

# CENTRESTAND

June 2020



## THIS ISSUE

BURNT NORTON

DORNA DEBRIEF

ELECTRIC BIKES

COVID-19 NEWS

FATALITY FREE FRIDAY

THE LAST MOTORCYCLE ON EARTH

Let those who ride decide



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

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**EDITORIAL**

The Centrestand is your magazine. Feedback from members is that you enjoy getting it and reading it and some even hand it on when they are finished with it. That is great to hear and we are grateful that the effort we put into the publication is appreciated.

How do we choose what to include? Well, we start with what our Committee has been up to, meetings attended, interactions with Government and stuff like that and other MRASA news. We find out what our cognate organisations interstate and overseas are working on or experiencing and report on that. We want you to stay alive so we will let you know about ongoing road safety issues and advances and provide advice on keeping yourself and your bike safe.

To avoid being a dry tome we include snippets of humour in stories and pictures and look for subjects of general interest to write about, including the occasional book and film reviews.

We include media releases and we republish articles from a variety of sources, suitably edited and acknowledged. We research issues and write articles to reflect the current standing of matters of concern to you and provide the viewpoint of the MRASA. We try to be topical and up-to-date, though because of limited space, item priorities and the quarterly nature of the magazine, sometimes articles get missed out or published after their use-by-date.

We don't agree with everything we print but we know that any discussion may have a number of viewpoints and are willing to promote a robust and vigorous discussion on any issue.

Feel free to make a contribution of your own by writing an article or sending in photos. Alternatively, if you find any articles or pictures that you think might be of interest to our members then let us know about it and we'll see what we can do with them. Similarly, if you think of any topics that we need to cover on which we need to provide an update, then tell us about them so we can check them out.

Your magazine, your read.

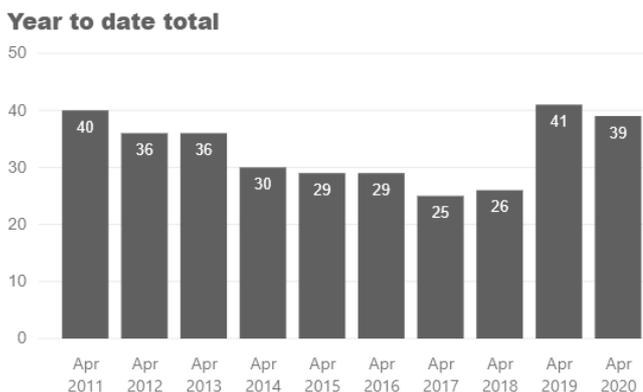
Ride safe & stay upright  
 Harald

**PRESIDENT’S REPORT**

During COVID-19 isolation I worked from home for almost 3 weeks. During that time and upon returning to office-based work, I did notice a significant drop in vehicles on our roads. It is a testament to how South Australians responded to the call to ‘stay at home’. During peak hour in late March, I counted a handful of cars on Port Road, Thebarton, when there were usually hundreds.

It occurred to me that, with a drop of 90% in traffic volume, crashes and fatalities during this time of isolation should have been significantly reduced. As at the end of May, the statistics paint a very different picture. South Australia had more fatalities in March than it did for the same month in the previous 3 years. April 2020 registered 7 fatalities which was 2 below average compared to the same months from 2015 to 2019.

The graph below shows the number of SA fatalities to the end of April for the last 10 years.



Evidently fewer vehicles did not equate to fewer fatalities. The table below shows SA motorcyclist fatalities to April over the last four years.

	5 Year Ave (2015-19)	2017	2018	2019	2020
Jan	9	5	5	14	8
Feb	4	4	3	3	8
Mar	9	8	11	13	14
Apr	9	8	7	11	7

A careful review needs to be undertaken to reveal what contributed to this. In an *Advertiser* article on 1<sup>st</sup> May, Australian Road Safety Foundation CEO Russell White said “Sadly, with fewer cars on the roads during coronavirus, we’re seeing an increase in bad driver behaviour, which is unacceptable.” Mr White warned there was no

excuse for risky driving behaviour. It was revealed that two-thirds of road users believed the roads were safer with less traffic, while one-fifth admitted they were speeding more. Other poor behaviour included increased mobile phone use (while driving), running red lights or stop signs and driving after a few drinks.

Queensland saw a 30% reduction in traffic volumes and a 26% increase in speed camera detection rates. Similar activity was reported in other states and across the world. Many reports also reveal excessive speeding was prevalent. I believe in driving/riding to the road conditions, but an empty road does not mean you can ignore the road rules. This is attitudinal, a willingness of an opportunistic gamble with your own safety and the safety of others. As vulnerable road users, riders need to appeal to their friends and family to respect the safety and lives of others.

Recent SA motorcycle fatalities show a complete disregard for safety of themselves and others, actions which were also mentioned by Mr White. Local incidents of riding unlicensed, unregistered and on stolen bikes show this deplorable activity of un-riders is still occurring despite severe penalties being introduced. The general riding public continues to be tainted by the actions of the minority. Attitudes need to change.

Ride Safe, Graeme Rawlins, MRASA President

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## MRASA NEWS

🏍️ **Motochat** presentation has been challenging over the last few months. Due to Covid-19, station hygiene protocols have not allowed us to co-present



Motochat so we have been taking turns and the non-presenter has been phoning in as a discussion guest. There have also been difficulties in having guests as previously most were promoting events or club activities, all of which have taken a back seat to countering the virus. But we have managed so far to keep the program relevant and interesting with a few phone-in guests, lots of discussion about various issues, information about road safety during the coronavirus crisis and some motorcycle themed music. We hope that you have been enjoying the shows. Remember – Wed at 7-8pm.

Harald & Ebi

🏍️ The next MRASA meeting will be a **General Meeting** followed by a **Committee Meeting** held on the 20<sup>th</sup> of July from 7pm at the MSA Hall at 251 The Parade Beulah Park (*subject to change due to future Covid-19 restrictions*).

### BLOOD RUNS

Blood Runs are currently on hold until 19<sup>th</sup> September

Donations at your favourite Lifeblood centre are by appointment only

Go to [www.donateblood.com.au](http://www.donateblood.com.au) to register and make an appointment. Or call 13 14 95

In Adelaide donate at Lifeblood Centres at 110 Grenfell St. City, Modbury Triangle Shopping Centre 954 North East Road Modbury, 95 St. Vincent St. Port Adelaide, 1 Milham St. Oaklands Park and 12 Witton Drive Noarlunga Mobile donation vans also attend at Strathalbyn, Mt. Barker, Hewett, Elizabeth, Mawson Lakes and Adelaide airport

If you've never given blood, then consider it  
If you have, then help a friend register  
Free coffee and munchies for after

If you have had Covid-19 then your blood is needed for research purposes – call to find out more

## BIKER ONE-LINERS

- 🏍️ A guy riding a Honda\* pulls up at a toll booth. "Two dollars" says the attendant "Sold!" says the biker  
*\*(insert the marque of choice when retelling)*
- 🏍️ What's the most dangerous part of a motorcycle?  
The nut that connects the seat to the handlebar.
- 🏍️ Until I bought a motorcycle I didn't know that adrenaline was brown.
- 🏍️ Young riders pick a destination and go. Older riders just go.
- 🏍️ Grey-haired bikers don't get that way through pure luck.
- 🏍️ Midnight bugs taste best.
- 🏍️ When you're riding lead, don't spit.
- 🏍️ When you're riding with a full-face helmet don't sneeze (especially when the visor's down).
- 🏍️ Men shouldn't have motorcycles over 50. Seriously, 50 motorcycles are enough.
- 🏍️ The only good view of a thunderstorm is in your rear-view mirror.
- 🏍️ Never be afraid to slow down.

### COVID-19 PREP



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## GRUMBLE CORNER

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Covid-19 has taught us how to wash our hands. Now we need something to teach drivers how to use indicators.

How many times have you experienced another vehicle start to change lanes, then maybe indicate their intention whilst you are desperately trying to avoid being in the space which will now be occupied by them? Opportunistic lane-changers are the curse of road users. Often they will think there is a space for them, they don't look and certainly don't indicate. They just appear. They don't give a damn about who is in that space. All they know is they might get to the next set of lights quicker and it is their right to do so. They don't care about the chaos they cause, and certainly don't care about having halved your safety margin.

In an ideal world they would indicate well before changing lanes, you would attempt to make space if possible and then they would move safely in, traffic would move smoothly and everybody would remain happy

Sadly, who is they? It is all of us. We all have spotted a space, dived into it and then realised exactly what we did. Don't point the finger at others. Think about your own actions and improve what you do.

The other just as dangerous habit is tailgating. Again, we know the logic of keeping a safe distance from the vehicle in front of us. But we are all scared that the lane changer will take that space and **You** will then be second at the next set of lights. Therefore we keep as close as possible to the vehicle in front and to hell with the risk of a sudden stop.

Really ... how stupid are we? Close driving increases your stress, you are up and down on the brakes and accelerator and if the tailender occurs, you potentially carry all the blame and costs.

Motorcyclists know that unless the vehicle behind you is a Smart Car, you will come off second best. In this case size does matter very much. Again, we have all tailgated so we ALL need to change our habits, leave the space, allow for conditions As Cathy often says, be a smart driver not a smart-arse driver.

Ebi Lux

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## PACIFIC HIGHWAY RUBBLEISED

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In a concrete recycling project first, the New South Wales Government has used more than 200,000 tonnes of old surface of the M1 Pacific Motorway to build a brand new road.

New South Wales Minister for Regional Transport and Roads, Paul Toole, said the project would provide safer and more reliable trips for motorists once complete, with lower costs and reduced environmental impact during its construction. "The New South Wales Government is leading the way in delivering innovative solutions to maximise efficiencies and minimise environmental impact on major road projects," Mr Toole said.

"Already, we've seen other major projects, including the Pacific Highway upgrade between Woolgoolga and Ballina, utilising waste water, debris and mulch to stabilise landscapes and fuel biomass-powered generators. Initiatives attached to these projects have also recycled thousands of tonnes of asphalt, concrete, steel and timber.

"This latest M1 project, which has seen the old surface incorporated into the new road, is just another example of how we're playing our part in delivering projects that will benefit future generations to come."

Parliamentary Secretary for the Central Coast and Member for Terrigal, Adam Crouch, said this particular section of the Pacific Motorway was built in the 1980s and is used by more than 70,000 vehicles each day. "The process to recycle the road along this section began with a rubbleiser, which is a threshing machine that churns the old roadway up into football-sized pieces of rubble. The pieces were then transferred to a mobile crushing plant, where the rubble was refined into gravel and then incorporated into the new road layers," Mr. Crouch said.

"Using recycled concrete means fewer trucks on the road and less new materials, ultimately saving time and money while reducing environmental pressures."

*Courtesy Infrastructure Magazine June 2020*

*It would be interesting to know if this process increases traction or, in particular, decreases it for motorbikes in the wet...Ed.*

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## SA ROAD SAFETY STRATEGY

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South Australia's Road Safety Strategy, *Towards Zero Together*, is concluding this year. DPTI is in the process of developing a new road safety strategy. The Motorcycle Riders' Association of SA has been invited to participate in the 'Working Group'. The purpose of the Working Group is to provide advice, guidance and feedback to assist in the development of the next South Australian Road Safety Strategy for consideration by the South Australian Government. The development timeframe for the strategy is approximately ten months.

The June meeting was held via video conference due to COVID-19 restrictions. The new strategy has been divided into four contexts with the group given the opportunity to provide input and comment. I would urge MRA members to reach out to me if they have any concerns or ideas they would like considered as part of the strategy. Send your comments in writing to [president@mrasa.asn.au](mailto:president@mrasa.asn.au).

Graeme Rawlins

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## ACRS SA LUNCHTIME WEBINAR

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On Friday 12<sup>th</sup> June the Australasian College of Road Safety held a lunchtime webinar. This webinar was hosted by the University of Adelaide via Zoom. Two presenters provided some interesting information regarding road safety.

Andrew Rasch from the RAA provided a slick and insightful overview of the innovative Keys2drive program, including its history, future and underlying methodology. Andrew provided results of the most recent Keys2drive report on how the program can help parents become better supervisors and improve the road safety of their children. Keys2drive is a national road safety program which offers a free one-hour driving lesson by a qualified instructor to a learner driver and their parent or supervisor to improve their road safety skills.

Andrew presented a graph showing the number of accidents by drivers during their Learner and Probationary licence phase. Once a young driver gains their P-plates, their crash risk increases 20–30 times and slowly tapers down over the next six months. Parents often participate in the training of

learning family members. The program provides parents with knowledge and skills to help create better drivers and safer outcomes for all. Another key message delivered is that learners should always drive the safest car they can afford, and preferably the safest car in the household. This same message is re-iterated by the Road Awareness Program (RAP) conducted by the SA Metropolitan Fire Service. Translating this into motorcycling, learners should also aim to ride the safest bike available to them to help reduce the chance of injury or fatality. Faulty tyres or brakes should not be the reason for a learner to have a crash.

Matthew Vertudaches of the RAA presented some of the advocacy programs within RAA's Safety and Infrastructure team, including Report A Road, and Regional Road Assessments. Report A Road is a system that allows a member of the public to report a road safety issue that they have, which will then be investigated and followed up with road authorities as necessary. The regional road assessment program is an extensive assessment of the road network within a region and considers feedback provided by hundreds of local residents and consultation with local road authorities.

Matthew presented some of the findings of the recently-completed Limestone Coast regional road assessment, and how RAA is beginning to incorporate AusRAP star ratings into these assessments. Star ratings measure the inherent safety of the road infrastructure. They show the degree to which built-in safety features prevent crashes from occurring and reduce the severity of those crashes that do occur.

Star ratings also involve an inspection of several design elements such as lane and shoulder width, the curvature of the road, and the presence of safety barriers. Such features are known to influence the likelihood of a crash and its severity. Roads are assigned a score from one star (least safe) to five stars (most safe). The RAA road assessments look at over 25 attributes that contribute to the rating; quite comprehensive but time-consuming. Matthew pointed out that it would be impossible to elevate all roads to a five-star rating; however, we need to be giving upgrade and maintenance to priority roads with less than a three-star rating.

Graeme Rawlins

## THE LAST MOTORCYCLE ON EARTH by Harald Lindemann

“I believe that self driving cars will change our world for the better. We’re starting by getting dangerous, polluting, out-of-date vehicles off the road and motorcycles are first.”

Sounds scary? Well, that’s part of an introduction to a new 3-part series by independent film-maker Conrad Mendel, that will be released at some time in the future. It’s a dystopian look at the near future when autonomous electric vehicles have been perfected and

governments around the world pass legislation on environmental and safety grounds to outlaw the ownership of petroleum powered vehicles, and motorcycles are in their sights for starters.

It tells the story of one rider’s fight to preserve the freedoms that this law attacks. Freedom to own your own motor vehicle of choice, freedom of association, freedom to cultivate and enjoy your cultural heritage, freedom of movement, freedom from overwhelming government control in the name of safety, freedom of expression.

The series is called ‘The Last Motorcycle On Earth’. Part 1 has been completed and Parts 2 and 3 are in the pipeline pending funding.



It comes at a time when local governments around the world are banning the use of certain motor

vehicles including motorcycles from zoned areas. Singapore, for example is banning pre-2003 motorcycles for pollution reasons and in Sydney some popular riding roads have been closed to motorcycles for safety reasons. There are other examples from the UK, Germany, France and the Middle East. There are also many more examples of anti-motorcycle thinking in official circles and from the general public that make the series premise plausible.



Is this movie making a prediction about the future? If so what can motorcyclists do to head it off? Motorcycling

organisations around the world have been sending a message to the powers-that-be that, in the fight against urban pollution and congestion, motorcycles are part of the solution and not part of the problem. Motorcycles are smaller, more agile, less polluting and have a smaller energy footprint than most vehicles on the road. Properly framed and utilised, modern legislation regarding the use of motorcycles and other powered two-wheeled (PTW) vehicles could provide a panacea for some of the urban problems of today.

So what can you as a rider do? For starters, be responsible riders. Find ways to help change the negative attitudes towards motorcycling that prevails in our communities by personal behaviour. And support your local motorcycling organisations that fight for your rights.

The Last Motorcycle On Earth has been fundraising to complete the series on INDIEGOGO. This has temporarily been put on hold but will eventually go ahead. Go to:

<https://www.indiegogo.com/projects/the-last-motorcycle-on-earth#/>

for more information on the series and check out the trailer on YouTube or go to Vimeo where you can also purchase a download of Episode 1.

<https://vimeo.com/search/ondemand?q=the+last+motorcycle>

I give it ★★☆☆

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## ELECTRIC VEHICLES – A COMPLETE SOLUTION? by Harald Lindemann

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Some major cities and countries are moving towards banning petrol power over the next 10-30 years. The British government, for example, is working on a plan to get rid of motorcycles with internal combustion engines by 2050 as part of a plan to achieve zero emissions for all transport services by then. This will redefine the way Britons travel and probably redefine public attitudes to travel worldwide.

No connection is made in the plan of the contributions that modern motorcycles and scooters can make towards solving urban problems of pollution and congestion. MAG UK notes that motorcycles and scooters are *“the most sustainable form[s] of private motorised transport that exist”* and should be given greater consideration in future transport planning.

It is clear from the plan that it is predicated on efficient electric power being available and efficient electric vehicles of all kinds being produced. It does not recognise the polluting aspects of power generation and depends on the principle of a clean power grid becoming available to replace coal and nuclear sources of power. Good luck with that.

Back to Earth and it is clear that at the current time few major manufacturers are seriously getting behind electric bikes, though all have an electric model or are in the planning stages. They are seemingly having a look-see to determine problems in manufacturing and use and working on cost-effective ways to overcome these problems. That means that virtually any electric bikes you see on the road for a few years to come will be experimental models, even those sold to the general public. These will tend to be expensive toys rather than affordable transport for the regular commuter. In fact, these models accounted for less than 1% of sales in Europe in 2019, but the number sold seems to be slowly increasing.

The main competition for development is with the E-cycle – the electric bicycle, similar in size to a moped. They are light, cheap, quiet, emission free, they look like a small motorcycle and can do up to 60kph, don't need a motorcycle licence or registration and insurance (but that might change)

and as it's a bicycle there is no need for expensive overall protective gear. It ticks all the boxes regarding noise pollution and being environmentally friendly. If I can make a prediction, it will probably mean the death knell of small-capacity scooters.

The downsides to electric vehicles, as has already been experienced, are safety concerns for vulnerable road users – pedestrians, cyclists and, dare I say it, motorcyclists. We are all very used to hearing and identifying traffic sounds and reacting to those sounds whether it's an 18-wheeler or a put-put scooter. The fact remains that getting that information is crucial to our safety. Even a driver ensconced in a vehicle with the air-con on and the stereo blasting will still be aware of traffic sounds out there.

Silent vehicles, as they become more prevalent on our roads, especially urban roads, will become an increasing risk to vulnerable road users unless it becomes mandatory that they are fitted with some sort of automatic audible warning system, just like some trucks and vans use as reversing warnings. Maybe electric vehicles will have to sound like their 'real' counterparts. How about a BMW that sounds like a Harley Davidson Softail? Just tune the bike's audio system to your favourite sound, or to your wannabe sound.

So what can we expect in the future? Let's face it, in 10/20/30 years technology will change in ways we can't even imagine, so regardless of the difficulties faced with the production and powering of electric and autonomous vehicles today, in time they will become the norm. Just think of battery-powered hedge trimmers, chainsaws and solar systems (not ours, the ones on the rooves).

The advances in battery technology will continue and even though they will need to be charged, the pollution aspects of creating the power will possibly be able to be removed from areas where people live and work. We could end up with pollution-free cities and towns and consequently smaller pollution hotspots around the power-generating plants and the industries that create them.

*Sources: The Great Fizzle of 2019 Hamish Cooper AMCN Dec 2019, MAG UK, and FEMA April 2 2020*

## **DORNA CEO DEBRIEF: THE KEY POINTS 2<sup>nd</sup> May 2020**

Carmelo Ezpeleta, Dorna Sports CEO, gives his thoughts on what can be salvaged from the 2020 MotoGP™ season and sheds more light on its current status. On the 29th of April, Ezpeleta sat down with motogp.com to discuss the latest on where the 2020 MotoGP™ World Championship stands. Below are the key points from what Ezpeleta said, including a targeted start date at the end of July.

### **1. A potential start date**

“Our idea right now is to start at the end of July. Where and when are still to be decided. We’re sure our initial program is to start in Europe and race from the end of July until November and see what’s happening and if the non-European races will be possible after November. In the worst case, if it’s not possible to travel outside Europe, we’ll at least keep a championship of least 10 to 12 races between the end of July and the end of November.”

### **2. The first Grands Prix to be cancelled, not just postponed**

“Today (April 29th) we announced the cancellation of the three Grands Prix: Germany, Assen and Finland. The reason is because we are contemplating the possibility to start in July but the problem is with the situation and authorities it will be difficult to do with spectators, so any of these Grands Prix without spectators is very difficult to do. It’s for that reason that we’ve decided with the three local promoters and to pass onto next year with those three, instead of putting them on a new date.

“This is the situation. This coronavirus problem is something we’ve never seen and so, unfortunately, it’s not a possibility. The authorities of the Netherlands have forbidden events until the end of August and so it’s completely impossible. After that in Assen, it will be difficult to organise a Grand Prix and more difficult again without spectators.”

"Our idea right now is to start racing at the end of July."

### **3. Conversations with riders and teams**

“We have regular contact. Two weeks ago we had a meeting with all the manufacturers together and we decided the technical situation for 2020 and

2021 for the three categories. Then I’m speaking regularly with everyone about our plans for the near future. We are doing that. Some of the riders call me and I’m happy to discuss the situation with them. I must say that everybody is healthy and looking forward to starting as soon as possible.

They understand that the situation is different and everybody’s happy to try to start as soon as we can, but in a safe manner. The first program we are thinking of the possibility to move by car if necessary but I think that by July, with many safety measures, it will be possible to fly within Europe.”

### **4. Multiple races at the same venue?**

“We are considering that. To do maybe – not during the same race weekend – doing two consecutive race weekends at the same circuit.”

### **5. Covid-19 testing protocol at the circuits**

“We are working just on the 10,00 coronavirus tests which we agreed with Bridgepoint. Then what we are doing is to try to make a protocol, which is the way we’re working within Dorna now, to see how the races could be without spectators and with a limited number of people working in the paddock, which will give different situations regarding transportation, accommodation, hospitality. Then everyone will be tested before leaving their house, then tested when they arrive at the circuit and also when they return home. This is the idea. We are working with another company which belongs to Bridgepoint to acquire these 10,000 tests.”

### **6. Number of paddock personnel attending races in 2020**

“We talked to the teams and arrived at a consensus that the maximum number for a MotoGP manufacturer team will be 40, for satellite or independent teams will be 25, 20 for Moto2 and 15 for Moto3. Then there will be, of course, all the people who produce the television signal; all this crew, then the minimum number of people from Dorna who are in charge of race organisation. This will give us an average of around 1600 people. This is a possibility to control the MotoGP family. Unfortunately, at the moment there will be no media and no TV. Maybe, but not sure, maybe some photographers to supply images to everybody.”

## 7. Very few cases of Covid-19 in the MotoGP™ community

“We are very busy but very happy to try to do that. The most important thing is to try to keep the situation under control. We are also extremely happy because there have been very few cases of Coronavirus in the MotoGP family and all of them, so far, have been resolved well. This is the most important thing.”

## 8. A message to the fans

Our main thing is to maintain our fantastic numbers regarding the interest in MotoGP around the world. Unfortunately this year it seems it will not change during the season. It will be difficult to have spectators at the races but we will have our fantastic television coverage which will permit the majority of people to watch the races.

“My message is that we’ll be sure to come back and we’ll be back stronger from this situation. We’re not working just on 2020 but on 2021 and beyond and we’re trying to maintain the races, which is the most important thing.”

<https://www.motogp.com/en/news/2020/05/01/dorna-ceo-debrief-the-key-points/330019>

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## MRASA RIDE

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28 June: SAMRATS ride to Mannum. Depart at 10am from BP Evandale



Now that lockdown is over, it's time to get rid of the cobwebs.

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## THINGS TO DO DURING COVID-19

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### 1. Service Your Bike

- Oil change including oil filter
  - Fork oil change
  - Brake fluid change – every 2 years
  - Adjust chain
  - Grease swing-arm bearings
- Then Clean and polish your bike

2. **Check your bike's setup** i.e., take the time to adjust handlebars, lever positions, footpeg positions and footbrake lever heights. Have you ever considered this?

3. **Clean and waterproof** your boots, clean your helmet – inside and outside, clean your riding gear, especially the inserts if you wear a model like a BMW systems suit or Dri-Rider.

4. **How old is your helmet?** Check the internet for a new model.

### 5. Entertainment

- Watch MotoGP classics
- Watch movie *The World's Fastest Indian* and other bike movies
- Watch the series *Long Way Round* and *Long Way Down*
- Watch the *Hairy Bikers Cooking Series*
- Read M/C books including
  - 🏍️ *Jupiter's Travels* by Ted Simon
  - 🏍️ *Long Way Round & Long Way Down* by Ewan McGregor & Charlie Boorman
  - 🏍️ *Zen and the Art of Motorcycle Maintenance* by Robert M. Pirsig
  - 🏍️ Biographies of Barry Sheene, Wayne Gardner, Casey Stoner & Valentino Rossi
  - 🏍️ *The Aussies and 2 NZ Blokes* by Don Cox

6. **Photo-shoot your bike** in the backyard or in the local area

7. **Brush up on your Satnav skills** and sort your Satnav trips on your computer

8. **Check out your stock of Gopro movies** and put together a 'Best Of' video

9. **Be imaginative** – use old bike parts to make stuff like clocks, figurines, model bikes

10. **Build bikes from scale model kits** – there are some great ones out there

11. **Build a Harley Davidson out of Lego** (Yes you can get a [scale] kit)

12. **Check out your bike home security.** Can it be improved?

13. **Plan your next trip/tour.**

14. **Sort out your garage** or bike workspace – tools in the right place, junk stuff not used or not needed, make space.

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## REVEALED: SA'S SHOCKING COVID-19 DRIVING HABITS

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Many South Australians are taking life-threatening risks on the road during the state lockdown, with police warning they will not tolerate bad behaviour even during quieter conditions.

A startling number of Australian drivers have admitted to driving dangerously under a belief they are safer during lockdown conditions.

Fresh data from Australia's Road and Safety Foundation (ARSF) found one in four motorists were taking risks during the COVID-19 lockdown. It also revealed two-thirds believe roads are now safer, while almost one-fifth admitted they were speeding more.

Adding to the concern, nine per cent said they were using their mobile phone more often when behind the wheel than before lockdown restrictions were implemented.

The survey of 1000 motorists also found five per cent said they were running red lights or stop signs more frequently, while three per cent admitted to driving after a few drinks.

With many resources redirected towards COVID-19 operations and for public safety, police in WA, NSW, Victoria, Tasmania, South Australia and Queensland stopped high-volume booze bus testing, with some states publicising this.

SA Police were still targeting bad driving behaviour during the COVID-19 lockdown. Mobile speed camera operations were also reduced in some states. but with restrictions lifting, police across the country are returning to business as usual.

The data from ARSF marked the launch of their Fatality Free Friday campaign, which urged motorists to drive safely on May 29 and any other time they head out on to the road. Deputy Prime Minister Michael McCormack threw his support behind the initiative: "Road safety is of vital importance to each and every Australian."

"We all know someone who has lost their life on the road. "This is so tragic. Fatality Free Friday reminds us of just how important road safety is."

The research also showed drivers' attitudes across the states. A quarter of South Australian drivers polled admitted to engaging in risky driving behaviour since the coronavirus restrictions were rolled out.

Almost 60 per cent believed the state's roads were safer under current conditions, with almost a sixth confessing to speeding more often. More than a tenth were more regularly using a mobile phone when driving, while five per cent were running red lights or stop signs.

The survey data also revealed worrying habits of South Australian motorists under regular conditions. Four in five drivers admitted to breaking a road law, with one in five admitting to speeding on a weekly basis. A fifth of respondents said they had driven over the legal alcohol limit, and two fifths had used their mobile phone while behind the wheel.

Traffic Services Branch officer-in-charge Superintendent Bob Gray said now was not the time to be complacent, and police were out there around the clock targeting bad driving behaviour. "The world looks very different right now, but road safety is still the same," Mr Gray said.

"We all still need to take responsibility for our own actions and remember that choosing to drink-or drug-drive, becoming distracted, speeding, driving dangerously or not wearing a seatbelt, is a selfish and potentially life-threatening decision. "It will never be a choice that we will accept or tolerate."

ARSF CEO Russell White warned there was no excuse for risky driving behaviour. "Sadly, with fewer cars on the roads during coronavirus, we're seeing an increase in bad driver behaviour, which is unacceptable," Mr White said.

"Road trauma at any time is tragic, but it's also largely preventable. While our incredible frontline medical and emergency services are already working harder than ever, is that text message or few extra minutes worth adding extra pressure on these resources? For every road death, another 35 Australians are hospitalised. Don't let a split-second decision change your or someone else's life forever."

*Courtesy, News Corp Australia Network 1/5/ 20*

## BURNT NORTON or (JOHN TRELAWNEY'S RIDE)

Oh 'twas on Bardunyah Station,  
where the men are really men,  
Where a paddock's just a horse-  
yard if it's less than ten-be-ten,  
Where the nags are wild as  
widgies on the old Tarcoola side  
Well it's there that John  
Trelawney rode his famous fatal  
ride.

For the boss was a rough old  
manager of the tough bombastic  
type,  
And no-one (bar this jackaroo)  
dare give him any tripe.  
He says to us one day, "Yer  
know it seems to be the craze  
To have a motorbike or two (or  
three) about the place;  
And though I bar this mustering  
and droving with a bike  
It should be just the shot for  
riding fences and the like."  
And all the tussy-jumpers there  
(a score or so there was)  
Give up a mournful moan and  
cursed the whole idea because  
By nag it takes a week to ride a  
fence – a pleasant lurk,  
While a bike goes round in a day  
or so, and the rest of the time  
you work!

But he sends down for this  
motorbike, and he makes it  
understood  
That he didn't mind what the  
price was – just so long as she  
was good  
And when the monthly mail  
come up, there, riding on the  
load,  
Was a Dominator Norton, yes a  
twin–six–hundred Norton –  
hottest motor on the road.  
Well, we wheels her to the office  
and the boss he storms outside:  
"Does any lazy bludger here  
know how this thing to ride?"  
Up steps this wild young jack-  
aroo with whiskers on his dial,

And dirty plug–tobacco teeth  
that devilised his smile,  
And bluey, bleary, bloodshot  
eyes through mixing rum with  
beer  
The bloke that kissed the boss's  
wife and fought the overseer.  
He was always up to something  
and he always had the sack –  
My word he was a trimmer was  
this jackaroo called Jack.  
"My dear beloved boss," says he,  
"I like a bit of fun,  
And I can ride a motorbike – I'll  
take it for a run."  
"Well ride her out to Dingo Well  
and give the troughs a check,  
And I hope you prang the  
flamin' thing and break yer  
crimson neck."

He piles aboard and revs her up  
– our ears were nearly bust –  
Then off he roars amid applause  
and a thundercloud of dust.  
He thundered down the  
homestead track and never  
thought to stop,  
He went clean through the  
homestead gate – then dropped  
her into top.  
Then he roared along the mail–  
track, which widened by a chain,  
And he thrashed her over ranges  
and he tore across the plain,  
And he burns into Kingoonya,  
where he taps a keg o' wine,  
Then he buzzed the Tea and  
Sugar there along the Western  
line.  
Then he tears right up to Oodna',  
where he comes across the Ghan,  
And he rides beside her shouting  
caustic comments to the van,  
And he tore up all the Nor–West  
– from Maree down to Cook –  
And wherever he rode the  
countryside for miles around was  
shook.

And he rode that Norton faster  
than was ever rode before

(Even faster than a Yank retreat I  
witnessed in the war).  
And rooted up more mulgas  
than'd take a year to fell,  
And started up more bushfires  
than you'd see this side of Hell,  
And he left a trail of wreckage  
over half-a-mile wide.  
Y'know, they're still repairing  
fences on the old Tarcoola side!  
You can still see half the damage  
that this wild young joker did:  
You can see the rows of sand-  
hills that he threw up in a skid,  
And the shearing-sheds he  
flattened (though they're mostly  
mended now)  
You can even see the crater  
where he hit his fatal cow.

Yes, he hit a cow, poor Johnny.  
Starve the lizards, what a prang!  
For the poor old thing exploded  
with a loud atomic bang  
That was heard from Perth to  
Brisbane! Well, you should have  
seen 'em run  
When a large atomic  
mushroomic cloud arose and  
blotted out the sun;  
And the noise was so terrific  
that, from Katherine to Bourke,  
The wharfies asked for ear–plugs  
– and then refused to work!  
It razed the nuclear base at North  
West Cape to a heap of dirt,  
So the Septics panicked – and all  
America went on Red Alert!  
And, as for the jackaroo, well  
now we like to sing his praises  
'Cause both poor Jack and that  
murderous cow got blown all to  
blazes!  
And that is the end of this sad,  
sad yarn – but no (at least not  
quite)  
For you ask about the Norton.  
Ah, well – she was burnt all  
right!

© **Graham Jenkin**  
(Used with permission)

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## HELP CLOSE TO HOME

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The Royal Flying Doctor Service (RFDS) proudly delivers the finest care to the furthest corner, but fortunately for Adelaide motorcyclist Brenton Hollitt, our care was on hand to make an impact very close to home.

Late last year, Brenton was riding his bike along Sir Donald Bradman Drive near Adelaide Airport on his way home from work. At the junction of Marion Road, he was involved in a vehicle accident that flung him off his bike and onto the road.

“You couldn’t script it,” Brenton said of the following moments. The first person on the scene was a man who had just flown into Adelaide and was en route to the city. The second was RFDS Retrieval Nursing Director Vikki Denny, in uniform and on the way home herself.

“Vikki came up to me and said to the man, ‘I can help – I’m a Flying Doctor nurse’,” Brenton said. “The man replied, ‘I’m a paramedic from London.’ I really couldn’t have asked for better people to find me,” recalled an amazed Brenton.

“The paramedic called for assistance as Vikki helped me. I was in a lot of pain – *as it was a hot day, I hadn’t put on my protective (motorcycle) gear.* “It was so hot and I was only ten minutes from home.” (*Editor’s emphasis*)

Brenton sustained three broken ribs, a broken thumb and abrasions in the accident. He was taken to the Royal Adelaide Hospital and spent five days in care. While he couldn’t remember the names or faces of those who helped him, Brenton could recall the RFDS uniform.



**Brenton and Vikki**

He later shared his remarkable story with his friend and RFDS Senior Medical Practitioner, Dr Clive Hume. Clive kindly helped ‘join the dots’, and Brenton and Vikki met at the Adelaide Base for a coffee and catch-up.

Having enjoyed a long career in the aviation industry, Brenton has many associations with former RFDS staff and the Adelaide Airport. Until very recently, he piloted flights around the state and he currently works as an Aircraft Maintenance Engineer at Corporate Aircraft Charter.

“It’s such a coincidence. I’ve been flying most of my life, but I never thought I’d encounter the Flying Doctor on the road.”

*Courtesy Feb 2020 eNews Air Doctor*

***The MRASA actively supports the RFDS***

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## TOY RUN NOTICE

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The MRASA is pleased to announce that the annual Adelaide Toy Run will definitely be proceeding on December 13 as originally planned.

We are unsure of the format at this stage due to the nature of the Covid-19 restrictions that may be in place in December. It may be some time before mass events like the Toy Run and others where the management of the movement of visitors at the event cannot be well-controlled.

Be assured, the MRASA is not going to ignore the needs of the community and the children at Christmas time. Discussions are underway with the Vinnies to work out a number of scenarios where riders and the general public can participate in a ride and make those important donations. Did you know that 70% of all gifts distributed by the Vinnies at Christmas are provided through donations at the Toy Run? So not having a Toy Run in 2020 is not an option. The usual ride and fête will of course be our preferred option.

Stay tuned for further announcements, which will be made here in Centrestand, in social media, the MRASA webpage and on Motochat every Wednesday night at 7pm on Coast FM 88.7.

**“IT”S FOR THE KIDS”**

## MORE FUNDS FOR SA BLACK SPOT PROGRAM

The Federal Government has launched the latest round of its Black Spot program, to improve road safety at 24 dangerous crash sites in SA.

Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development, Michael McCormack, said the state would receive \$8.7 million under the program's 2020-21 funding round.

"Safer roads save lives. This major investment is part of the Federal Liberal and Nationals Government's commitment to improving roads right across the nation," Mr McCormack said.

"Over the past five years, one fatal crash and 86 accidents causing injuries have occurred on the high-priority locations we are funding. One death, one injury on our roads is one too many. We are committed to doing our bit to make sure all Australians, no matter where they live, arrive home to their loved ones sooner and safer."

Assistant Minister for Road Safety and Freight Transport, Scott Buchholz, said the 24 Black Spot projects across South Australia would make an important contribution towards reducing serious injuries and deaths on South Australian roads. "The Bureau of Infrastructure, Transport and Regional Economics has found that, on average, Black Spot projects reduce the number of crashes causing death and injury by 30 per cent," Mr Buchholz said. "Nationwide, the Australian Government has committed \$1.05 billion to the Black Spot Program from 2013-14 to 2022-23 to improve road safety across the nation."

Federal Member for Barker and Chairman of the South Australian Black Spot Consultative Panel, Tony Pasin, said this investment in Black Spot projects would deliver safer roads in local government areas throughout South Australia. "The Black Spot Program funds safety measures such as traffic signals and roundabouts at road locations where a number of serious crashes are known to have occurred or are at risk of occurring," Mr Pasin said.

"Safety will be significantly improved in these 24 black spot projects across South Australia.  
*Courtesy Infrastructure Magazine June 2020*

## COMPETING TECHNOLOGIES

It's conceivable that connected vehicles (CVs) on different continents will be using different communications technology

Debate over the wireless standards which will be vital for the safe deployment of CVs risks creating a 'missed opportunity', says one leading player in the Vehicle to Everything (V2X) sector.

Competing V2X technologies DSRC and cellular V2X (C-V2X) are vying for supremacy in the world's automotive markets. C-V2X versus DSRC is an issue that regulators – not the market – should decide, according to Professor Paul Alexander, Cohda Wireless' chief technical officer. "The challenges are there around the wireless standard for sure. Cohda is agnostic to either of those technologies," he said.

While not wishing to be drawn on how the C-V2X versus DSRC competition might end, Professor Alexander said: "I think one thing that's fairly obvious is that China will be a C-V2X world, that's fairly plain. What's also true is that we have millions of VWs going out of the production line with DSRC ITS-G5 on them."

This creates a potential split across continents, he says. "What will be a pity to see will be some vehicles talking C-V2X and some vehicles that are talking ITS-G5 DSRC, and they won't be able to see each other. That's just a missed opportunity." He believes it will be possible to reconcile this to some extent, especially when it comes to safety. "The first point is making sure they don't hurt each other," Professor Alexander insists. "So at the very least, it needs to be that both systems can be effective in the presence of each other, even though they're isolated from each other – and I think that can be sorted out."

Ultimately he thinks that the market should not be the final arbiter. "People talk about market forces sorting this out but I really think it's the regulators. Regulators would like to say they don't want to specify technologies, but I do believe in this case it may be dangerous not to."

*Courtesy ITS International May 2020*

*Let's hope that in either case all these new-fangled vehicles will recognise motorcycles...Ed.*

## SIGN LANGUAGE REDUCES HUMAN ERROR

Wrong-way warning systems and advanced queue detection can help to reduce human error. They can also cut road accidents, and therefore road deaths, says Clearview Intelligence.

There were nearly 1,800 deaths on the UK's roads in 2018 – an average of five people dying each day. The largest single cause of serious injury is crashes at junctions (accounting for 33% of incidents), while the largest single cause of death was run-off road crashes (30%).

“With vehicles increasingly being designed with safety at the forefront, this means that human error is, more often than not, the main contributing factor,” says Shona Wooding, strategic relationship manager at Clearview Intelligence.



In-car technology and over-complicated road signage diverts road-user attention, while factors such as poor visibility or adverse weather also come into play. Better road markings and improved junction layouts are among the obvious possible areas of safety improvement.

“We need to be wiser in how we use technology and get it to do more for us,” Wooding says. “In many cases, we probably only use a fraction of the technology capabilities. For example, remote system monitoring to enable pro-active maintenance can minimise disruption, and combining existing and new sources of data, and sharing that data more openly. Making the road layout easier to understand will reduce confusion and allow the driver to give their full concentration to the task of driving. Dynamic signing is a great addition too: this can tell you what's happening before you see it – if there's a vehicle emerging from a junction, a queue ahead of you, or a long vehicle straddling the lines.”

### Dynamic lane markings

Allowing drivers to see more clearly where they are going makes them feel safer but does not encourage speeding, research suggests. Solar-powered active road studs can reduce night-time collisions by over 70% and provide up to 10 times

better visibility than traditional retro-reflective studs and are better in adverse weather. “The road ahead is much clearer for longer with active road studs in place,” she adds, therefore drivers have longer to respond to hazards.

“Synchronising intelligent road studs with traffic signals – so they turn ‘on’ with the green phase, and ‘off’ with the amber – allows traffic from different directions to receive tailored road markings which can reduce driver confusion on busy junctions,” Wooding continues. “They can be used at roundabouts, where poor lane adherence is a common cause of accidents.”

### Detection Systems

“Many of our route safety solutions incorporate vehicle-activated signage (VAS) coupled with vehicle detection, as this enables a dynamic warning message to only be triggered in certain circumstances,” she points out.

“This ensures that regular users of a route do not become complacent, as they might do with a static sign they drive past every day. Signage can also be set to dual use so that when no conflict vehicle movement is ahead, the sign can be used to warn drivers that they are travelling too fast if they are detected speeding.”

Queues onto slip roads are another area where collisions – usually in the form of rear-shunt incidents – frequently occur. These are less violent than head-on crashes but have the capacity to disrupt traffic substantially. This is where queue warning systems come in, says Wooding.

“Dynamic signage that reflects the real-time situation on the road is far more effective than static signage and reduces inattentive blindness,” Wooding insists. “Minimal infrastructure is required, and given the rural location of some of these schemes it's important that all of this technology can be powered by battery or solar.

Reducing accidents, encouraging speed compliance and changing driver behaviours are among the key aims of such systems, with messaging in real time an effective control measure to heighten driver awareness.

*Courtesy ITS International October 2019*

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**TRAVELLERS' TIPS** by Ebi Lux
 

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Travelling around this country is a big job and certainly makes you hungry.

In early March (just before lockdown) we had the pleasure of riding through the high country and stopped at Deb's Jamieson Cafe, Jamieson Victoria. The choice of food and drinks was enormous and the quality was first rate. Generally I am not a great fan of bakery-style places but this was the exception. Pastries are baked on the premises, so you don't get the mass-produced reheated average taste. I am sure the milkshake had extra icecream in it. To top it off it was served quickly and pleasantly. So if you are in the area don't go for second-best, go to Deb's Cafe.

The weary traveller is often faced with a difficult choice when deciding on a pub meal. We all know that pub meals can vary from top class to avoid-at-all-costs. Often the look of the place can be misleading.

One such pub is the Farmers Arm Hotel at Nhill. The road between Melbourne and Adelaide is long and boring. The Farmers Arms is a nondescript building on the main corner in Nhill. At first glance you would say "let's look elsewhere." Stop right there and go in. The staff are friendly and the meals amazing. Our group had some big eaters and the meals were huge even for them. However the quality was top class. My Fisherman's Basket was very well cooked with the calamari being just right. Indeed, we all agreed that The Farmers Arms was at the upper end of the pub meal spectrum and deserved to be recommended to others.

In a similar way, the Lower Light Hotel on the Port Wakefield Road is worth a stop for a meal. We called in just a week ago on the way home from Yorke Peninsula. Covid-19 restrictions made the dining room a bit spaced out but that did not stop the staff from being friendly and caring for their customers. We ordered and thoroughly enjoyed the Mixed Grill. Other diners appeared just as content with their selections.

So if you are in the area, looking for a decent meal, check out the Lower Light Hotel. Whilst you are there not only can you get a decent meal but also admire the Power memorabilia decorating the bar and dining room.

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**GLOBAL CITIES IN A POST-COVID WORLD**


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Glimpses are beginning to emerge of how European and US cities plan to change the way people travel. Two wheels and two legs are to be a big part of the post-Covid mobility.

Pedestrians and cyclists are going to have more space to move around our cities as we emerge from the pandemic lockdown – indeed, in the most delightful phrase to come out of this grim period, the bike is going to be the 'little queen of deconfinement' in France.

With the coronavirus crisis likely to continue for some months at least, city authorities are concerned that, as lockdown is lifted, people will shy away from public transport and revert to using their own cars.

This risks increasing pollution, congestion and road danger, and while there seems to be little desire to see full trains anytime soon, not least because capacity will likely be reduced, planners' thoughts have turned to making it easier for people to walk and cycle. This would take pressure off public transport, perhaps allowing social distancing measures to be enforced, while giving people an alternative for some, or all, of their journeys as they get back to work.

Among the many measures either under consideration or actually being implemented are widening pavements and increasing the amount of temporary bicycle lanes.

Barcelona, for example, is planning an extra 30,000 sq m of pedestrian space, bus lane improvements and an added 21km of bike lanes. Paris has confirmed that bike transport will be an important part of mobility going forward, while Milan has made reduced car use one of the key pillars of its emergence from lockdown.

Meanwhile, cycling could increase 10-fold and walking five-fold post-lockdown, according to London mayor Sadiq Khan and Transport for London (TfL). Their 'London Streetspace' programme suggests that the UK capital's public transport capacity may run at just 20% of pre-crisis levels, which means "millions of journeys a day will need to be made by other means".

In California, San Francisco Municipal Transportation Agency (SFMTA)'s Slow Streets programme has been designed to limit through-traffic on certain residential streets and allow them to be used more as a shared space for foot and bicycle traffic.

Due to concerns over social distancing, "many pedestrians are choosing to walk in the street, exposing themselves to swiftly moving vehicle traffic", the agency says. To improve safety, 12 corridors have been identified as potential 'slow streets', and signage is being added to these to prioritise walking and biking – although motor vehicles will still have right-of-way.

The city of San Diego is currently rolling out a similar 'slow streets' plan.

*Courtesy ITS International May 2020*

*Perhaps it's an opportune time for the benefits of motorcycling to be more widely appreciated, and for motorcycles to become 'the king of deconfinement' in Australia...Ed.*



At last, an 'I am not a robot' that makes sense.  
How many did you find!

## MOTORCYCLING BENEFITS

Regular motorcycle riders see a positive impact on their brain, a study says. Riding a motorcycle every day is good exercise for your brain. That was one of the conclusions of a recent study that indicated that riders between 40 and 50 years old improved their cognitive functioning, when compared with a control group, after riding daily to work for just two months. Scientists believe that the extra concentration needed to successfully operate a motorcycle can contribute to higher general levels of brain function.

The study looked at the relationship between motorcycle riding and the human mind. The experiments involved regular riders (average age 45) and former riders who once rode regularly but had not taken a ride for at least 10 years. The participants were asked to ride on courses in different conditions while brain activities were recorded.

It was found the current riders and former riders used their brains in different ways, and the current riders had a higher level of concentration because specific segments of their brains (the right hemisphere of the prefrontal lobe) was activated.

Also tested was how making a habit of riding affects the brain. The result? The use of motorcycles in everyday life improved cognitive faculties, particularly those that relate to memory and spatial reasoning capacity. An added benefit, according to the study: participants said their stress levels had been reduced and their mental state changed for the better.

So why motorcycles? Shouldn't driving a car have the same effect as riding a motorcycle? "There were many studies done on driving cars in the past. A car is a comfortable machine which does not activate our brains. By using motorcycles more in our life, we can have positive effects on our brains and minds," said the scientists.

Along with the obvious benefits of riding – like having fun – motorcycles take the edge off the grind of your commute to work.

Adam M. Gee

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## PLEDGE TO BE ROAD SAFE, THIS FATALITY FREE FRIDAY

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### The Hon Scott Buchholz MP

Assistant Minister for Road Safety and Freight Transport  
Federal Member for Wright

Rarely a day goes by that the average Australian doesn't use a road. We're driving on them, cycling alongside them, walking across them. They connect communities and help move goods to ports and our local businesses and shops. They help get us to our workplaces, and they're the paths we follow whether we're driving into town to meet friends or picking up the kids after school.

We are all road users, which is why road safety matters so much within our communities. Road safety impacts all of us.

The statistics tell a sobering story. There were 1,195 people killed in road-related deaths in 2019 – that's over three per day. Road crashes place major emotional and economic strain on all affected communities but particularly on the families and friends of the victims. And from an economic perspective, accidents on our roads cost Australians approximately \$30 billion per year.

What's more, about two-thirds of all road deaths in Australia occur in regional and remote areas. Most of these are single-vehicle crashes, and most fatal crashes on regional and remote roads occur in high-speed zones. These figures have remained consistent for the past decade. As Government, we welcome the reduction in drink-driving rates; yet alcohol-impaired drivers are still involved in 13 per cent of all fatal crashes. A rate that is unacceptable and too high.

It is for these reasons that I welcome programs and initiatives like Fatality Free Friday. Since 2007, Fatality Free Friday is a nationwide program conducted to raise road safety awareness and champion the reduction of road injuries and fatalities.

It achieves this through a range of road safety awareness programs, driver education, research, advocacy and community engagement.

I encourage everyone to get involved and to take the Fatality Free Friday pledge to drive safely. To pledge, one must promise to always be fit to drive, to stay focused on the road, to scan the road ahead, to keep a safe distance, and to drive in a way that suits the conditions.

So remember, the next time you get behind the wheel of a car, motorbike, truck or bus – whatever it may be – road safety is everyone's responsibility.

*Note: Fatality Free Friday is supported by the Australian Road Safety Foundation. To take the pledge or find out more information visit: <https://arsf.com.au/fatality-free-friday-2/>*

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### MRASA GIVE-AWAYS

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The MRASA has two shade tents to give away. These used to be used at the Toy Run and are now surplus to requirements as they have been superseded by lighter, easier-to-put-up pop-up tents. Dimensions L6.0m x W3.4m x H2.5m

They could be used for backyard shade or as temporary carports. They come boxed up with all parts checked to make sure nothing is missing and includes an instruction card for erection, guy ropes and pegs.

Just offer a suitable donation to the 4Bs and one of them can be yours – email [treasurer@mrasa.asn.au](mailto:treasurer@mrasa.asn.au) with your offer, phone and address details and membership number. Last date for offers is June 30<sup>th</sup>. Highest offers will be accepted.

If you live close enough we might even deliver.



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

<b>Bridgeland Motorcycles</b>	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
<b>Coast Yamaha</b>	Discount on request	8382 5581	212 Main South Rd Morphett Vale
<b>DA Motorcycles</b>	Discount on request	8281 8933	1758 Main North Rd Salis Plains
<b>Gawler Motorcycle Centre</b>	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
<b>GC Motorcycles Prospect</b>	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
<b>DC Motorcycles Melrose Park</b>	Disc on request – see Don	8377 5566	22/788-9 Maroin Rd, Marion
<b>Gilbert &amp; Mattner Lawyers</b>	10% discount	8233 3661	32 St Helena Place Adelaide
<b>Honda World / BMW Adelaide</b>	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
<b>K &amp; M Motorcycles</b>	10% parts, accessories & ws. 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
<b>Ken Oath Leather Goods</b>		0417 713 523	3 Cranbourne St Elizabeth Park
<b>Kessner Suzuki</b>	10% parts and accessories	8261 9955	320 North East Rd Klemzig
<b>Motorcycle Parts &amp; Gear</b>	Discount on request	8562 4725	33 Railway Tce Nuriootpa
<b>Motorcycle Revolutions</b>	Discount on request	8371 4448	855 South Rd Clarence Gdns
<b>Pro Street Cycles</b>	Discount on request	8359 4449	494 Main North Rd Blair Athol
<b>QBE Insurance</b>	Ring for a quote	0392 462 761	
<b>Redline Exhausts</b>	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
<b>Shannons Insurance</b>	Ring for a quote	13 46 46	
<b>Victor Motorcycles</b>	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
<b>Walden Miller Clothing</b>	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
<b>Yamaha Pitmans</b>	Discount on request. Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
<b>Yamaha Retro Spares</b>	tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
<b>Yamaha World</b>	Discount on request	8297 0622	949 South Rd Melrose Park

**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](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](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](http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp)

**Road Crash Statistics from Australian Transport Safety Bureau.**

For information about motorcycle safety gear testing and rating. [www.motocap.com.au](http://www.motocap.com.au)

For information about helmet testing and rating. <https://crash.org.au>

For regular updates register at Austroads Road Watch [austroads.roadwatch@infoservices.com.au](mailto:austroads.roadwatch@infoservices.com.au)

**MOTORCYCLING AROUND THE WORLD**

The latest in safety gear for the ladies  
A Pony Tail Helmet & Kevlar Pantyhose



For when you really, really need to clear the road.

**MRA COMMITTEE**

President – Graeme Rawlins 0419 832 384  
 Vice-President – Ebi Lux 0418 800 362  
 Secretary – Cathy Lux 0408 853 380  
 Treasurer – Harald Lindemann 0421 289 714  
 Membership – Graeme Rawlins 0419 832 384  
 Road Safety – Ebi Lux 0418 800 362  
 Stock Controller – Amanda Lock 0434 578 595  
 Centrestand Editor – Harald Lindemann 0421 289 714  
 Minutes Secretary – Cathy Lux 0408 853 380  
 Register Liaison – Cathy Lux 0408 853 380  
 SAMRATS Coordinator – Ken King 0401 866 037

Toy Run Coordinator – Harald Lindemann 0421 289 714  
 Scooter Club Coord – Frank DeFrancesco 0412 937 606  
 4Bs Coordinator – Greg Janzow 0400 056 056  
 Webmaster – Graeme Rawlins 0419 832 384  
 Public Officer – Harald Lindemann 0421 289 714  
 AMC Representatives – Graeme Rawlins, Ebi Lux

**Mid-North Register Committee**

President - Stuart 'Toot' Bunnett 0408 840 206  
 Vice-President - Jackie O'Reilly 0407 742 006  
 Secretary – Greg Stevens 0409 842 434  
 Treasurer – Barry Stoneman 0407 187 634  
 MRA Mid-North PO Box 37 Snowtown SA 5520

General Members: Warren Hicks, Gahan de Zilwa, Frank de Francesco

*Note: 5 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Graeme or Cathy.*

**Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORM**

New Member:  or Renewal  Membership No.

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
 Postcode

Telephone \_\_\_\_\_ Mobile \_\_\_\_\_

Email \_\_\_\_\_

Join mailing list/s? SAMRATS  Scooter Club

Birthdate    Occupation \_\_\_\_\_

Gender M / F Blood Donor?  Please send info

Do you ride a Motorcycle  Scooter  Other

If family membership, 2<sup>nd</sup> cardholder name \_\_\_\_\_

Member of: Mid North  South East  Register

Other Clubs?  Details: \_\_\_\_\_

**Do not send Association magazine**

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

Date \_\_\_\_ / \_\_\_\_ / 2018 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 \_\_\_\_ / \_\_\_\_

Name as printed on card \_\_\_\_\_

Signature \_\_\_\_\_