

# CENTRE STAND

DECEMBER 2008



## let those who ride decide

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

**IN THIS ISSUE : SOCCA, TOY RUN, NEWS, SAMRATS, AGM, DOGS ON TANKS, F.R.E.E. PARTY, LUCKY 13, MEDIA RELEASE**



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

**VOL. 25 NO.1**

**December 2008**

**Produced and published by the Motorcycle  
 Riders' Association of South Australia Inc.**

PRINT POST APPROVAL PUBLICATION  
 NO. PP: 530028/00014

**MRASA : GPO Box 1895  
 Adelaide SA 5001**

**Telephone/Fax : 08 8262 2150**

**E-mail : [mrasa@mrasa.asn.au](mailto:mrasa@mrasa.asn.au)**

**Web Site : <http://www.mrassa.asn.au>**

**Public Officer : Peter Mount**

**All advertising enquiries to the above address.**

**General Meetings:** 7 pm, 4<sup>th</sup> Monday in Jan,  
 April, July, Sept. Directors Hotel, Adelaide

- Subscription gratis to members
- Contributions welcome
- Photographs welcome: colour or black-and-white
- Opinions: contributors' and advertisers' opinions and assertions do not necessarily reflect the views of the MRA
- Deadline: 1<sup>st</sup> of the month prior to publication

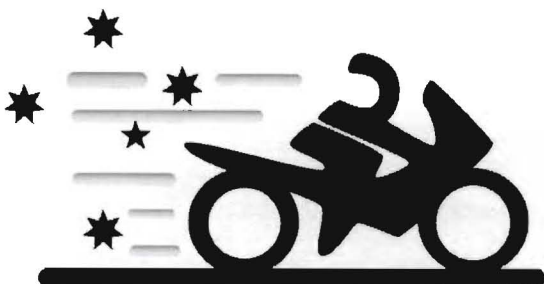
**Publication :** Quarterly - March, June, September,  
 December

Printed by SALMAT, 11 James Congdon Drive,  
 Mile End

Ph: 8443 8500

**COVER PHOTO: The Toy Run arriving at the  
 Hahndorf Oval 2007**

**MRASA Inc. is a member of the Australian  
 Motorcycle Council (AMC)**



**Australian Motorcycle Council Inc.**

**EDITORIAL**

There has been lots of news from interstate and overseas and the SOCCA has generated a lot of comment lately. So much that we couldn't fit it all in the last issue and had to carry some items over to this issue. Unfortunately we found that we couldn't fit them all in this issue either so for your edification this Christmas we decided to go to 16 pages. I hope that you enjoy the reading.

Likely to generate a bit of angst is the increase in the membership subscriptions (see page 15). Unfortunately from time to time this has to be done. The baseline of the single membership fee of \$20 was set in September 1993. Not bad value for all that time I reckon. Now \$20 doesn't even cover the cost of getting the Centrestand out to you. So our modest increase of \$5 is still a bargain for all you get – Centrestand, representation, runs, runs and more runs with the SAMRATS, Toy Run, 4Bs, Scooter Club, MMU and more.

This issue is dominated by information and comment about the so called 'Bikic Bill' or the 'Serious and Organised Crime (Control) Act' (SOCCA). It was a controversial move for the MRASA to support opposition to the bill because it was seen to be opposed to the image that we have been cultivating for years; that of responsible riders. We have been seen to be supporting the very elements of society that the bill was designed to challenge and control. It is to the MRASA's credit that it did not hesitate to oppose a bill that under the guise of law and order would have the ultimate effect of harassing not just any motorcyclist but other members of society as well.

Michael "If you've done nothing wrong, then you have nothing to fear." Atkinson, Attorney General, has given assurances that law abiding citizens and motorcycle groups have no reason to be worried. This is a specious assertion as we all know that that statement is far from being a truism. As motorcyclists we know the truth of that. Just try riding in the Hills on a weekend at the speed limit and not get pulled over. The police can and will pull us over because they can and not because they have just cause. What will they do when the law gives them protection against violating what we consider to be the very basics of civil rights of our society?

We believe that all motorcyclists regardless of their lifestyle have the right to be given the due process of law which this Bill is effectively taking away. Read the comments in this issue, go to the website and watch the ACA story, read the Bill and then give us your support, because you may be next.

Ride on, read on, and write in **Harald Lindemann**

## PRESIDENT'S REPORT

Neville Grey OAM has joined the MRASA Committee and been put to work. A retired transport engineer and the current National Vice-President of the Ulysses Club, Neville has a quiet passion for motorcyclists' safety that was recently recognised with the awarding of the Order of Australia Medal. He is a very welcome addition to the MRASA.

Paul Kuhn's work on the South Australian Serious and Organised Crime Act is now known Australia-wide. The Channel 9 program "A Current Affair" has televised a national segment on this SA Act. This is the second story on the subject to be aired that has featured the MRASA. The footage of Paul riding his scooter alongside the Harleys etc from the 5 bike clubs present on the day is priceless. The MRASA has gained a significant profile with the fantastic work Paul has done. Time and again he has put out a media release or notice that has, in all the major points, been substantiated at a later date by bodies such as the Bar Association. To keep up to date and to view Paul's ride, visit our website.

The association has formed a Media Unit. Josh King and Nikki Loft are working with the guidance of Jock Rogan our Web Master (but don't call him Spiderman) and Harald Lindemann, our Centrestand Editor. The first published creation, an advertisement for the 2009 "Ridden On Ride", is now on the web site. The planned output will include media releases, advertisements and educational video streaming and pod casts.

We recently did a search through the membership data base searching the occupation listing for a member with specialised qualifications. The offer of donated services that resulted is greatly appreciated. The MRA draws its members from people right across the community who share a common interest in motorcycling. Their rich diversity of skills can be a major asset to our association, but only if we know about them. When you renew or join up a friend, please fill in the occupation field and let us know about yourself. Feel free to take the initiative and contact me or any of the committee if you want to be involved in your association.

The MRA Toy Run is turning 30. Paul Morgan and his small but dedicated team have once again organised the biggest annual Toy Run in Australia. If you are not sure what toy to bring, think what a child aged from 8 to 14 would like. If this advice doesn't help, St Vincent de Paul will take gift vouchers and they are easy to carry on a bike. The MRA Toy Run poster is available on the web site as a download. Why not print it off and pin it on the notice board at your work. We are always looking for some extra hands to help set up

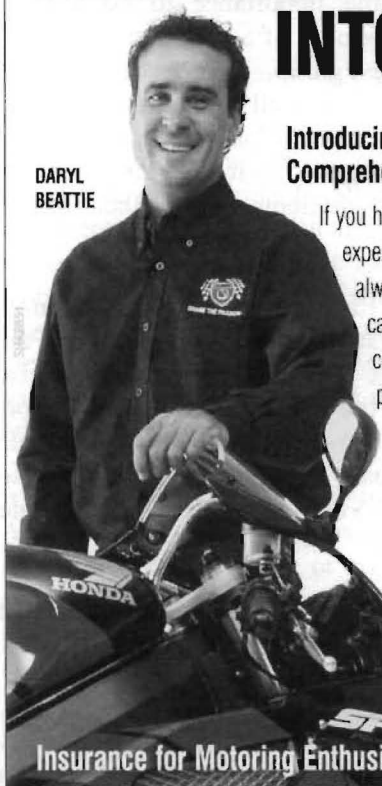
on the Saturday. Contact Jock Rogan to be put on the list of helpers.

I look forward to seeing you at Hahndorf Oval on the 13<sup>th</sup> to help set up or at Glenelg on the 14<sup>th</sup> of December on the Toy Run.

Stay Upright

Phil McClelland President MRASA Inc.


# SHANNONS IS NOW INTO BIKES.



**DARYL BEATTIE**

**Introducing Shannons Comprehensive Bike Insurance**

If you have several years experience on the road and always garage your bike, you can now get a top level of comprehensive cover, plus policy features that bike enthusiasts have been crying out for.



**SHARE THE PASSION**

**Insurance for Motoring Enthusiasts Call 13 46 46.**

Insurance product is issued by Australian Alliance Insurance Company Limited ABN 11 006 471 709. AFS Licence No 235011. For a Product Disclosure Statement phone 13 46 46 or contact any of our branches. You should consider the Product Disclosure Statement in deciding to buy or hold this insurance product. Shannons Limited ABN 91 099 692 636 Authorised Representative No 239594.

## COMMITTEE MEETINGS FOR 2009

The Committee of the MRA meets monthly on the second Monday of the month. Members are welcome to attend. The meetings are held at the Director's Hotel in Grote Street from 7.00-9.00pm. Meeting times and dates are confirmed in the Advertiser club notes on the Thursday prior to each meeting.

12 January	13 July
9 February	10 August
9 March	14 September
13 April	12 October
11 May	9 November
8 June	14 December

## REFLECTING ON THE SAMRATS' YEAR

Well it has been an interesting year for SAMRATS. We are very proud that we have been able to develop our concept that SAMRATS are the social riding group of the MRA rather than just a separate riding group on the riding scene.

Specifically, we have been able to encourage riders to join the political association that is the MRA (which at the same time makes you a SAMRATS member) without diminishing the importance to be a CMA member or a Honda member or a Triumph member or any other special interest group. This concept has been generally accepted and is well supported by many groups. This has seen a wealth of experience and skill introduced into the ride group as it has seen riders find creative solutions to problems from other interest groups.

Our first major event for the year was the Ridden-On Ride which gained great support from Radio 891, Peter Goers show, to engage the community. We also had great support from the riding community despite another major ride on the same day. The current tally for this year's sponsor, the Royal Flying Doctor Service, is just over \$1300 with final badge sales closing at the Toy Run.

Despite the distraction of the Biekie Bill (now enacted) our next major event was our Christmas Dinner in Winter. This event was extremely successful and a good time was had by all. One has to acknowledge the tragedy felt by all, when we returned home from this event to learn of Bryan White's demise in the mid-north of the state. We were proud to help honour the life of a previous SAMRATS ride leader.

July 19 saw us provide a Toy Run experience for young Jayden Green, a young lad who wanted a Toy Run experience but his fight with cancer wasn't going to give him the time. Four hundred plus motorcyclists gathered at the Mount Pleasant Showgrounds and with an escort from two fine SAPOL motorcycle officers we took him to Hahndorf to buy some lollies (thank you Humbugs!). Then back again for a fun afternoon and BBQ.

Winter did see events slow down a bit – well slightly! Except for those who enjoy rallies which seemed frostier than we remember them being last year! It seems like October arrived in the blink of an eye and we held our first Birthday Pub Run. This is like a horse's birthday – except for motorcyclists (and no – you don't have to be a nag to come!) - where we all ride to Melrose, book out the caravan park and have a birthday meal in a local pub! Celebrating everyone's birthday on the same day at the same time!

Then November arrived and David Povey joined us to lead the second event named in his honour, the Five Ferries Run! Whilst doing all of this we have had ride days on nearly every weekend and on some occasions day rides whilst attending rallies or weekends away!

We do feel that we are continuing to grow. Most activities have between 20 and 40 riders on events with about 85% of attendees being MRA members. Most people who attend events join after three rides. We do feel that the SAMRATS are providing appropriate activities for its members whilst supporting events important to the riding community generally. Do we think we can do better? You bet we do. So if you have an idea – bring it on! Just remember that the Christmas Dinner in Winter weekend and the Birthday Pub Run have been booked for next year!

Jock Rogan

## ANNUAL GENERAL MEETING 2009 NOTICE

The Annual General Meetings of the MRASA Inc. will be held on the Saturday 28<sup>th</sup> of February 2009. This will be held at 12.00 noon at the Director's Hotel, Grote Street Adelaide.

All the positions of the Association listed below will be declared vacant and the 2009 - 2010 Committee will be elected.

**President**  
**Vice President**  
**Secretary**  
**Treasurer**  
**Editor 'Centrestand'**  
**Publicity Officer**  
**Membership Secretary**  
**Minutes Secretary**  
**Stock Control Officer**  
**Register Liaison Officer**  
**Road Safety Officer**  
**Webmaster**  
**General Committee Representatives (number unspecified until the AGM)**

At this meeting the auditor for the 2009-2010 year will be nominated.

All financial members of the MRA SA Inc. are eligible to stand for election to one or more of the positions. Nominations should be in writing to the Secretary of the Association prior to the beginning of the AGM. All members and friends are invited to attend the meeting.

## TOY RUN REPORT by Paul Morgan

This being our 30<sup>th</sup> Toy Run, I thought I would give you the history of the run in South Australia.

The Motorcycle Riders' Association started the Toy Run in 1979 after hearing of a group of motorcyclists in the United States which delivered toys to children in orphanages at Christmas. All the state chapters of the MRA were invited to hold their own runs on the same day. The first Toy Run in South Australia was attended by about 300 motorcyclists. Well over 15,000 now participate, making it the largest run of its kind in Australia. Thousands of people also line the route, some with toys to hand to the motorcyclist as they ride past.

The run used to go to Woodside Oval, but in the early 90's was changed to Hahndorf Oval because of safety concerns due to the large number of participants now taking part. The run still leaves from Anzac Highway, Glenelg at 11.00 am on the second Sunday in December, but now ends up at Hahndorf instead of Woodside.

The toys and food donated at the Toy Run are given to the Society of St. Vincent de Paul. On average over \$300,000 worth of toys and cash are now donated each year.

The oval is turned into a bike show, with all major bike shops showing their new bikes and selling motorcycle related products. There is entertainment for the children along with a band to keep everyone entertained during the afternoon. Major sponsors include Flotek Engineering, Adam Internet and Toll SPD, to mention a few.

Food and drinks are available along with a variety of stalls selling bike-related merchandise. A special 30<sup>th</sup> Toy Run badge is available from the MRA stock tent; there is only a limited number, so make sure you get yours early to avoid disappointment.

Over the last few years more of the general public has been attending and free car parking is available on the left just past the oval.

Don't forget to decorate your bike as there is a trophy for the best-decorated bike.

And if you need reminding, the Toy Run is on Sunday, December 14, leaving Anzac Highway, Glenelg at 11 a.m. So come along and be part of this historic run and please remember to follow the instructions of the police and marshals, as they are there for your safety.

Paul Morgan

## MOTORCYCLING AND THE MEDIA

I am concerned at a prolonged and sustained anti-motorcycling bias in sections of the media. Under the guise of safety and cost to the community a negative motorcycling spin is often placed on stories.

One recent example was published in the Sunday Mail on 16<sup>th</sup> November 2008 titled "Saving Adam". This was an excellent story on the RAH emergency department. The basis of the feature was the fantastic quality and professionalism of our medical teams. It is a shame that the same standards of quality and professionalism were not apparent throughout the article.

I enjoyed the story right up to the final paragraphs where the focus was moved from what is involved in treating a road accident victim in a hospital and a statement was made about motorcycling fatalities. A comment on road accident rates and road fatalities would have been in keeping with the story focus. The final sentence which made reference to two riders dieing in the time this patient was hospitalised does not speak of road traumas to road users - it is an attack on motorcycling.

It continues the subtle attack by the Murdoch press in Adelaide of motorcycling as a lifestyle choice. The media demonstrates little or no comprehension of why ordinary people in our community would want to ride a motorcycle when this increases the risk of injury or even death on our roads.

Motorcyclists are a "High Risk Road User Group". This should be well understood. They join pedestrians and cyclists in being vulnerable to car drivers and road conditions. They suffer the consequences and repercussions of poor decisions they make as well as the poor decisions of other road users.

The challenge is to have all road users, pedestrians and cyclists, motorcyclists, car and truck drivers making better decisions when on our roads. This is what we should all be focused on without having any hidden agendas at play.

There also needs to be an acceptance of the individuals' right to choose a professional or personal lifestyle that may contain a risk of injury or worse. Significant sections of our society have always chosen to be involved in activities based on risk/reward decisions that an outsider will never fully understand. People have a right to choose professional and personal lifestyles that are not always acceptable to mainstream society without being constantly criticised for this choice by the media. In fact, which other group gets targeted for such a choice as much as motorcyclists?

Phil McClelland President MRASA

**MEDIA RELEASE BY THE MRASA****30 September 2008.**

The MRA continues to not only monitor events that affect motorcyclists but in many cases voices vehement dissent. Most recently of course was the MRA's stance on the Serious and Organised Crime (Control) Act 2008, a.k.a. the "Bikie Bill". Previously, such things as the Rann Government's concept of allowing retirees to "spy" for SAPOL and refusal of this government's appointment of an ICAC type police complaints authority are things that we also voice concerns about.

As we have stated before and will state again, the MRA is not opposed to good government which may include a reflection in executive (police) powers, nor do we support organised crime or even any crime, but we cannot stand by when motorcyclists bear the brunt of this government's media spin as all motorcyclists are being tainted with the image so vividly and forcefully presented. We know, as does the government, that the criminal elements are called the "one-percenters" for sake of definition. Most motorcycle clubs, groups and organisations we speak with also hold similar views to us and are just as concerned about the "one-percenters" and their activities. The MRA, as the RAA speaks for all motorists, members or not, speaks for and on behalf of all motorcyclists.

The latest from the Rann Government is the new "Secret Police" bill which will go for house approval shortly. We support anything that will make the maintaining of proper law and order by the Executive achievable but not at the expense of basic human rights, significant erosion and even removal of civil liberties and freedoms, dispensation of laws developed over 800 years since the signing of the Magna Carta at Runnymede and the positioning of our society for a totalitarian [police] state.

The problems we face here are the lack of police supervision and even more importantly the total lack of police accountability. We as electors of this state cannot just vote a police officer in or out of office. This Rann Government continues the trend of ignoring the judiciary in its legislation but increasingly gives more and more power to the Executive (police) but with little or no accountability.

We have no doubt that serving members of SAPOL and our current politicians are honest and trustworthy individuals, but when accountability is removed then corruption is able to exist with impunity. This is occurring because of continual passing of bad laws, bad legislation and the removal of the third arm of good government, the judiciary, in the determination of administration of these bad laws. (For clear examples, changes to both the Bail and Warrants Acts has removed the judiciary from determining validity of the

request for a warrant, and the police can now issue their own warrants and make bail determination – there are no third party checks and balances.)

We have had many reports now of motorcyclists of all types, not just the "typical" biker image types, being harassed and pestered. This trend seems to be on a significant rise since the "Bikie Bill" was first mooted about a year ago. Every case we hear of causes us concern because it seems some members of the Executive are revelling in their new-found authority and no longer acting "ultra vires" (beyond their authority) but are encouraged by bad legislation to do so! Where are the checks and counter balances? There aren't any.

There is an ever-increasing number of two-wheelers on the roads as petrol prices increase and people need to find cheaper alternatives to commute and travel. Scooter sales are "through the roof" in the last couple of years and so on. The last thing needed is to attack this large two-wheeled base of road users, some of whom we know only ride because they have no other choice due to economic factors. The media spin put by this government is presenting ALL two-wheeled road users as unsavoury criminals whom this state should destroy by any means.

This is why the MRA will continue to speak out against this government's media spin, which it seems is eagerly accepted and supported by various media outlets. There is no such thing as an "outlaw" anything - it is a word coined by the media spin-doctors to present motorcyclists as a criminal group. We believe this word to be an official government reference even though it is totally incorrect and depicts motorcyclists in an inappropriate manner. Criminals should be called criminals and just because they ride a bike or drive a car or fly a light aircraft makes them no less than what they are. To target bikes, motorcyclists and bikers is simply unfair both to motorcyclists in general and the general public who have been led to believe all motorcyclists are bad.

The MRA will continue to voice dissent in these matters.

By Paul Kuhn Esq.  
Chairman of the Sub-committee for the "Bikie Bill",  
MRA member and motorcyclist.

**Email addresses of state polities**

<http://mrasa.asn.au/forum/viewtopic.php?t=1500>

**ACA video link bikie bill story**

<http://video.msn.com/?mkt=en-au&brand=ninemsn&tab=ml64>

Go to the MRASA Website Forum site 'Riding Politics' for more comments on the Bikie Bill.

**WEBMASTER REPORT** by Jock Rogan**NSW MCC MAW**

This has been a very interesting year for our web site! But before I go further I would like to thank Adam Internet for their generosity in providing space on their system for our web site! I would also like to thank Paul Kuhn and his band of helpers for running the Forum, which I include as part of our web site.

As part of Motorcycle Awareness Week held in October, the NSW Motorcycle Council conducted a 'Breakfast Torque', with about 1000 people attending.

The event consisted of a number of presentations of 'essential learning' for riders. Guy Stanford, Chairman of the NSW MCC, covered protective clothing, the NSW Chief Riding Instructor did riding tips, and Professor Danny Cass, head of NSW Trauma Service did, well, trauma.

This year our web site has attracted a lot of interest with riders and others, not only in South Australia but Australia-wide and even from places like New Zealand! Much of this has been due to Paul Kuhn's fine work on the Bokie Bill (now known as SOCCA). His work has been listed on the web site along with others' thoughts and comments on this Act. When we put the Today Tonight video image on the web site demand was so great that it locked up Adam Internet twice in the one week. Within two weeks this item had the same hit rate as the whole photo gallery had recorded over a six month period!

Paul Riley put on a spectacular show with a mock-crash involving a stunt rider, passer-by coming across the "crash", then motorcycle ambulance bike and police bike as "rapid responders", securing the scene, doing assessment and initial patient stabilisation, then full ambo arrives and all the kit comes out to prepare and move the downed rider.

The website was also instrumental in gathering over 400 motorcycles to grant a dying child his wish of a Toy Run style ride. We thank all those riders who made this happen. It was during this event that we received a bit of an education. It was obvious from the Today Tonight item that motorcyclists are interested in media items. It seems the media is very interested in "sensational" motorcycle items - especially when a rider is reported as doing something "wrong". Yet, for Jayden's ride, where we were doing something good, building community and showing we care, we could not get one Adelaide TV station to cover this event. I must thank the Mt Barker Courier for their fine coverage of Jayden's Ride. They seem to have a great community spirit!

The crowd was fascinated, learning what to do, when to do it and how to deal with a crash. One attendee observed enthusiastically, "It was brilliant! A real attention-grabber."

A survey conducted for the Motorcycle Council of NSW as part of NSW Motorcycle Awareness Week also found that more than seven out of 10 people in NSW believe motorcycles and scooters will become even more popular in future.

One person did cover this event however, a young rider who could not join the ride as his bike was in the shop. He filmed the bikes going past his place with his mobile phone and sent the film to his mates. This simple act gave birth to our latest endeavour - the MRA Media Unit. We have decided that if we cannot get a reasonable person to listen and give us a voice in the media in this state then we are going to try to produce our own! Fortunately, this young rider has joined our team. Like any new-born, our Media Unit is still finding its feet, but our first creation is an advert for the Ridden-On Ride next year (find it here: <http://www.mrasa.asn.au/html/events/riddenon.shtml>).

The survey, conducted by Newspoll, also found that seven out of 10 people in NSW support motorcyclists paying a lower toll than car drivers. "Motorcyclists are happy to pay a toll as long as the price is fair. A car driver does not pay the truck rate for tolls," Mr Stanford said. The survey showed the increasing popularity of motorcycles, he said.

"National sales hit an all-time high of 129,966 last year and in this state alone there are 6200 scooters on the road," said Mr Stanford. "Switching from a family sedan to a scooter for daily activities would reduce the petrol bill by about a third, so it's no coincidence that the petrol hike and traffic congestion in Sydney have increased demand for two wheels."

We are also asking that if anyone is taking video or photos of the Toy Run this year could you consider sending them to the Media Unit so we can put together a special film of our 30th Toy Run. More details on the Toy Run web page! Should you have an idea for the Media Unit we can be contacted at [media@mrasa.asn.au](mailto:media@mrasa.asn.au) or phone Jock on 0411 273 184.

Former Olympic swimmer and keen motorcyclist Kieren Perkins was an ambassador for Motorcycle Awareness Week. Perkins stressed the need for other road users to watch out for motorcycles and scooters. "Look in your blind spots and remember that we're all sons, daughters, husbands, wives, fathers and mothers out there," he said.

Mr Stanford said, "The results of the survey are very encouraging indeed. It seems we are getting the right message across."

*Courtesy Mathew Benns of the SMH*

## BITS AND PIECES

Heard in state parliament last month:

### RE: WIRE ROPE SAFETY BARRIERS

The Hon. D.W. RIDGWAY (Leader of the Opposition): Sir, I have a supplementary question. Was the Motorcycle Riders' Association of South Australia consulted before this decision was made?

The Hon. CARMEL ZOLLO (Minister for Correctional Services, Minister for Road Safety, Minister for Gambling, Minister Assisting the Minister for Multicultural Affairs):

I am aware that some motorcyclist groups have raised concerns about the effect of wire rope safety barriers on riders. As I said, these concerns are well-known to DTEI (Department for Transport, Energy and Infrastructure) and road authorities interstate and overseas. However, I am advised that, in 2003, an Austroads report entitled 'In-depth investigation of run-off-road motorcycle crashes' noted that no evidence had yet been found to indicate that wire rope safety barriers present a greater or lesser risk when struck by a rider compared to other commonly used barrier types, such as rigid concrete or wire beam barriers. It is generally accepted that all types of barrier systems pose some form of risk, even when the primary objective of the barrier system is to protect road users from unforgiving roadside hazards.

I am also advised that another study, comprising representatives from the Australian Transport and Safety Bureau, the Australian and the New South Wales motorcycle councils, the Motorcycle Riders' Association and the Vice-President of the Ulysses Club, accepted that having wire rope safety barriers in many cases is better for the riders than having no barriers at all. So, clearly, this is something of which the department and those involved in road safety are aware.

However, as I have just pointed out, this is obviously an acceptable risk, if one wants to call it that. We are using them because our advice is that it is the safest option for us to do so.

(Thanks to Hansard for the above gem. Ed)

## NEW ROAD SAFETY CAMPAIGN

Lucky 13 is a motorcyclist. Like many others he is on the road every day. He's also a lucky guy. He doesn't know that the roadway isn't always a safe place to ride his motorcycle, yet he pulls it through every time. Don't be like him, don't count on your luck like he does and learn from his mistakes. Safe riding!



Paris, 13.10.2008 - ACEM, the Motorcycle Industry in Europe, has chosen a cartoon to help motorcycle and scooter riders in avoiding the potential risks related to road infrastructure. The cartoon was launched at the European Road Safety Day organised by the European Commission in Paris on Monday, October 13th.

The objective of this safety campaign is to raise the riders' awareness about the potential risks coming from the roadway itself. The campaign was developed together with motorcycle instructors and will feature 13 episodes released on a monthly basis. Each issue will focus on a particular risk factor, giving tips and recommendations to riders on how to best tackle these different situations.

Accidents caused by the infrastructure account for 8% of the total, according to MAIDS\*. Poor conditions of many European roads and the fact that PTWs'\*\* specific needs are still often neglected in road engineering are the main reasons for this situation. Rider behaviour in addressing each situation therefore plays a major role in PTW safety. By providing more information on the road environment, this safety campaign will help riders in making better choices and contribute to improve their own safety. ACEM released in 2006 the "Guidelines for PTW-safer road design in Europe" as part of the integrated approach of its Safety Plan for Action. This technical manual, developed together with road engineers and mainly aimed at policy makers, urban planners and contractors, supplied information which could also have safety benefit for PTW users. The comic strip is the medium chosen by ACEM to convey in a user-friendly format the valuable information of the Infrastructure Handbook to PTW users. (\*MAIDS - Motorcycle Accidents In-Depth Study can be found at [www.maids-study.eu](http://www.maids-study.eu); \*\*PTW - Powered Two-Wheelers)

The cartoon can be downloaded from [www.acem.eu/cartoon](http://www.acem.eu/cartoon). Following the first release on junctions, the next episodes will feature roadside hazards, dangerous road surfaces, diesel and liquid spills, damaged and badly repaired surfaces, badly designed traffic calming devices, night time hazards, winter and ice treatments, surface debris, badly designed central islands, metal fixtures and paint markings and badly designed curves.

*Thanks to ACEM News*



## **RIDING AND LEATHER-TOGETHER**

Sydney's love affair with scooters has a price, say doctors and ambulance officers who are seeing a growing number of riders injured because they don't wear protective clothing or full-face helmets.

According to the Sydney Morning Herald, there are more than 6200 scooters on NSW roads, including about 1870 registered last year alone, as motorists struggle to beat rising petrol prices and Sydney's congested traffic. However, experts fear riders are not taking the dangers seriously.

"When people buy a scooter, they are in love with the image promoted by advertisers, so you have plenty of young girls in short skirts and heels riding around the streets," the Chairman of the Motorcycle Council of NSW, Guy Stanford, said. "Well, sorry, the crash statistics say it's all the same, whether you're on a scooter or a motorcycle. If you come off and you're not wearing protective gear, such as jackets, gloves, boots and eyewear, you can find yourself ... inconvenienced for months."

Or dead, says the Roads and Traffic Authority, which claims that motorcycle riders are 16 to 20 times more likely to be killed in a road accident than a car occupant.

Only 51% of riders wear leather boots, which can prevent fractured bones and infections from gravel and grease on the road, and 38% wear motorcycle pants. Mr Stanford believes half of all motorcycle injuries could be reduced or prevented if people wore protective clothing.

The most common injuries from motorcycle falls or crashes included fractured skulls, bruising and bleeding on the brain, compound fractures of the leg and infections caused by gravel rash, but some injuries were peculiar to fashion-conscious female scooter riders, an emergency physician at St Vincent's Hospital, Fiona Chow, said. "We had someone recently who was wearing a scarf which got caught in the wheel of her scooter. She was OK, but if it had been tied differently around her neck she may have been strangled," said Dr Chow.

A spokeswoman for the NSW Ambulance Service said paramedics were seeing more injuries from riders wearing inappropriate footwear.

MRA ACT President, Peter Major, advised against the mandatory wearing of specific clothing which has no standards to support its fitness for purpose. "We need to educate and encourage at grass root level," he said.

Mr Major also warned of assuming the safety of full-face helmets was superior to that of open-face, or "jet style", as the standards do not test the full-face chin

guards, and a number of riders have suffered brain injury or death as a result of the guards collapsing in a crash.

MRASA President, Phil McLelland, said, "With summer coming upon us, all riders of powered two-wheelers (*PTWs* – *motorcycles, scooters and mopeds...Ed.*) are advised to wear appropriate motorcycle clothing even though it might be uncomfortably warm, as skin and flesh will take a lot longer to replace than a jacket or boots. The thong and T-shirt brigade are risking a painful stint in hospital instead of being out in the sun enjoying their ride." Nevertheless, Mr McLelland strongly supported the right of riders to make their own decisions regarding their apparel.

*(Info courtesy of SMH Medical Reporter Kate Benson and AMC)*

## **INFRASTRUCTURE AUSTRALIA BODY ESTABLISHED**

The Federal Minister for Transport, Anthony Albanese, has established *Infrastructure Australia*, an advisory council whose task is to develop a blueprint for fixing and modernising the nation's transport, water, energy and communications infrastructure.

The new body is charged with completing the works program laid down by the Council of Australian Governments (COAG). This consists of:

1. By October, developing nationally consistent Public Private Partnership guidelines to make it easier and cheaper for the private industry to partner with government and invest in nation building infrastructure.
2. By the end of the year, finalising the National Audit – a comprehensive and unprecedented stocktake of the nation's infrastructure.
3. By March 2009, compiling and delivering to COAG the first National Priority List to guide billions of dollars of investment in economically significant infrastructure – a process based on a rigorous assessment and prioritisation of the nation's infrastructure needs, including public transport and urban congestion.

Mr Albanese said, "Under the leadership of Sir Rod Eddington, this group has the capacity to cut through and identify the critical issues, as well as find innovative solutions to the infrastructure challenges Australia faces."

*(For Infrastructure also read 'Roads'. Ed)*

## A PUBLIC STATEMENT

*"A member recently asked why we are associating with bikies and standing up for them against the government (to paraphrase the question). This is the response from our President, Phil McClelland, on behalf of the MRASA"*

The MRA is the political voice of motorcycling. This is a core policy. It defines who we are and why we exist. We will defend, fight for and promote motorcyclists rights. The MRASA has not, and will not, align itself with any individual, group or party. We may endorse their views and support them as best we can, but that is all. We have been compared to the RAA fighting for car drivers and a union fighting for workers.

We may have to fight for the rights of people we would not have in our home. We don't choose who rides a motorbike. We can't just fight for Honda Riders or Ulysses Riders or just MRA members. As for the bikies, we believe they have the same rights as the rest of us. So we will fight for ALL motorcycle riders.

We have pumped out media releases and public statements that have drawn little interest in the wider media and therefore the public at large. When we have the bikies in a meeting or on a ride the media report it, and we get our message across. We need the media coverage to help counter this very media-savvy government.

The Serious and Organised Crime Act attacks the right of our members and the larger motorcycling community to associate with fellow riders. It has made criminals of most South Australians. They have broken the law by having six contacts with any person or persons with a conviction in a 12 month period. Contact can be email, SMS, letter, phone call or in person. I met up with a friend of my wife on Thursday night who lost a traffic court case about 16 years ago. I have now exceeded my 6 contacts over a 12 month period and that made this meeting a criminal act. This is wrong. Police are simply choosing not to lay charges at this time. We will be guilty but some police officer can choose who to send to jail for 5 years.

The truth is, 99% of the people who are in breach of this Act will never be charged. They don't know or care about any new laws. They do what they feel is right and trust in getting a fair hearing if they are charged. They don't know or care that if the police decide it is "criminal intelligence" that their lawyer will not see the evidence and they will not get a fair trial.

We do know and we do care.

We will always fight for ALL motorcyclists.  
How could we not? We are the MRA.

## MRA VIC CHALLENGES TOLLWAY

President of the Motorcycle Riders' Association (Vic), John Karmouche, has issued a challenge to ConnectEast to justify its motorcycle tolls on the EastLink tollway.

Mr Karmouche said that toll roads are designed to counter problems with traffic flow and congestion. "Motorcycles and scooters are part of the solution here, not the problem," he said.

MRA Vic believes that tolling vehicles which can help improve traffic flow and alleviate congestion and environmental problems is counter-productive. Given the relatively small amount of revenue that the toll roads would receive from motorcycles and scooters, Mr Karmouche said it would be a socially responsible act to encourage their use by leaving them as zero-toll vehicles, and that given the much smaller traffic profile and the virtually zero contribution to wear and tear on the roads, the proposed charge of 50% of car tolls is extortionate. The MRA questioned how ConnectEast arrived at the 50% figure.

Mr Karmouche concluded, "As always with Australian traffic planning and management, the most efficient and effective means of travel is still the most neglected."

## M/C LEADERS HEAD TO CAPITAL

Leaders of the Australian motorcycle community rubbed shoulders with leaders of the country in Canberra during the first week in December. Australian Motorcycle Council (AMC) Chairman Shaun Lennard and motorcycling author and identity Greg Hirst of Sydney were in Canberra visiting members from all sides of politics to discuss the benefits of motorcycling, and calling for greater recognition of motorcycling in transport policies.

High on the target list were motorcycle-riding MPs from both Houses. "We tracked down motorcycle-riding MPs to get them out of the closet - well, garage - to join us in publicly encouraging Australians to get on a motorcycle," said Hirst.

The AMC pointed out the increasing popularity of motorcycling, with more and more people from all walks of life taking up riding. "There's been a 60% increase in the number of motorcycles and scooters on Australia's roads in the past 10 years - from around 300,000 to well over half a million now," said Lennard.

"We're looking for action from governments across the country to embrace the environmental benefits that motorcycling brings - so Canberra was a good place to start. More and more we're seeing governments across the Western world embracing motorcycling as a key element in an efficient transport network." (Full report next issue...Ed)

## OPPOSITION SUPPORT FOR MRAWA

The State Opposition has thrown its support behind the Motorcycle Riders' Association of Western Australia, which wants a seat on the Road Safety Council.

35 motorcyclists died on Western Australia's roads last year – 15% of the road toll.

MRA WA President David Wright said the Council needs to consider running campaigns to reduce the number of accidents where cars pull in front of motorcycles.

"We need to educate the motoring public more to keep an eye out. Compared to most other vehicles on the road motorcycles are small objects and drivers need to make more of an effort to look for us."

The Opposition spokesman for Road Safety, John McGrath, says there were 20,000 new motorcycle registrations last year.

"We have (Transport) Minister Alannah Mactiernan who wants us all to get out of our petrol-guzzling cars, so with traffic congestion the way it's going, we might see more people switching to motorcycles," he said.

"If that's going to happen we need to set up a system where motorists are really aware that motorcycles are out on the road."

Chairman of the Road Safety Council, Grant Dorrington, says motorcycle users are represented on the Council by the Royal Automobile Club.

He says the Council is targeting speeding, drink driving, fatigue and seatbelts, and should not need to have campaigns aimed at specific road user groups. "The message of drink driving applies to a cyclist, a motorcyclist, a truck driver and car users, so we don't segment and say we better have a special message for motorcyclists or for pedestrians. We try and get the big killers," Mr Dorrington said.

*(With that sort of approach, it's no wonder riders are still getting knocked off their bikes...Ed.)*

## TOY RUN ROAD CLOSURES

For information on the road closures at Glenelg and Hahndorf for the Toy Run December 14 2008 go to the MRASA website at [www.mrasa.asn.au](http://www.mrasa.asn.au) and click on the Toy Run icon to get to the Toy Run page. Get your information there or click on the links to get you to the requisite information.

Thanks to the Mount Barker and the Holdfast Bay City Councils and SAPOL for their cooperation in making this happen.

## CARDIAC ARREST REQUEST

In all states throughout the year the Heart Foundation holds fundraising events. The most recent one was in Tassie - the "Cardiac Arrest" - which involved a bunch of public figures being lined up for committing "Crimes Against the Heart" and having to raise at least \$1,500 "bail" or risk spending time in gaol – really!

AMC Chairman Shaun Lennard accepted the challenge, both to support the Heart Foundation and use it as an opportunity to get some positive publicity for motorcycling. Shaun observed dryly, "The fact that I was asked to participate in this event demonstrates that we are progressing in our efforts to promote acceptability of motorcycling in the wider community."

Tasmania Police was a sponsor of the Cardiac Arrest, and on Wednesday October 22 Shaun was actually handcuffed by the cops and dragged off in a paddy-wagon to plead his case – appropriately at Hobart's Ball and Chain restaurant. Apparently people were lining up to see this. Some said it was well overdue...

Shaun needed to raise a minimum of \$1,500 by this date to avoid going into the clink, and obviously a lot of people thought he should stay on the outside and keep doing what he's doing for motorcycling, for he saved his skin by coming in with over \$2200. Good one, Shaun!

Donations go towards the Foundation's research, education and community service programs. Check out Shaun's webpage at <http://my.artezpacific.com/personalPage.aspx?registrationID=53853> for the results of his efforts.

*Perhaps the Foundation could hold something like that in SA. The Attorney General would be sure to provide support...Ed*

## RIDDEN-ON RIDE 2009 NOTICE

The term ridden-on is used to describe a rider who has died or passed on, usually while riding his or her motorcycle. In the past years many of us have been touched by the passing of those special to us.

The Ridden-On Ride for 2009 will take place on Sunday, February 22. It will leave from the Victoria Hotel, O'Halloran Hill, at 10am. This will also be a fund raiser for Hampstead House so bring a \$10 entry fee for the ride and a badge. All enquiries to Jock 0411 273 184

Please tell your friends and mark it in your diaries. Go to the MRA website to view the first offering from the MRA Media Unit (MMU) - a video advertisement for the Ridden-On Ride.

**F.R.E.E AUSTRALIA PARTY***"For the people by the people."***Freedom Rights Education Environment****FREEDOM AND RIGHTS**

The government has thrown out hundreds of years of social development in laws, society and human rights – since the signing of the Magna Carta in 1215 AD – at the stroke of a pen with the commissioning of many new tough laws and amendments to existing Acts.

The **Universal Declaration of Human Rights** was signed by the Commonwealth Government for and on behalf of all Australians and as signatory to this document Australia should respect and obey this. We now stand as a rogue state within Australia with these draconian new laws although the other states are keen to see what happens next. We are a "SOCIAL EXPERIMENT" according to Attorney Gen Atkinson. Is this what the people want? Dispensing with our basic rights? A socio-legal disease to spread throughout the country like this? It is time to make a stand.

**WE WANT OUR RIGHTS BACK!**

These new laws dispense with or undermine:

- PRESUMPTION of innocence
- ABILITY to know the detail of the allegations against you
- RIGHT to silence
- ABILITY to cross-examination of evidence against you in a court of law
- FREEDOM of assembly
- RIGHT to a trial by jury
- NEED for proof BEYOND REASONABLE DOUBT.

Other countries have always commented on our laid-back and carefree attitude. We aim to promote as our core values building a more peaceful and tolerant South Australia. Let us restore the Aussie way of life so we can leave our children and grandchildren a safer and more prosperous Australia – a better Australia.

We believe an Independent Committee Against Corruption (ICAC) is imperative to ensure that every tender, contract, appointment and planning decision is open and accountable. In fact, we demand transparency in all levels of government. To focus on public corruption at a local and state level this needs to be put in place as soon as possible for the protection of all South Australians but to also give South Australians the confidence that the government is being honest and acting in the best interests of the people.

We have based our directions on these three things in particular:

**HONESTY TRUTHFULNESS TRANSPARENCY**

We do not endorse or support crime or criminal activity in any form and agree that there were already sufficient laws in place to tackle crime.

**EDUCATION and ENVIRONMENT**

We believe these go hand-in-hand and are essential for the future prosperity of the country. Teach our children well, give them solid basic skills, ensure that our prison sentences lead to better people and ensure that all people can enjoy a minimum level of education. We will look at reinstating trade courses from year 10 – the old "technical school" - and we will look to experienced people within our community to pass on those skills. It will be easier for people to achieve entry to vocational training and mature people will be given every chance as well.

We will give the EPA the teeth it needs to ensure that the environment is adequately protected and big businesses will not be able to ignore it or their corporate responsibility. We will take the examples of leaders like the Salisbury Council in water storage and re-use, wetlands and parks, and provide incentives for others to do likewise. We will look at all water issues and apply our directions with care and consideration.

But whatever we do, we have full intention of working with the community, whether local or broad-based, and we will consult to achieve what must be done. We will listen and take advice from experts in the fields of education and environment but we will not dilly-dally for years on important issues.

For more information Call 0450437511 or 83963355

*(This statement/declaration of principles by the Free Australia Party has been included in the Centrestand in the interests of informing our members of matters that might be of interest to them. The MRASA has not officially endorsed the Free Australia Party but supports the principles that it promotes. See President Phil McClelland's article on page 9 for the MRASA's views. Ed)*

**MRA CHRISTMAS PICNIC 21/12**

Scooters and bikes meet at the BP St Marys at 9.30 a.m. for a 10 o'clock ride off. Bikes and scooters will each go on separate rides and meet at the picnic site at 12 noon. This will be at Rymill Park in the city off Bartels Road just east of East Terrace.

Free BBQ for MRA members, soft drinks on sale, toilets on site.

Check the notice on the website (Events page) for up-to-date details and map.

## VEHICLE FUEL EFFICIENCY DRAFT REPORT

Public and industry comment was recently sought on a discussion paper on measures to increase the fuel efficiency of the nation's vehicle fleet.

Federal Minister for the Environment, Peter Garrett, said, "We released this paper on behalf of the Australian Transport Council and the Environmental Protection and Heritage Council in response to a COAG request to investigate vehicle fuel efficiency measures aligned with international best practice. There is no silver bullet for reducing CO<sub>2</sub> emissions – instead we need a structured and measured approach to this issue."

Rather than advocating the adoption of any particular measure, the discussion paper evaluates eight potential measures to improve fuel efficiency and urges interested parties to provide their views.

The measures include:

- CO<sub>2</sub> emission targets for new light vehicles (voluntary or mandatory);
- differential registration and stamp duty charges for new light vehicles based on CO<sub>2</sub> emissions;
- direct financial incentives for low emission vehicles;
- fleet purchasing frameworks which incorporate CO<sub>2</sub> reduction objectives;
- inclusion of fuel consumption and CO<sub>2</sub> data in new vehicle advertisements;
- international standards/labelling requirements for non-engine components which impact on CO<sub>2</sub> emissions;
- an environmental rating scheme for heavy vehicles; and
- a technology demonstration scheme for Australian commercial road transport fleets linked to CO<sub>2</sub> outcomes.

The discussion paper, entitled *Vehicle Fuel Efficiency: Potential measures to encourage the uptake of more fuel efficient, low carbon emission vehicles*, identifies powered two wheelers (PTWs) as clearly the most environmentally friendly of all motor vehicles.

The paper identifies that motorcycles and scooters do best when compared to all other vehicles, accounting for 3.2% of the vehicle fleet but only 0.3% of emissions, and suggests that "strategies to address the safety and functionality concerns relating to very light vehicles (including motorcycles and scooters) through the provision of appropriate safe infrastructure or reform of road rules may support more widespread uptake of very light vehicles."

"Motorcycle organisations across Australia have been campaigning for recognition of this fact for many years," said John Karmouche, President of MRA Victoria.

MRA SA President, Phil McLelland, said, "With the constant calls to address ever-increasing traffic congestion and improve fuel efficiency, this paper identifies the community's need to recognise and endorse the valuable contribution motorcycles make to the transport system."

Shaun Lennard, Chairman of the Australian Motorcycle Council, responded favourably to the release of the paper, saying, "Perhaps our environmental ship is about to come in. This provides an opening to talk with government MPs to develop a more positive attitude to motorcycling based on environmental grounds."



Progressing motorcycling from an environmental approach was one of the key strategic directions set at the AMC's recent national conference in Sydney.

However, the accuracy of some of the cited statistics has been called into question by rider representatives, such as those provided by the Australian Bureau of Statistics for Vehicle Kilometers Travelled, which lists motorcycle fuel consumption as 6.4 lt/100km (which equates to 15.6 km/lt), whereas this would be at the highest end of the scale, with most large bikes averaging around 20 km/lt and small bikes and scooters up to or even above 30 km/lt.

The Australian Government's *Carbon Pollution Reduction Scheme* will be the primary mechanism for reducing CO<sub>2</sub> emissions on an economy-wide basis. Mr Garrett argues that reforms to address fuel efficiency will need to be complementary to the scheme to help reduce travel costs and carbon emissions for Australian motorists.

The draft discussion paper is available at: <http://www.environment.gov.au/settlements/transport/publications/pubs/vfe-paper.pdf>

---

## DOGS ON TANKS

---

The National Transport Commission has released the 8<sup>th</sup> Australian Road Rules amendment discussion paper for comment (the period will have closed by the time this issue of *Centrestand* goes to press). One of the amendments refers to changing the existing rule 297(1A) about "no dogs on petrol tanks" to "no dogs in the space between the rider and the handlebars", as the fuel tank is not always in front of the rider.

Specifically, Rule 297(1A) requires that "a person must not drive a vehicle if a person or an animal is in the driver's lap", and then seeks to make an equivalent provision for motorcycle riders, despite there being little evidence that animals carried on bikes pose a hazard.

This rule could prove problematic for many riders, as it is not uncommon to see dogs on motorbikes. The rule also appears to have been drafted from a driver's perspective based on the way animals in cars often dash about erratically, rather than from familiarity with the kind and size of animals carried on bikes and their invariably obedient behaviour.

The animals are also invariably familiar with riding on a motorbike for, like any rider or pillion, they have learned to balance and stay calm and relaxed.

The rule also means that small dogs and other animals cannot be carried in a tankbag for comfort, warmth and protection or utilising any other customised device that will enable it to stay put, though this area is usually the best place for an animal on a bike with a fairing.

In addition, motorcycle riders who carry animals on their motorcycles are generally fully aware of their responsibilities under The Prevention of Cruelty to Animals Act 1979. As the RSPCA notes, "It is a matter of commonsense," and in any case, riders who carry their pet on their bike would have their well-being at heart.

The size of animal that may be safely carried in front of the rider is a matter of common sense and risk management, but is reinforced by Rule 297(2) which states: "A driver must not drive a motor vehicle unless the driver has a clear view of the road and traffic ahead, behind and to each side of the driver."

However, rule 297(4) is not entirely clear and appears to be inconsistent with 297(1A) in that it precludes the rider of a motorbike from having an animal on the fuel tank (apparently wherever that tank may be). This does not apply to a person who travels less than 500 metres for the purpose "farming activity", which itself is undefined in the Road Rules Dictionary, making it unclear whether this includes driving contractors, or man and dog transported from the homestead to one paddock or another, often further away due to the

influx of hobby farmers, and in any case, is too short a distance for most such activities.

Work Cover advice on dogs on motorcycles in a working environment, such as agricultural pursuits, is that it is a matter of individual risk assessment.

Rule 297 is restrictive in that fails to recognise current safe rider behaviour. This will prevent many individuals from continuing to safely do what they currently do safely.

On an associated note, concern has been expressed regarding another amendment which puts a minimum age of 8 on pillion riders regardless of earlier experience or physical capability. (One MRA member's daughter commenced riding at 3 weeks of age (with support from her mum) and by the age of 2 had developed a love of and affinity for riding which has probably made her a more capable, alert and safer adult road user than had she started years later.

*(Info courtesy of Guy Stanford and Peter Major AMC)*

---

## MOTORCYCLISTS TO PARK FREE IN SYDNEY

---

Motorcyclists and scooter riders can park in Sydney's CBD and inner-city suburbs free of charge as of November 4, in a 12-month trial designed to encourage locals to leave their cars at home.

Sydney Lord Mayor Clover Moore said the trial exempts motorcycle and scooter riders from payment, but they must still park in designated areas and comply with existing time restrictions.

"More and more motorists are feeling the pinch of rising petrol prices and are switching to scooters and motorbikes which can use far less fuel and reduce congestion by taking up less space on roads," Ms Moore said.

"The Motorcycle and Scooter Strategy supports our commitment to sustainable transport options and the shift away from large, polluting vehicles to smaller vehicles to complement walking, cycling and public transport."

During the trial, motorcyclists and scooter riders will no longer need to buy or display a ticket in parking meter zones within the City of Sydney local government area, which includes the CBD, Pyrmont, Redfern, Ultimo, Darlinghurst, Paddington and Kings Cross.

They will also be able to park in the Goulburn Street parking station for only \$6 a day, where rail and gear lockers will be introduced.

**MRA COMMITTEE**

President – Phil Mc Clelland	0408 607 788
Vice President –	
Secretary – Sue Rogan	0411 273 184
Treasurer – Angela Rosella	
Membership – Jock Rogan	0411 273 184
Road Safety – Paul Kuhn	
Publicity – Paul Morgan	0401 145 541
Stock Controller - Paul Morgan	0401 145 541
Minutes Secretary – Phil Creer	
Register Liaison – Simon Coward	
Social Activities Liaison – Jock Rogan	0411 273 184
Toy Run Coordinator – Paul Morgan	0401 145 541
4B's Coordinator - Greg Janzow	(08) 8346 8068
4B's Whyalla - Tracey Murray	(08) 8645 5073
Public Officer - Peter Mount	0414 399 000
Webmaster – Jock Rogan	webmaster@mrasa.asn.au

**Mid - North Register Committee**

President - Stuart 'Toot' Bunnett	(08) 8636 2689
Vice-President - Jackie O'Reilly	(08) 8668 4245
Secretary - Greg Stevens	(08) 8865 2285
Treasurer - Barry Stoneman	(08) 8825 3065

MRA 21 East Terrace Snowtown SA 5520

**South - East Register Committee**

President – George Osis	0409 158 862	(08) 8735 6109
Vice-President – Jane Thomson		0418 826 194
Secretary - Ellen Koennecke		(08) 8765 1030
	Email koenneckef@bigpond.com	
Treasurer - Andrew 'Crazy, Butler		0427 249 779
Public Relations SA–		
Public Relations Vic – Turbo		(03) 5251 4180
		0427 214 180
Rally Coordinator – Andrew 'Crazy, Butler		0427 249 779
Committee Members: Frank Koennecke, Steve Trembath		

MRA PO Box 909 Millicent SA 5280

**DISCOUNTS**

Boltons Kawasaki	10%
Bridgeland Motorcycles	discount on request
GC Motorcycles	\$5 on tyres
GP Motorcycles	10% parts/acc
Honda World	10% parts/acc
Kessner Suzuki	10% except specials
Pitmans Motorcycles	discount on request
Redline Exhausts	discount on request
Red Lion Motorcycles	discount negotiable
Shannons Insurance	club discount available
Victor Motorcycles	10% parts/acc
Walden Miller Leather	discount negotiable
Yamaha World	discount on request

Please support these shops, as they support our members.  
Don't forget to show your membership card when requesting discounts.

Note: Discounts are not given on specials or with other discounts at most businesses so check before paying. Other conditions may also apply.

**MEMBERSHIP FORM**

(Cut out or photocopy and hand it on)

**OFFICE USE ONLY**

Meeting	Run	Magazine	Function	Other
Card issued		Stock Issued	Entered	

**MEMBERSHIP FEES (circle one):**

	<u>Standard</u>		<u>Concession</u>	
	Single	Family	Single	Family
1 Year	\$25	\$35	\$21	\$29
2 Years	-\$48	\$67	\$40	\$55
3 Years	-\$72	\$99	\$60	\$83

DATE:     /     /     MRA Register: \_\_\_\_\_

PLEASE TICK APPROPRIATE BOXES:

New Member  Renewal  \_\_\_\_\_ M'Ship No.  
Male  Female

Name: .....

Address: .....

..... Postcode .....

Telephone: (     ) .....

Occupation: ..... D.O.B.   /   /

*I Agree to abide by the Articles, Rules and the Constitution of the MRA SA Inc.. (Constitutions are available from the Secretary)*

Signature: .....

Comments: .....

I AM , AM NOT  A BLOOD DONOR.

I would like further advice regarding blood donating.   
Cheques/money orders to be made payable to *MRA SA Inc.*  
Orders for stock can be made by filling out the back of the mailing label of *Centrestand*. Ask the person who gave you this Membership Application.

# Our motorcycle insurance policy includes what riders want,



## how does yours compare?

- ✓ Agreed / Market Value
- ✓ Motorcycle Apparel & Helmet Cover - \$4000
- ✓ Monthly Payments
- ✓ Reduced Usage / Low Usage Discounts
- ✓ No Claim Bonus Discount – up to 60%
- ✓ No Claim Bonus Protection
- ✓ Hire Vehicle following a theft
- ✓ Replacement Bike Policy – 2 years
- ✓ Lifetime guarantee on repairs
- ✓ Trailer cover
- ✓ Keys & Locks cover



**WESTERN  
QBE  
INSURANCE**

Your Motorcycle Insurance Specialists

**1800 24 34 64**

### And Remember WE'LL BEAT ANY PRICE – GUARANTEED!\*

Normal acceptance criteria applies. Terms conditions and cover limits apply as set out in the policy wording.

\* PRICE GUARANTEE CONDITIONS: We guarantee to beat our competitors price on new business motorcycle insurance policies and on existing Western QBE motorcycle insurance policies that are on renewal. Price guarantee is based on the price of our standard policy compared to competitors. Offer valid for the first 12 months of insurance, after this premium will be charged at the competitive Western QBE standard rate. We only guarantee to beat the price of APRA authorised insurers who hold an AFSL issued by ASIC. Guarantee does not apply to any free offers of insurance.

Insurance is issued by QBE Insurance (Australia) Limited ABN 78 003 191 035 trading as Western QBE Insurance. To decide if a policy is right for you please carefully read the Product Disclosure Statement which is available at [www.westernqbe.com.au](http://www.westernqbe.com.au) or by phoning us on 1800 24 34 64.