

CENTRESTAND

December 2023



THIS ISSUE

2023 TOY RUN

ROUNABOUT RULES

LANE FILTERING IN THE USA

M/C FIRST AID KIT

SPRINGTIME RIDING

RSO REPORT

MRA NEWS

Let those who ride decide



THERE'S A LOT RIDING ON IT.



THINK!

**ROAD
SAFETY**



Government
of South Australia

Ride to return.

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

Established 1979

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EDITORIAL

Another One Bites the Dust! A great song by Queen but it has lost its lustre because every time I hear of another motorcyclist death on our roads I think of that song. That's not what I want to think of.

19 motorcycle deaths in SA this year and all of them probably preventable. Very few crashes are due to poor roads, poor vehicle maintenance or weather conditions, (though they can be contributing factors). Most of the time crashes can be attributed to the HUMAN factor.

"I was in a hurry", "I didn't see him" (SMIDSY) and all the other excuses. Distractions, like phones, messaging, texting, eating, shaving, makeup, listening to music, changing a CD in the player. We've all seen them – crashes just waiting to happen. If you're not banging on their windows telling them to wake up, you're sitting well back saying "I don't want to be anywhere near this. I'm not becoming involved in what comes next". And I don't blame you.

Despite all the messages out there to rein in their fantasies about being the latest answer to Valentino Rossi or just managing a couldn't care less attitude about what the "Man" requires – "I know how to ride. I can handle it, Get out of my way, I'm a motorcyclist", riders still fall short of the expectations regarding their skills leaving behind grieving families and friends.

I know you don't want to hear this from me, but for every rider who dies on the road 20 others are left with life changing injuries affecting their families and their community.

It's no good blaming the tin tops. They are not at fault every time. The change starts here – with you and me. WE can change our attitude and behaviour – in our actions on the road and in our disapproval of those whose egos don't care enough about themselves and their loved ones.

If we can change rider behaviour, encourage rider responsibility to make the right decisions while on our roads then we will be taking a great step to decreasing the road toll.

Make it a point of conversation. Call out bad behaviour. Smoking as anti-social behaviour had a great effect on the community's health, drink driving similarly for health and safety. Let's make responsible riding a clarion call for those who care about our loved ones and our community.

Ride Safe, Harald

PRESIDENT'S REPORT

Hi Everyone,

A couple of weeks ago the MRASA attended the Lions Bike Show in Macclesfield. It was outstanding to see the oval full of motorcycles on display. It was quite exciting to use our new marquee for the first time. Within our new setup we can now accept card payments and cash payments at events at which we have our stand, and it makes it easier for you to renew your membership.

As the weather gets warmer going into summer here are some tips for staying safe - wear full protective clothing with all vents opened to maximise the airflow through your riding gear, make sure to keep hydrated, drink plenty of water and electrolytes beverages to replace fluid lose through sweating, avoid caffeine and alcohol, which can increase dehydration. Take more regular breaks on your journey, stop and rest in a shady area or indoors to allow your body to cool down. Consider using a neck band or cool bandana to help with cooling your body on hot days riding. If possible, try to do your travelling in the cooler parts of the day to avoid dehydration.

It's important to wear gear that will help you stay cool and protected. Look for lightweight, breathable materials. Motocap website provides a rating for riding equipment which are breathable, safe and cost effective.

As we are flying through the year already with the MRASA Annual Toy Run fast approaching on the 10th of December I would like to ask if anyone can assist in our iconic event. That would be greatly appreciated. With a vast range of positions still needing volunteers, please call Cathy Lux to express your interest on 0408 853 380. It would be great to see you at this year's Toy Run. If you wish to renew your membership, you can do this at either Victoria Park or Callington.

Hope to see you at this year's Toy Run.

Ride Safe,

Sam Maddock

MRA NEWS

🏍️ The MRASA were out in force at the Lions Club Bike Show at Macclesfield on Sunday November 4th. Thanks to Harald, Cathy, Ebi and Sam for helping to staff the stand. Thanks also to all the riders who dropped by to say hello and have a chat. We were busy all day. Methinks it might have had something to do with the all new MRASA/Toy Run marquee which really stood out. You could see where we were from most of the oval. We gave away a lot of road safety material and ran out of DIT side stand plates. Next time come early guys or you'll miss out.

We sold a few Toy Run Earrings These are put together by Cathy Lux out of old Toy Run badges that have been gathering dust in the shed. These are a great way for your bestie to celebrate the day. Only \$10 a pair. Looking Good!

It was also great to meet some Motochat listeners and get their feedback. The general vibe is that they enjoy the show and want us to keep on doing what we're doing. On that, if you want to be on the show or even try your hand as a co-host then get in touch. We'll be in it!

🏍️ **MOTOCHAT** – Most recent guests were: Sean Lennard – AMC, Gavin Sanderson – Riding differences between city and country, Ian Lewis – preparing for riding after Winter storage, Jim Nixon – International BSA Rally, Ant Diener – 24 Hour Reliability Trials, Geoff Battle – Motorcycling SA, Fred Keal – Lions Club Motorcycle Show at Macclesfield, Polly and Paige - Military Brotherhood and Tara Morrison – Superbike Racer.



Motochat's final show for the year will be on December 13 when we will have a round-up of the years' shows and a summary of what we have learned about motorcycling through the show. Then it's off for four weeks with Motochat – The Musical and back on January 17 to do it all again.

Remember, if your other club has something to talk about we'd be pleased to have you on the show - in the studio or as a phone-in.

ROAD SAFETY OFFICERS REPORT


**MOTO
CHAT**
with Ebi, Harald & Cathy
EVERY WEDNESDAY AT 7PM
only on
88.7 ADELAIDE'S COAST FM



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Source Collision Casualties To Midnight to
10/11/2023

https://www.police.sa.gov.au/__data/assets/pdf_file/0020/362603/Collision_Casualties_To_Midnight_to_Date.pdf

2023 has been a difficult year on Australian roads and South Australia is no exception. Across the nation fatalities and serious injuries are well up even on the five year averages. In SA, this means 96 deaths and 719 serious injuries as of 10th November. Worse still, another 815 families have joined that ever growing list of people who are grieving the loss of a loved one or are now coping with long term or life-long injury.

So what can be done to avoid becoming part of this year's horror stories.

1 Make careful and wise decisions. Don't rely on luck to get you round the next corner. If you need someone else to take evasive action then you are in the wrong place.

2 Ride to the conditions. Our roads are in a shocking state with many instances of substandard or incomplete repair work. Add moisture, gravel or moss to these conditions and you have a shortcut to disaster,

3 Very few of us have Moto GP standard riding capabilities. Accept that you are not the best, the fastest, or most capable rider. Instead, ride to your abilities, have fun at that level and make sure you live to ride many more days

4 Many riders say every other vehicle is out to kill them. Well, it's time to start believing that and ride defensively.

5 Motorcyclists pride themselves on looking after their mates. Well, if you are a ride or group leader, don't lead your mates into dangerous situation. Your ride should be to the standard of the least capable rider so you don't stretch that mate to do the impossible. Conversely, if you are part of a ride group which is exceeding your capability, speak up. You may save a life.

Remember motorcycling is fun, it is a lifestyle, it is freedom. In South Australia, nineteen times so far this year that enjoyment stopped suddenly. For a further 165 times a far worse fate occurred. They received serious injuries from which they may or may not recover. Every moment, they know a poor decision by either themselves or someone else has inflicted the pain upon them and their families.

For this Christmas may every road user give the best present. Be there with your family and friends. Use the road responsibly and take care of each other.

Ebi Lux

HELMET LAWS IN DELAWARE

On September 1, 2023, the state of Delaware officially enacted a new motorcycle helmet law (SB 86) that pertains specifically to riders with new motorcycle endorsements on their licenses. Any rider obtaining a new motorcycle endorsement on or after that date will be required by law to wear a motorcycle helmet and eye protection for the first two years after receiving that endorsement.

Additionally, if a new rider in Delaware chooses to take a passenger during those first two years of riding with their newly obtained motorcycle endorsement, that passenger must also wear a helmet and eye protection.

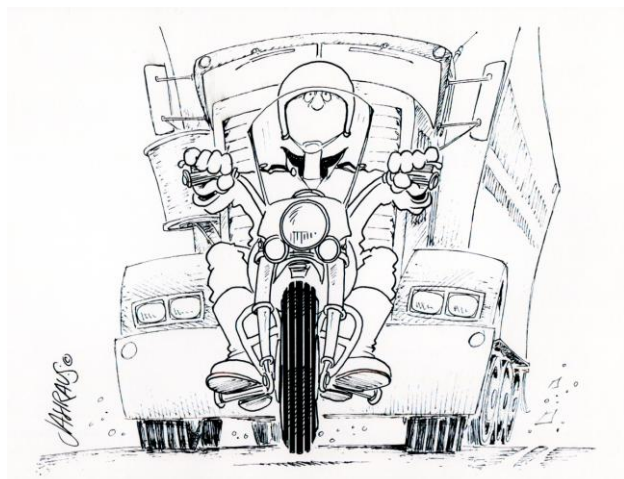
This new Delaware state law is in addition to the existing Delaware laws about motorcycle helmets and their usage. According to the text of SB 86, “currently, every adult operating or riding as a passenger on a motorcycle is required to have a helmet in their possession and wear eye protection while operating or riding a motorcycle and every person up to 19 years of age must wear a helmet and eye protection.”

What Penalties Are Involved?

For newly endorsed riders who are riding in their first two years after obtaining their motorcycle endorsement, non-compliance is subject “a civil or administrative assessment of not less than \$25 nor more than \$50. A violation of the legislation is not classified as a criminal offense.

Sources: Delaware General Assembly Delaware

Janaki Jitchotvisut Ride Apart



Ever Had One of Those Days?

MRASA 45th TOY RUN

The big day is fast approaching. 9 months of prep and the 2023 MRASA Toy Run is almost ready to deliver. The MRASA's baby. We have one every year and this year is our 45th.

It's more than a ride... it's for the Kids

Motorcyclists are a generous group, so dig deep and give a toy or a donation to Vinnies and make Christmas a joyful occasion for a child. The event also high-lights motorcyclists and their passion for motorcycling and caring for others.

Decorate your bike, come along and enjoy this iconic event. Line up at Vic Park from 8am. Breakfast put on by Walkerville Rotary. Santa will leave for Callington at 11am.

There are a few things to remember on the ride.

Ride behind the marshals. - We have a dedicated team of marshals who want to keep both you and the general public safe. Please don't overtake once the ride has commenced.

No high fives with the spectators. You put them and yourselves at risk of injury.

Sweets are great but please if you wish to hand them out, stop your bike and hand them out while stopped. We don't want children running onto the road to collect them.

When you get to Callington, follow the directions of our parking marshals.

Enjoy the festivities. Enter your bike in the Show and Shine, browse through the food, trade and club stalls, say hello to Santa, and enjoy music from Kaileb Rothwell. There will be children's activities. Plenty of interest for all.

Finally, I'd like to thank our partner **SA Government - Think Road Safety**, our sponsors and our supporters.

See you at the
MRASA Toy Run 10th Dec 2023
Victoria Park and Callington

It's more than a Ride, It's for the Kids.

Cathy Lux

On behalf of the MRASA Toy Run Committee.

TOY RUN CONTINUES TO PUT SMILES ON CHILDREN'S FACES

A MESSAGE FROM THE ST. VINCENT DE PAUL SOCIETY

Organisers of the Motorcycle Riders' Association SA (MRASA) Toy Run are gearing up for another bumper event, bringing joy to children whose families are doing it tough. The event motto is 'It's more than a ride... it's for the kids'.

This year, the event will be held on **Sunday 10 December**, with thousands of motorcycle riders leaving Adelaide's Victoria Park at 11am. The popular community event culminates at Callington Oval in the Adelaide Hills with entertainment, including live music, food and trade stalls, a show and shine and a pop-up Vinnies shop.

Each year, riders in the event donate more than 4,000 toys which are then distributed by Vinnies volunteers, primarily through the organisation's unique assistance program that provides food, clothing and emergency funds to around 60,000 people each year across the state.

Evelyn O'Loughlin, CEO of Vinnies SA, said the organisation was grateful to the MRASA and participating riders for their ongoing contribution. "Year after year they go out of their way to put a smile on the faces of children who may otherwise miss out," she said. "And with the ongoing cost-of-living crisis, we know that families are struggling and finding it difficult to put food on the table. Buying Christmas gifts can be a stretch too far, so working in partnership with the MRASA means we can take some of the stress away from parents, and they can get on with enjoying the day."

Together with the Vinnies assistance service, toys are also distributed at the Vinnies Women's Crisis Centre and Fred's Van meal services.

The Vinnies Women's Crisis Centre opened in late 2017 and is the only service of its type in South Australia that accommodates women, children and pets. The majority of guests have fled domestic violence, and many arrive with nothing but the clothes on their backs.

"All the images we see around Christmas time relate to happy families; sadly, this is not the reality for many people. Can you imagine what it

would be like to spend Christmas Day in unfamiliar surroundings, away from family and friends? The toys that children receive courtesy of the Toy Run are just one way we can let them know that people care," said Ms O'Loughlin.

Anyone interested in participating in the MRASA Toy Run can come along on the day, and members of the public are welcome to join the event in Callington at the end of the ride.

More information on the MRASA Toy Run is available at the website:

www.mrasa.asn.au/toyrun.shtml



**Motorcycle Riders' Association
of South Australia Inc**

TOY RUN 2023

MORE THAN A RIDE, IT'S FOR THE KIDS

Sunday 10 December



TOY COLLECTION AT VICTORIA PARK 8AM - 12 NOON
RIDE WITH SANTA FROM VICTORIA PARK TO CALLINGTON 11AM
MOTORCYCLE SHOW & SHINE, STALLS & LIVE MUSIC BY
KAILEB ROTHWELL MUSIC AT CALLINGTON

MRASA



Scan here for more information and to pre purchase an online gift - or bring one to leave at Victoria Park before you ride! You can also call 0408 853 380 or visit www.mrasa.asn.au

THINK!

ROAD SAFETY



Government of
South Australia



Vinnies

FOR SALE AT THE TOY RUN LIMITED EDITION TOY RUN EARRINGS



BEING A MEMBER OF THE MRASA

Being a member of any organisation has many advantages but also responsibilities.

The most obvious advantage is the bringing together many like minded people sharing a common interest, all willing to promote awareness of and improve knowledge about their subject. A gathering of motorcyclists provides an instant forum to endlessly discuss their passion, motorcycles and every possible associated nuance.

However, the MRASA is slightly different, Our reason for existence is to promote the welfare of motorcyclists in the political arena, to ensure we are involved in the decision making process and to help avoid clumsy or discriminatory legislation. It is this aspect, which has the responsibilities of members attached.

The MRASA is made up of its general member body, from which a committee is elected each year to run the organisation. Each member has the right to nominate for a committee position and also to vote for their preferred nominee at the annual general meeting.

Of late, very few members bother to turn up to meetings, nor do they exercise their right to vote. Hence, the same faces are on the committee doing the same jobs, year after year. This is not healthy for the organisation, as new ideas are not being introduced, pursued and resolved. The lively debate, which is the hallmark of a strong organisation, is diminishing.

Lack of volunteers means unfilled positions. The MRASA has a number of subcommittees such as the ride groups and the annual Toy Run as well as the general management committee. All have vacant positions, resulting in a greater workload for those who do volunteer. The most frustrating thing of all, is when our ability to do things is reduced, members complain we are not responsive to their needs and wants.

Iconic events such as the Toy Run are under threat, as we can't get sufficient help to set up, run and pull down the event. Everybody wants to ride the Toy Run, but very few want to get off their bike to help run the event.

The MRASA is member of the national Australian Motorcycle Council. We are one of a few member groups, who have very good traction with their relevant transport departments. Our relationship with our politicians from both sides of the house is second to none. However, when the committee repeatedly asks for member feedback on various topics, the response is almost total silence. Yet again, it is our members who complain loudly, the moment legislation is passed with which they do not agree.

The MRASA has become recognised as a body representing motorcyclists in a constructive and knowledgeable manner. We are the "go to" organisation for sound opinion. This is a function which is critical for the fair representation of motorcyclists, but this like the Toy Run, is under threat, due to lack of volunteers and lack of input from its members.

What the MRASA needs, is for its members to do more than pay their annual subscriptions. The MRASA needs its members to do more than sit back and say, somebody else can step up. The MRASA needs its members to become active, to become involved, to speak up and be seen.

We need you to take charge of your organisation and not leave it to the few. We were and are a proud organisation; proud of its achievements. Now it is time for you to do, rather than to say.

Ebi Lux Vice President

FUNNY BONE SPOT

An elderly man as stopped by police around 2am and was asked where he was going at that time of the night. The man replied, 'I'm on my way to a lecture about alcohol abuse and the effects it has on the human body, as well as smoking and staying out late.'

The officer then asked, 'Really? Who's giving the lecture at this time of the night?'

The man replied 'that would be my wife.'

V&V MCC of NYP

SPRINGTIME IS HERE

If you're getting ready to de-winterize your motorcycle and take advantage of the warmer weather, there are a few springtime safety tips and steps that you should consider to make sure you have a fun and safe riding season!

Check Your Bike

Your bike has been in storage (on a trickle charger, hopefully!) for a while so you'll want to go through your regular maintenance checklist and do the following:

- Change the engine oil if you didn't do so before winter storage. It's best practice to do this before storing your bike away as the used oil from the riding season has collected a variety of contaminants. If you neglected to do this, definitely change it before you go for the first ride of the season.
- Check your tires as they may have lost pressure over the winter months. Underinflated tires will kill your mileage and any damage or cracking in the compounds may lead to failure. Don't take the bike on the road if you find any defects and get them replaced.
- Your brakes are an integral part of safety, obviously. During winter, brake lines can take on air so be sure to check your brakes (and pads!) to see if they need to be re-bled.
- Do a light check to ensure that your turn signals, high beam, and brake indicators are in functioning condition.
- Inspect other moving parts such as your chain, kickstand, and throttle shifter as these parts may have gotten a tad rusty over winter storage. Lubricate them as needed to keep your bike in tip-top shape.

Common Spring Hazards

Spring can be a dangerous time for riders and without the proper precautions it can lead to a higher risk of motorcycle injuries. Here are some common hazards that riders should be aware of:

- Potholes can be more prevalent during spring as the cold weather will have wreaked havoc on the asphalt over the winter months.

- City road maintenance over winter means that there is plenty of leftover gravel on the roads. This debris can pose a risk to riders at every turn so be sure to slow down and take a clear path where available.
- Spring is also a time when roads are wetter due to melting snow or rain leading to slippery road conditions. Remember to dress for the ride.
- Construction tends to ramp up in spring as crews are out on the road repairing damage from the winter months. Construction sites tend to have more debris in the area so slow down and stay safe.

Ride Defensively / Make Yourself Visible

Motorists drive year-round and will have to get used to sharing the road with motorcyclists again. It may have been a few months since they've seen a motorcycle and drivers may not be on the lookout for bikes on the road. Therefore, it's important to rider safety that we make our presence known either through hi-viz motorcycle gear and remain vigilant when riding, especially in the early days of spring.

Whether you're a seasoned rider or just starting out, ride defensively and give yourself plenty of space when coming up on intersections and other vehicles. As the adage goes, "look twice, save a life."

Got Your Insurance?

One of the more common items that riders forget is to review and ensure that insurance documentation is up-to-date and current. It's prudent on your part to make sure that you're properly covered in the event of an accident, or at least if you get pulled over by law enforcement. If you've replaced your bike over the winter or even made some modifications to it, it's an opportune time to update your insurance.

Replace Old Gear As Needed

Motorcycle gear goes through the same wear and tear as the bikes do. When your equipment gets long in the tooth, spring can be the perfect time to pick up a new motorcycle helmet or jacket. Gear manufacturers can announce new gear during the Autumn and winter months, or you might simply want to pick up a pair of waterproof pants in anticipation of the wetter riding season.

HOW TO PREPARE A MOTORCYCLING FIRST AID KIT

As a former first responder and pediatric nurse, I've put together the following tips to help make a first aid kit suited for the average adventure motorcycle traveller. A proper kit is something you hope you never need, but if you do, it could save a life. In this five-step guide, you'll learn what's needed to properly prepare a first aid kit, where to train for the moment you need it, and why training is far more important than a fancy first aid kit.

Step 1: Decide What You Need To Learn

How well do you want/need to be prepared? That's a question only you can answer. There is general first aid training or look around for some advanced first aid training if you are going to get into some serious off-road riding. Don't have any training yet? Start by getting general first aid training, the knowledge from which will prove helpful in everyday life, regardless of whether you are on the road or not.

Step 2: Get Decent Training

The better the training, the less gear you'll need. With training, you'll be able to improvise better, keep your cool in an emergency, and have far less chance of making mistakes. For example, we carry tourniquets, which are used to stop heavy bleeding such as an arterial wound. However, with proper training, you'll learn how to make a tourniquet from scratch in seconds. Put another way, **it's better to have decent training but no gear than all the gear but no training.** Your first aid kit might not help if you don't know how to use it.

Step 3: Be Real

The chances of a major accident happening where you need to apply that tourniquet before the victim bleeds out are slim or getting a patient ready for emergency airlift extraction. But you do need to be ready for day-to-day incidents. Most of us will more likely be removing ticks and will never be involved in such an experience. The point is that it's just as important to be prepared for the smaller things as for that one major event.

Step 4: What You Want In Your First Aid Kit

The most important rule in first aid: Don't be a hero! This also applies to your kit. **Only bring gear you know how to use.** If you're not trained

in using a tourniquet, adrenaline, or heavy painkillers, don't bring them with you. That said, do bring what you anticipate might be needed and you're not likely to have easy access to in areas you'll be. In populated first-world areas, there's no need to carry emergency antibiotics. But for more isolated areas on riding days away from major towns, make sure you have what you think you might need. If necessary, Consult with your physician or medical professional for what medications may be useful and suitable on your route. Don't forget personal meds that might become crucial while waiting for an extended period for a breakdown truck.

Step 5: Properly pack your first aid kit

The final step is to pack your first aid kit properly. This mostly means three things:

1. Always carry it in a quick-access location and always use the same location.
2. Make absolutely certain the bag is waterproof. Most first aid items won't fare well if they get wet.
3. Find an organizational system that works for you. For my system and other suggestions, keep on reading.

My First Aid Kit

Remember, **know what you are doing.** Don't know how to use something? Check whether you really want to bring it.

My first aid kit is divided into two 2–3L bags. The system is quite simple, the RED bag is for “nearly dead” items, and the GREEN one is for “later seen.” In the RED bag are the most critical items in case of a major crash, a big fall while hiking, an animal attack, etc. The first GREEN bag is filled with emergency medication like antibiotics, painkillers, and post-malaria pills and all non-critical supplies like band-aids and large plasters, burn shields, tapes, and equipment like tweezers. For a full list, see below.

On the motorcycle, the RED bag is always kept in the exact same locations. So I always know where to find it. Fortunately, so far, all I've needed were tweezers, scissors, band-aids, and small amounts of natural ointments. But there's great peace of mind knowing that I'm well prepared if something bad happens.

Contents of RED Bag:

1. 1x emergency trauma dressing 4-in.†
2. 1x tourniquet†
3. 1x trauma scissors (capable of cutting through the motorcycle suits)
4. 1x triangular bandage
5. 1x hand disinfectant
6. 1x pulse oximeter†
7. 1x glowstick
8. 1x rescue cover
9. 1x HiBiCet (15cc)
10. 1x superglue
11. 1x permanent marker
12. 1x sterile gloves (M & L)
13. 1x instant cold pack
14. 1x pack of dextrose tablets

**GREEN Bag Supplies:****Tape:**

- 1x small tape
- 1x big/body tape

Plasters/band-aids:

- 6x plasters 5x7cm
- 6x non-adherent swabs
- 10x small band-aids
- 5x finger band-aids
- 2x adhesive bandage 7.5cm
- 2x burn shield 10x10cm
- 2x second skin 10x10cm

Special use:

- 1x SAM splint 36-in.†
- 2x pregnancy test

Equipment:

- 1x thermometer
- 1x tick tweezers
- 1x normal tweezers

GREEN Bag Medications***Non-prescription:**

- 20x Paracetamol 500mg
- 5x Paracetamol 1,000mg suppository
- 10x Ibuprofen 200mg
- 10x Ibuprofen 400mg
- 50x Norrit active charcoal 125mg
- 30x Norrit active Charcoal 200mg
- 6x O.R.S. sachet
- 5x sterile water 10cc
- 24x rennie (calcium carbonate with magnesium subcarbonate)
- Any needed prescription items

Written by Mitchel de Jager

Disclaimer: This guide is no substitute for medical advice or any form of training. Use it at your discretion and risk.

Courtesy of adventuremotorcycle.com

[How to Prepare a Motorcycling First Aid Kit - Adventure Motorcycle Magazine](#)

TOY RUN 2023 NEWS

So what can you expect from the 2023 Toy Run?

For starters, the Adventure Bike Riders are the lead group on the run up to Callington, so while you're at Victoria Park head down to the front of the run and check out the bikes. Chat to the guys and find out how much fun adventure riding is – if you can keep up.

Adrian Harry will be at Callington showing off the trials skills that made him a champion. He is also getting into adventure riding so there's another string to his bow.

The Vinnies pop-up shop will be there as usual selling all kinds of motorcycle gear. – jackets strides and full racing suits. Check it out early to get your size.

Dr Chris Hurren will be here with a display for Motocap. Go along and see what it takes to assess the safe worthiness of motorcycle gear.

The SES truck will be there, also the First Care Medical ambulance and SAPOL will be having a stand to talk about being safe on the road. Don't be shy. Have a chat. Lot's More.

MRASA INC. ANNUAL GENERAL MEETING 2024 NOTICE

The Annual General Meeting of the MRASA Inc. will be held at 7.00 pm Monday 20/2/2023 at the MSA Clubrooms at 251 Norwood Parade. This will be in place of the regular Committee meeting scheduled to be held on that date.

All the positions of the Association listed below will be declared vacant and will be voted on for election to the 2024 - 2025 Committee.

President (Executive Committee member)
Vice President(Executive Committee member)
Secretary (Executive Committee member)
Treasurer (Executive Committee member)
Membership Secretary Magazine Editor
Register Liaison Officer Minutes Secretary
Stock Control Officer Webmaster
Road Safety Officer
General Committee Representatives (number unspecified until the AGM)

At this meeting the auditor for the 2024-2025 year will be nominated. All current financial members of the MRASA Inc. are eligible to stand for election to one or more of the positions. Nominations and meeting proxies (forms are available from the MRASA website at www.mrasa.asn.au or contact the Association Secretary) should with the Secretary at secretary@mrasa.asn.au prior to the beginning of the AGM and evidence of current membership must be provided. All members and are invited to attend the meeting. The Auditor's report and the financial records for the 2021 year will be available for inspection.

Sub-Committee reps to the MRASA Committee: Toy Run Committee - Scooter Club - 4Bs - SAMRATS. These positions will be elected by the sub-committees at meetings to be held within 4 weeks of the AGM.

Are you interested in Road Safety? Do you want to know how we get things done? Come along and meet your Committee.

MOTORCYCLING AROUND THE WORLD



FRANCE AND LANE FILTERING

Students will learn how to assess when and where it's appropriate to filter in traffic.

While France's initial five-year observational lane filtering study didn't end in a way that French riders would have liked, the ensuing ban on the practice ended up short-lived after significant rider protests. At the end of February, 2021, France's delegation for road safety announced plans for a new, expanded observational study that would start in June, 2021.

The study itself will be conducted from 2022 to 2024, and to date there have been some extremely positive developments that probably wouldn't have happened if the first study hadn't been conducted. Among the positive changes are new directives for instructors who are teaching A1 and A2 learners how to ride on French roads.

France publishes updated decrees and orders in its official federal governmental publication, the *Official Journal of the French Republic*. Entries into the Journal are spelled out both in great detail and in no uncertain terms—which means clarity, and a lack of wishy-washy language that's not wide open to vague interpretation?

The Journal entry published on January 5, 2022, specifically regards the Order issued on December 27, 2021 regarding inter-lane traffic and new motorcycle rider training. All text contained within went into effect on the day after publication, which was January 6, 2022—which means that instructors teaching new riders should already be teaching their students how to safely assess whether it's a good opportunity to filter on public streets. Details of both theoretical and practical student instruction are thoroughly described in the full Journal entry.

During the course of the current three-year observational study, this behaviour is only permissible however, on certain roads within a limited number of French counties.

While still in the observational study phase, the fact that officials took the steps of writing extensive training rules and including them in the Journal can only be seen as a positive step for riders.

Janaki Jitchotvisut Ride Apart

CHRISTMAS MESSAGE (1)

As the festive season comes upon us, most of us will be slowing down to reflect on what has been experienced and achieved in the past year, as well as changes we want to make for the one ahead.

I became minister following the election in March 2022, and have the privilege of holding responsibilities for road safety. This has led to some fantastic experiences with enthusiasts from across the state, including the Motorcycle Riders' Association of SA and readers of Centrestand. Typically, I've found you to be as passionate about your community as you are your pastime. From the contribution to the Toy Run and engagement around road safety, responsible riders are leading by example. I'm incredibly grateful for the role that you play as role models and advocates.

The MRASA has also been a vital partner with State Government as we continue to get the message out about road safety, and provides a unique perspective to assist our policy considerations. I was pleased they accepted my invitation to the Road Safety Expert Forum 2023, which I convened to bring leaders together and consider measures we could take to improve outcomes. As everyone is aware, it has been a tragic year on the roads for too many South Australian families.

The State Government's Think! Road Safety program this year also released the "Back Off" motorcycle campaign, to address an over-representation in road safety statistics.

This involved nine months of research and engagement with riders like yourselves. It found the things that commonly drive your passion are a feeling of connection to the road and heightened sensory experience. The campaign encourages all riders to take care, so that they could continue to enjoy this freedom while taking account of the risks we all face and making smart decisions.

Responsible riders can set an example for others which will save lives.

In the year ahead, I wish you the continued enjoyment of your passion for the road. I recognise it's a passion many of you share with friends and family, and that links people together in communities. I am grateful for the way that this community has included me. From me and my family to yours, take care this Christmas. I look forward to making many new connections and friends in 2024.

**The Hon. Joe Szakacs MP SA Minister for Police,
Emergency Services and Correctional Services
(with responsibility for road safety)**

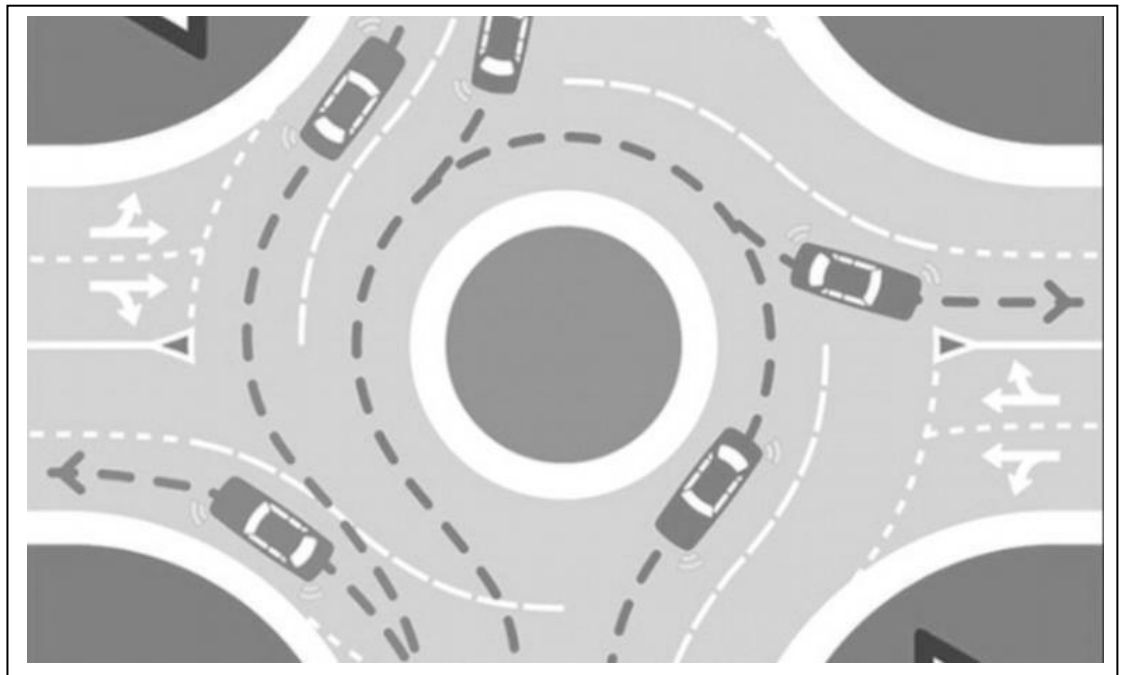
IS IT LEGAL TO CHANGE LANES IN A ROUNDABOUT?

Roundabout laws are some of the most confusing in Australia. These traffic circles tend to confuse anyone who is not used to driving through or around them, and – anecdotally, at least – they are a source of confusion for many motorists.

- You can change lanes in a roundabout, but only in certain circumstances
- It is illegal to cross a solid line – if the roundabout has them, you’re stuck!
- Rules are largely similar across all states and territories

So, what do you do if you’re in a roundabout but need to change lanes because you realise you’ve found yourself in the wrong one? Well, treat it like any other multi-lane situation, but remember to check around your car and be mindful of the line markings.

Here’s a rundown of the info from each state for this exact scenario. Obviously, these mainly apply to multi-lane roundabouts, which typically have lane markings to indicate the correct direction vehicles should travel. At the same time, in a single-lane traffic circle, you could simply go where you need to – at least in theory.



The common denominator across jurisdictions appears to be that, if the roundabout has solid line markings, you shouldn’t cross them – just as you wouldn’t cross a solid line on a standard multi-lane roadway. So, if you enter a roundabout and you’re not in the lane you need to be, and the line-marking is solid, it stands to reason that you’re stuck, and need to proceed in the intended direction of the lane-marking.

South Australia: SAMove has a few interesting articles concerning roundabouts and states that it is not illegal to change lanes in a roundabout, and often necessary (the big ones in Adelaide – Britannia and Blackwood – are apparently

terrifying for some drivers). But just like the other states, it is not illegal to change lanes in a roundabout if you have to, but rules apply:

“The same rules apply when switching lanes on a roundabout as they do with other lane changes. You need to indicate your intentions and give way to traffic already in the lane.”

NSW: According to NSW Transport, changing lanes is a legal manoeuvre in a roundabout, but the best advice is to “plan ahead when approaching a roundabout to avoid changing lanes when you’re in the roundabout”.

However, as the authority puts it: “If you need to change lanes, you must indicate and give way to any vehicle in the lane you’re moving into. You can only change lanes where there’s a broken white line. You must not change lanes if the line is

unbroken. Always remember to check your blind-spot when changing lanes.”

Victoria: If you need to change lanes in a roundabout, the same rules apply: let other vehicles know by indicating, and give way to any vehicle that is already in the lane you want to enter.

Queensland: There are some confusing wordings in QLD when it comes to roundabouts. The state tries to make out that comparing a roundabout to a clock could help people understand how to act in said traffic circle:

Turns that occur at roundabouts can be described by imagining the roundabout to be a clock face.

Any turn that exits the roundabout before 12 o'clock can be considered a left turn.

Any turn that exits the roundabout after 12 o'clock can be considered a right turn.

Straight ahead at a roundabout is taken to be at half-way around or at 12 o'clock. The Queensland Road Rules uses the terms 'less than half-way round' and 'more than half-way around'. ????

Anyway, Noosa Council – home of the roundabout in that neck of the woods – states it simply when it comes to changing lanes: “In some cases on a multi-lane roundabout, it may be necessary to change lanes before exiting. If you are changing lanes you must give way to vehicles in the lane you are moving to.”

Tasmania: According to the “Top 10 misunderstood road rules in Tasmania” pamphlet from the state’s Road Safety Advisory Council, roundabouts are number one!

However, the document confirms: “Changing lanes in a roundabout – you may change lanes in a roundabout when it is safe to do so. You must indicate before changing lanes, in addition to indicating when entering and leaving the roundabout.”

Western Australia: The WARAC states that: “If you do need to change lanes once you’ve entered a multi-lane roundabout, wait until it’s safe, then signal a move into the correct lane. From there, you must indicate your exit as you would on any roundabout.”

ACT: Canberra is known for being a city designed with traffic flow in mind, and roundabouts are a big part of the way the nation’s capital’s roadways have been laid out. As such, there are many and varied rules for correct roundabout use, but the ACT follows a similar logic to other jurisdictions. The 2019 Road Rules Handbook states: “Giving a change of direction signal when changing marked lanes or lines of traffic in a roundabout; A driver driving in a roundabout must: give a left change of direction signal before the driver changes marked lanes to the left, or enters a line of traffic to the left, in the roundabout; give a right change of direction signal before the driver changes marked lanes to the right, or enters a line of traffic to the right, in the roundabout.”

Northern Territory: No specific rules relating to lane changing in the Road Rules in NT documentation that we could see, but the NT’s guidelines state: “It is important to stay in the correct lane at multi-lane roundabouts – follow signs, lane markings and arrows. Unless traffic lane arrows indicate otherwise, remember these rules:

- To turn left, use the left lane and signal left.
- To turn right, use the right lane and signal right.
- To go straight ahead, use either the left or right lane.
- Give way to any vehicle already in the roundabout.
- Signal left when exiting the roundabout.

Not intended as legal advice. Check with the relevant roads authority in your state or territory.

Story by Matt Campbell

Courtesy of CarExpert.com



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MOTORBIKE COLLISION IN WA

A Tale of Fragility and Resilience

In the midst of a sun-soaked Saturday afternoon, a motorbike rider found himself ensnared in a brutal collision with a barrier along Western Australia's Kwinana Freeway. The incident, which unfolded just shy of 2pm, triggered a cascade of events that rumbled across roads and resonated in homes across the region.

A Highway Halted

In the aftermath of the crash, a section of the Kwinana Freeway was choked off to the southbound flow at Canning Highway in Como. This disruption, a necessary response to the grim spectacle of shattered metal and torn asphalt, not only severed one of the arterial routes in the city but also induced a traffic malady in both directions. As a palliative measure, Main Roads advised motorists to make a detour via South Terrace and re-enter the freeway from Leach Highway.

Witnesses to the Wreckage

While the site was initially reduced to a single lane of traffic, the severity of the incident necessitated a complete closure of the impacted section. First responders, including police, ambulance services, and towing teams, converged on the scene, their flashing lights a beacon in the disquieting sprawl of the freeway. Major Crash Detectives are set to scrutinize the scene, their task - to unravel the tangled threads of cause and effect that led to the collision.

The Ripple Effect

The repercussions of this incident are not confined to the immediate vicinity of the crash. They echo in the jammed intersections, the stalled traffic, and the frustrated motorists caught in the snarl of congestion. The incident underscores the complex interplay between *individual actions and collective consequences*, serving as a stark reminder of the impacts road closures can have on broader traffic flow and the importance of contingency measures.

Yet, the ripple extends beyond the immediate inconvenience and disruption. The ongoing investigations will shed light on the factors contributing to the accident, potentially informing future measures aimed at enhancing road safety.

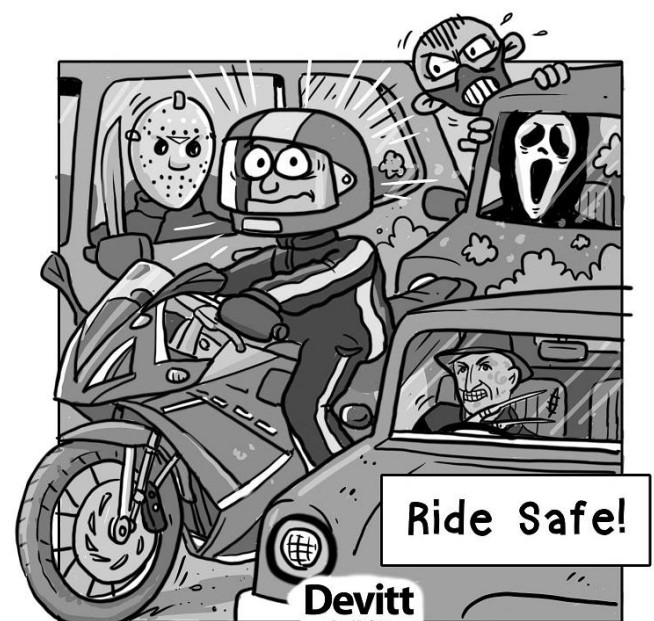
Moreover, the accident's toll on emergency services underlines the relentless demands on these essential services.

In conclusion, the motorbike collision on the Kwinana Freeway and the ensuing closure have reverberated throughout Western Australia. The incident serves as a stark reminder of the fragility of life, the intricate web of our shared roadways, and the crucial role of emergency services. As investigations continue, one can only hope that such tragedies will yield lessons that help prevent future accidents and make our roads safer for everyone.

Story by Ebenezer Mensah BNN

Think about the cascading effect that that one collision had. First responders, emergency services, police, ambulance, witnesses, hospital staff, family, friends – all are affected personally, and some professionally by the crash and its effects, some short term and some long term. The aftermath – police analysts, possible court considerations, long term health effects for the rider, grief of family and friends, an empty place at work. All of this could have been avoided. Individual actions of the wrong sort lead to collective consequences affecting the wider community.

So take individual responsibility for doing the right thing on our roads so collective consequences can be avoided. Call out irresponsible behaviour of those you ride with – you might just save a life. Ed



REGIONAL AND OTHER TOY RUNS

Port Pirie - Flinders Tourers 2023 37th Annual Paul Gianoni Memorial Toy Run - Sunday 26th November 2023. Meet 9am at Ellen Street Port Pirie and finishing at the Laura Pub. Donations go to Vinnies. Contact: Lefty 0412 767 945 or Chesty 0418 845 148.

Whyalla - Sat 25th Nov Meet at the library car park Ekblom St 4.15pm - leaves at 4.30pm. Ride is about 7 km to the Pageant and rides with the Pageant. Toys to Centacare for distribution to children. Toys for all ages not just plush toys please.

Contact Perry 0419 134 511

Port Augusta - Saturday 2nd December 2023. Saltbush Motorcycle Club 40th Toy Run Leaves from Pastoral Lawns, Corner of Carlton Parade and Stirling Drive at 10am. All motorcyclists are welcome. All bike must be roadworthy and registered. Destination Homestead Park at approx. 11.30 with a BBQ for Riders. Toys to Salvos. Contact: Brenton aka Reg 0427 866 424

Broken Hill - Sat 2nd Dec 2023 Starting Gloria Jeans info Centre 10am Finishing at the Harold Williams Nursing Home in Eyre St Broken Hill South Contact: Rick 0408 884 588

Riverland - Sunday 3rd December 2023. Ride 1. Renmark Assemble 9.15am Industry Rd / Twenty First St. Ride 2. Waikerie Assemble outside Waikerie Hotel, departing 8.45am Combined group then departs Loxton 11.15am. to arrive Barmera Markets at around 11.45am Riverland Run organised by the Ulysses Mallee Branch. Contact: Scott 0402 500 037

Brothers Ink SMC Dec Puddle Jumpers Toy Run – Sun 10th Dec. arrive at 1/24 Pentland Rd Salisbury South 9am ride 10am.

 **LET THOSE WHO RIDE DECIDE**

CHRISTMAS MESSAGE (2)

I would like to wish everyone a Merry Christmas and Happy New Year. I encourage everyone to be safe on our roads as we head into the festive season and look forward to spending this time with our loved ones.

As at the time of writing, this year has seen 98 lives lost on our roads, including 20 motorcyclists, compared to 61 deaths (12 motorcyclists) this time last year. We are unfortunately heading towards the worst road toll in almost 20 years.

It is critical we all stay safe on our roads and look out for other road users, to ensure we all get to spend time with loved ones this Christmas. Once again, stay safe and I wish you all a very Merry Christmas and Happy New Year.

Hon Vincent Tarzia MP – Shadow Minister for Road Safety



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MRA DISCOUNTS These businesses support the MRASA by providing discounts to MRA members on presentation of your membership card.

Adelaide Bikeworks	10% discet on gen HD parts	8177 1277	1074 Main Sth Rd Edwardstown
Bigfellas HD Wreck & Rest	5% discount on request	0473 797 200	5 Bremen Dr Salisbury South
Bike Kings	discount on request	7225 1398	55 Main North Rd Blair Athol
Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Carcycle Wholesale	Free MRA Membership on purchase of motorcycle	400 824 086	171 Tapleys Hill Rd Royal Park
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
DC Motorcycles	Discount on request	8377 5566	22/788-9 Marion Rd, Marion
Fearless Motorcycles	Discount on request	0421 590 628	41 Oaklands Rd Somerton Park
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	3284 Main Nth Rd Evanston Sth
GC Motorcycles Prospect	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / BMW Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
HPF Racing Products	Discount on request	419 819 290	Unit 5/6 Scania Crt Gepps Cross
Hpo Pro	Discount on request	8284 8033	968 Heaslip Rd Mac Donald Park
K & M Motorcycles	10% discount	8234 1090	Unit 2/5-9 Kingston Ave Richmond
Ken Oath Leather Goods	10% new prod, 20% repairs	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Level 1 Cycle Spares	Discount on request	8269 1082	1 187 Main Nth Road Nailsworth
Moto Adelaide	Discount on request	374 2299	1075 Main South Rd Melrose Park
Moto Jet	Discount on request	7112 1843	370 Main North Road Blair Athol
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gardens
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Renew Bike Repairs & Wreckg	Discount on request	8283 2466	21 Acrylon Rd Salisbury South
SA Motorcycles	Discount on request	8359 0100	580 Main North Rd Gepps Cross
Shannons Insurance	Ring for a quote	13 46 46	863 South Rd Cumberland Park
Southern Moto	Discount on request	552 3601	14 Adelaide Rd Victor Harbor
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Yamaha Pitmans	Discount on request., 5%	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	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
 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](http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes) by vehicle type from DPTI.

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

Road Statistics from SAPOL. 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

The Consumer Rating and Assessment of Safety Helmets (CRASH) <https://www.motocap.com.au/about-crash>

For regular updates register at Austroads Road Watch austroads.roadwatch@infoservices.com.au

MRA COMMITTEE

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 Vice-President – Ebi Lux 0418 800 362
 Secretary – Cathy Lux 0408 853 380
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 Register Liaison – Cathy Lux 0408 853 380

SAMRATS Coordinator – Ian Lewis 0427 334 843
 Toy Run Coordinator – Cathy Lux 0408 853 380
 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 Representative – Ebi Lux 0418 800 362

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, Andrew Offe, Greg Janzow, Karen Daly

Note: 8 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Ebi 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, 2nd 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 ____ / ____ / ____ Signature _____

MEMBERSHIP FEES: CIRCLE ONE

Standard			Concession	
Individual	Family		Individual	Family
\$30	\$40	1 Year	\$25	\$35
\$57	\$76	2 Years	\$48	\$67
\$85	\$112	3 Years	\$72	\$99

Payment by: Cheque Money Order Bank Transfer Phone Payment

EFT Bank Transfer Details: Bank SA BSB: 105116 Account No.: 036783040 Please include your Name & Mship No. in the transfer and email the membership form to the MRASA mrasa@mrasa.asn.au after payment

NOTE: Due to security concerns we will no longer be asking you to provide your credit card details by mail or through the MRASA website. You can make a phone payment by contacting the Membership Secretary or the Treasurer (see above).

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