helmets. The Newman government ignored opposition to the exemption from police and the state Transport and Roads Department. This opposition was on safety grounds. Victoria, South Australia and Western Australia already have exemptions for wearing bicycle helmets on religious grounds.

In Australia in the past (1990s) the question of exemptions for wearing helmets for medical reasons was quashed after it was found that the system was being rorted. So at this time there are no exemptions available for helmets on motorcycles in all states.

Countries where Sikhs are exempt from wearing helmets while riding motorcycles are India, Malaysia, Singapore, Thailand and the UK. Some states in Canada (British Columbia and Manitoba) also allow it. In 2008 an Ontario court dismissed a similar challenge to their helmet laws. Helmet laws were opposed in the UK initially on civil liberty grounds and other opposition around the world has been for similar reasons, i.e. California. Other opposition around the world has been strictly on religious grounds.



Either the law is good for all citizens or it is a bad law.

In Queensland the Department of Transport and Main Roads advised that the head injury rate amongst wearers of turbans was five times greater than amongst wearers of approved safety helmets, and wearing a helmet was "associated with a 69 percent reduction in the likelihood of severe brain injury". In Ontario in 2008, 9.8% of motorcycle fatalities were found to be as a result of riders not wearing a helmet. Other studies have shown that helmets are 37% effective in preventing fatal injuries and 67% effective in preventing serious brain injury.

This may become an issue in the future for Australia. Australia is a pluralist society which is sensitive to the religious and cultural mores of its immigrant citizens. It is a distraction, however, to focus on the religious discrimination argument when the real issue is road

safety. The government should not set aside the deliberations which have made a good law for the safety of all its citizens in favour of a small group with perceived special needs, especially when this will clearly endanger their lives. Courts have in the past set aside religious convictions in order to save lives. The issue of road safety is simple. Either the law is good for all citizens or it is a bad law. With regards to helmet laws the balance of

opinion and evidence says that it is a good law. It saves lives. This law is there to protect our citizens. It doesn't really matter a great deal what has been decided elsewhere. We can look at the evidence in Australia and say that the law works. All the hard work to develop rules and infrastructure to save lives can come undone if special cases are countenanced. No government in the face of the evidence should willingly put its citizens at risk.

In a secular, pluralist society we must all bow to our spiritual and civil laws. If our civil laws infringe upon the rights of our religious expression then we have a case for civil disobedience and to attempt to change the law. If our religious law is in opposition to the civil law then a compromise is demanded as we are not entitled to force others not of our own religion to live by those rules. Neither of these situations is the case here. The right to ride a motorcycle comes with conditions attached. The law makes it

clear under which conditions we will be allowed to ride a motorcycle. In this case it is clear that the religious restrictions make it impossible to both ride and obey the law. That is something that has to be lived with. You can't have it both ways.

Harald Lindemann

SPEED KILLS!

That is the message, according to Robert Hill, Assistant Commissioner Road Policing in Victoria. That is why Victorian police will be targeting speeding drivers and riders during October. They will be focussing on all forms of speeding, from the extreme to low-level speeding, because they know if they stop speeding drivers they can stop many unnecessary deaths on Victorian roads.

The Victorian Government conducted a survey in 2012 which found that three out of four respondents believed there should be an increase in public education about the dangers of speeding. The majority of the submissions contended that tougher penalties, an increased police presence and more speed cameras were the best way of stopping motorists from speeding. So the Victorian police are now listening to the community and cracking down on speeding.

According to Robert Hill, research shows that speeding, in any form, significantly increases the likelihood and severity of collisions. As little as a 1 km/h reduction in the average speed of traffic can lead to a 5 per cent reduction in fatalities and a 3 per cent reduction in serious injuries.

The State Highway Patrol will focus attention on all parts of the road network, including targeting drivers and riders who ignore work zone speed restrictions.

They will also be conducting road policing operations that coincide with the MotoGP being held in Victoria during October.

Members of the Traffic Police will be out in force actively patrolling rural and regional roads and putting all drivers and riders on notice that they will be enforcing all speed limits.

What does the community say to this?

Eva of Hobart

“What a great way to deter motorcyclists from visiting Victoria and ensure local restaurants, accommodation and cafes are deprived of support. Well done VicPol. Your harassment of riders not only destroys trust and community spirit, but diverts money that could be boosting the economy into Government coffers, to be wasted on arbitrary police enforcement. Victoria – where emotional blackmail to justify revenue-raising is applauded by the Government.”

Rob of Bellarine

“Would be helpful if you referenced your ‘research’ figures on low level speed reduction. Low level speed reduction statistics from Europe and the UK do NOT agree with your assertions. Please explain.”

(adapted from the Geelong Advertiser Sept 20 2013)

A summary of other comments:

The Victorian model (of focussing on speed control) seems to be achieving little with their 3kph-over-the-limit bookings of people.

Earlier this year both the Asst Police Commissioner and the Centre for Road Safety GM accepted that the effect of speed and fatigue were estimations. Of the four so-called primary causes of fatal crashes, speed, fatigue, alcohol and restraints (which includes wire rope barriers), only two could be measured reliably, alcohol and restraints. The speed and fatigue components of causality appear to be guesswork.

With the advent of ABS, speed causality is based even more on opinion as is crash damage to a car as crumple zones crumple more. Next to nothing is known about motorcycle dynamics in a crash situation.

This was demonstrated recently in Victoria when the news covered a rider who was killed after having a RAV4 pull out in front of him and the RAV4 toppled over when the bike struck it. The police on site immediately blamed speed and not the fact that a rider hard on the brakes will have the tail end of the bike flip up, crush him between the car and the bike and apply a lot of force to the top of a high, narrow-tracked vehicle, causing it to topple.

No, it was speed.

State of Oz Cities - Adelaide

In 2013, Adelaide drivers experienced 28% longer travel times compared to a free flow situation. Morning peak drivers experienced 50% longer travel times, while evening peak drivers experienced 45% longer travel times compared to free flow situations. Delays per hour driven in peak periods were 28 minutes. *(This para is not my fault...Ed)*
(Nor mine...Co-Ed. Must have been the ghost writer)

Analysis of census data shows that for travel to work in Adelaide in 2011, the vast majority of trips in light passenger vehicles were driver-only. These trips made up 64% of all journeys to work.

In Adelaide, 7.7% of the people in the top income group (\$2,000 or more per week) used mass transit for journeys to work, while 12.3% of the lowest income group (\$0-\$299 per week) made use of mass transit for journeys to work. This is the reverse of Sydney, Melbourne, Brisbane and Perth, where a higher proportion of people in the top income groups use mass transit for journeys to work than those in the lowest group.

From the July Dept of Infrastructure & Transport Major Cities Unit Report: Section – Productivity

OZ ROAD RULES REVIEW

Road safety could be enhanced by improving the consistency of road rules and vehicle standards across the country, according to a National Transport Commission (NTC) report released in July for public consultation.

NTC CEO and Commissioner, Paul Retter AM, said the Review of the Australian Road Rules and Vehicle Standards Rules – Draft Evaluation Report (DER) recommends a range of measures to improve the development and implementation of the rules.

“Since the rules were introduced in 1999 these measures have helped to make the rules much more consistent across Australia, improving road safety. However, further improvements are proposed to ensure that some important rules are uniform, and that rule changes are implemented in a consistent and timely manner. The major recommendation from the DER is to move from the current model law approach, which is a guide for states and territories to create their own laws, to an ‘applied law’ approach. An applied law approach involves one state enacting a law, which the other states and territories use as their own legislation.

“While the model law approach has produced generally good outcomes, it has led to the inconsistent implementation of some rules because of variations made by states and territories, and different periods of time taken to introduce new or updated rules. This affects the efficiency and safety of our transport system. We are now seeking more information on the costs and benefits of moving to an applied law approach, in order to prepare a detailed cost-benefit analysis for ministers to consider,” said Mr Retter.

The Australian Vehicle Standards Rules relating to heavy vehicles are already created with applied law and are administered by the new National Heavy Vehicle Regulator. The NTC’s proposed reform would use applied law to cover all types of vehicles.

Other draft recommendations include:

- investigating better ways of coordinating government processes to ensure that regulation for issues that run across multiple levels of governments are better coordinated;
- updating the objectives of the Australian Road Rules to become more targeted, concise and measurable;
- strengthening consultation and engagement with stakeholders during the update process for the Australian Road Rules and Australian Vehicle Standards Rules;
- improving the planning process for updating the rules.

The DER does not recommend any changes to specific road or vehicle standards rules. Updates to existing rules or new rules are continually developed by dedicated road and vehicle standards maintenance groups. These groups comprise representatives from road traffic authorities and the police from each of the states and territories, and the Commonwealth.

Proposed changes to rules are released for public consultation before they are submitted to the transport and infrastructure ministers for approval. Changes that are approved are then implemented by state and territory governments.

The NTC received submissions on the recommendations contained in the DER until September 2. These will be used to structure the final recommendations to be submitted to ministers from the Standing Council on Transport and Infrastructure (SCOTI) in November 2013. The NTC will work closely with governments to implement any reforms that follow from the review.

Background Australian Road Rules

The Australian Road Rules establish the basic rules of the road for motorists, motorcyclists, cyclists, pedestrians, passengers and other road users.

The former Australian Transport Council (ATC – now SCOTI) approved the ARR in 1999.

The Australian road Rules are ‘model laws’, that is, laws that serve to form the basis for rules in each state and territory.

Australian Vehicle Standards Rules

These rules establish the in-service standards for heavy and light vehicles, otherwise known as ‘roadworthiness’ standards.

The former ATC approved the Australian Vehicle Standards Rules in 1999. These rules establish in-service standards for heavy and light vehicles, and trailers and combinations, except certain small or low-speed vehicles such as motorised wheelchairs. Transport authorities use them to help determine the roadworthiness of vehicles. They support the Australian Design Rules (ADRs), which govern the design and construction of new vehicles.

The Australian Vehicle Standards Rules are ‘model laws’ that form the basis for vehicle standards rules in each state and territory.

For those who have been following the helmet standards discussion in Centrestand and on the MRA website, the proposed national consistency in road rules and standards will be a welcome rectification of a major problem we motorcyclists have been enduring for many years...Ed

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

ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
Bills Motorcycles Adelaide	10% on request	8232 1077	192 Wakefield St Adel
Bills Motorcycles Blair Athol	10% on request	8349 8477	368 Main North Rd Blair Athol
Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
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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
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Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
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QBE Insurance	Ring for a quote	0392 462 761	
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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
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Yamaha Retro Spares	Discount on request, 5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	845 South Rd Clarence Gdns

ROAD HAZARDS FREECALL NUMBER : 1800 018 313

Useful Links

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

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

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

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

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

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

Road Crash Statistics from Australian Transport Safety Bureau.

POINT-TO-POINT SPEED CAMERAS

In case you haven't noticed, new point-to-point (average speed) cameras have been installed in SA. These cameras come in pairs. Each one photographs your numberplate as you go past, measures the time you take to travel between the two, and calculates your average speed. If this speed exceeds the posted speed limit then you will receive a souvenir of your trip in the mail. They also measure actual speed and rego status (Automatic Number Plate Recognition –ANPR).

Five pairs are planned. At present, one camera is on Pt Wakefield Rd at Two Wells and the other at Pt Wakefield (53km). Another pair is at Ki Ki and Coonalpyn on the Dukes Highway (14km).

For more info go to the MRASA website Road Safety Page. <http://www.mrasa.asn.au/roadsafety.shtml>

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Motorcycle Riders' Association of SA Inc. Membership Application Form

New Member: or Renewal Membership No.

Name: _____

Address: _____

 Postcode

Telephone _____ Mobile _____

Email _____

Join mailing list/s? SAMRATS Scooter Club

Birthdate Occupation _____

Gender M / F Blood Donor? Please send me info on donating

Do you ride a Motorcycle Scooter Other

If family membership, 2nd cardholder name _____

Member of: Mid-North South-East Register

Other Clubs? Details: _____

Do not send Association magazine (I will read it on the MRA website)

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

Date ____ / ____ / 201__ Signature _____

MEMBERSHIP FEES: CIRCLE ONE

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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date _____ / _____ C V V

Name as printed on card _____

Signature _____