

# CENTRESTAND

March 2012



## **THIS ISSUE**

**TOY RUN REPORT**

**LONDON CALLING**

**MOTORCYCLES IN BUS LANES**

**LICENCE LEVY**

**NEW MEDICAL STANDARDS  
FOR LICENCES**

**NEW MRA WEBSITE**

Let those who ride decide



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

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**Back Road at Amien,**

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## **EDITORIAL**

**Peter Mount**

Enclosed in this issue you will find a proxy form and a nomination form for the AGM on February 27. Harald and I have managed to put out the March issue in February, not with the intention of confusing you (given that many issues come out towards the end of the month of publication), but so you can mail or email these forms back in timer for the AGM next Monday.

The back of the proxy form contains information about proxy voting. You don't have to send in a proxy vote if you can't get to the AGM, but we have put it in our Constitution to enable you to vote that way if you want to. You will also find these forms on the MRA website, including the information.

The AGM is for all members, including Mid-North and South-East Register members, but you will only be voting for the new MRA Committee, not the Register committees, as the Registers are autonomous in that regard.

At the end of the magazine you will find a page dedicated to shops which support MRA members through special discounts. Amongst her other MRA work, Cathy has been kept pretty busy recently updating the business discounts lists for members for *Centrestand* and our new website, increasing the list to nearly thirty shops.

Please support these shops, as they support you, and through you, the MRA.

Ride on, and never cease indulging in the joy of motorcycling.

## **ANNUAL GENERAL MEETING 2012**

The Annual General Meeting of the MRASA Inc. will be held on Monday February 27 2012. This will commence at 7pm at the Director's Hotel, 247 Grote Street Adelaide.

All positions of the Association listed below will be declared vacant and the 2012 - 2013 Committee will be elected.

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

At this meeting the auditor for the 2012 - 2013 year will be appointed.

All financial members of the MRASA 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.

## PRESIDENT'S REPORT Peter Mount

The MRA has a great deal of activity ahead of it, and behind it already, with the launch on January 20, just after midnight, of our new website at [mrasa.asn.au](http://mrasa.asn.au). It has been under construction since October and represents a step forward in information delivery to MRA members, South Australian motorcycle clubs and riders, the media and the public.

The website is modern, fresh, user friendly and easy to navigate, and will ensure that visitors will enjoy ready access to information relevant to any query about the MRASA. We are indebted to Graeme Rawlins, our new Webmaster, for his generous provision of time and skill in the modernising of what has become our principal means of communicating with the world-at-large.

Graeme replaces Jock Rogan, who, as members will be aware, died unexpectedly in December in the RAH after a long illness, contrary to all expectations.

Jock had been a great supporter of motorcyclists through his work on the MRA Committee, the Toy Run Committee and SAMRATS. He was most enthusiastic in his charity work for the MRA through the Ridden-On Ride, the Ride for the Child and the Five Ferries Ride.

Our heartfelt condolences and best wishes are sent to his wife Sue, his family and his many, many friends.

As the AGM is imminent, I will take this opportunity to thank the MRA's committee and sub-committee members for their dedicated work over the previous, very hectic and busy, year. Thank you for both your individual and your collaborative work, for it has helped to unify the committees and consolidate our activities in a way that has been essential to the MRA's progress.

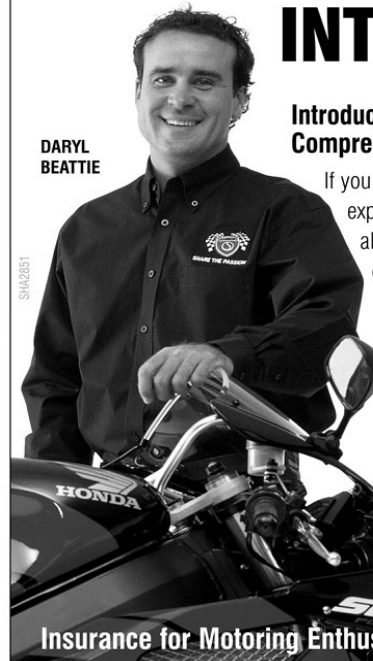
I would like to acknowledge a few for special mention, as their workload has been constant, considerable and demanding:

- Neville has been constantly busy this year with trials of the new motorcycle barrier systems, arguing for better helmet standards and Learner Rider venues and training, arguing against a potential motorcycle licence levy, involvement with the MAC road safety promotional campaigns, and facilitating the attendance of then Minister for Road Safety, Tom Kenyon, at the MRA's July Committee meeting, which was highly productive.
- Harald has been very active, producing a highly successful Toy Run and obtaining the Motor Accident Commission's partnership/sponsorship for the event amid difficult circumstances, thereby minimising the financial loss. He has also been a great help with the magazine.
- Ange has provided excellent, detailed reports to the Committee, and worked hard to improve the MRA's bookkeeping and banking methods, to the extent that our auditor is singularly impressed.
- Rene has remodelled the membership database so that we can break down our membership into various categories according to any particular need of the time – age,

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gender, city, country etc., and also provides useful charts and graphs at meetings.

- Cathy has taken on the reintroduced regular Blood Runs and behind-the-scenes liaison and promotional work. This is important both for their benefit to members and the wider community and the MRA's objective of enhancing the link between motorcyclists and the public. She has Also been of considerable assistance to Graeme in the website's development.

Not mentioning other committee member does not mean they have not contributed significantly to the MRA's welfare, for they all have, without exception, and their work is highly appreciated. It's that those I've acknowledged have put in far more than was expected of them.

The activities ahead of the MRA I mentioned earlier include both the immediate and the longer-term future. These will consist of a constitutional review (six years since the last one), the development of a Position Statements document, which will define the MRA's position on issues such as rider and driver training, road infrastructure, helmet standards, fatigue and many others, an MRA Policies document, the reintroduction of Biketober, or Motorcycle Awareness Week (in October, of course), and a Futures Program, consisting of planning MRA progress and strategies for the next five years (Martin and Rene have been involved in preparing an initial draft).

I would like to thank new, recent and long-standing MRA members for your support of an organisation which strives to improve motorcyclists' safety and rider representation at all levels of government, and which encourages constructive interaction between and within the general public and the motorcycling community.

## LONDON CALLING ON THE CONTINENT WITH 760

### Dawn Service and a dash to the Coast

Every 10 years the town of Oberammergau in Germany puts on the Passion Play. They have been doing this every 10 years since 1634. To help with scheduling they moved it to every year that ends in 0. This is an amazing feat of long-term planning and scheduling, very organised indeed. In the inbetween years, with nothing much to do and spare time on their hands, the Germans fuss around their neighbourhood to make certain that their neighbours are keeping good order. One set of neighbours, the French, are not so focused on the same things, so being good neighbours the Germans pop on over for a visit and help the French get their house in order. In the last 100 years or so three of these visits didn't go so well.

One visit, the 1915 -1918 visit, turned particularly nasty. Someone said something about someone's uncle and it all ended in tears, and many countries had to come and help referee. One situation that the British were trying to umpire was set in the village of Villers-Bretonneux, 15kms west of Amiens, which is a 150kms north of Paris. The British failed, so the Aussies, led by General Sir John Monash KBE, were given the task of taking and holding the village. At dawn on the 25th of April 1918 the Aussies helped raise the tricolour of France over the village then the flag of Australia. The Germans returned in larger numbers to try and argue a technicality with the video ref, but after much shouting and hand-waving it was suggested by the Aussies that maybe they should "Give it a rest mate and bugger off". The French now love the Aussies for helping out.

The French have celebrated ANZAC day at Villers-Bretonneux since this victory and now many of the roads in the village are named after Australian cities. Written above the blackboard in each school room is "*N'oublions jamais l'Australie*" – "Let us never forget Australia". I had heard this story when I was a lad and my father had told me of the great man, John Monash, and how he was the one who instigated ANZAC day. I always wanted to go to that little village in nowhere France.

We had attended ANZAC dawn service with Damo and Nikki (Yamaha Supercat 600), our mates from Hammersmith, the year before at Hyde Park corner. Afterward there was absolutely nothing open and nowhere to go even to have a fry up, so sitting in Cafe

Vomit, a chain chew and spew, having a rancid coffee, we decided that the following year we would go for it and go to France, a place not famous for Aussies starting anything, just famous for Aussies finishing them!

23rd April 2010, we leapt out of bed with much excitement to a clear sky, and headed out of London on the A20 with surprisingly light traffic. This becomes the M20 and takes you past Brands Hatch Circuit then all the way to Dover. I love the dash to the coast, head down, bum up, in the fast lane lets go, it's scooter time! I swear it is easier to get a ferry on a motorbike than it is to get a flight with a walk-on bag.

The crossing took 1.5hrs. We docked and headed off. Amiens is a brisk 158km (98 miles) from Calais and the speed limit is 130kph so we made Amiens by 4pm

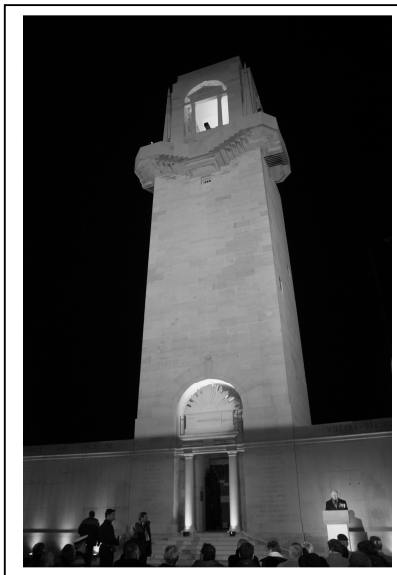
after some photo stops and a few "*deux cafés s'il vous plaît*". We checked in at the motel, changed and caught the local bus into town. Here's a tip: no matter where you are in the world always catch the local bus; you will see more and learn more than if you ride your bike. It also means you can hit the piss if you want!

We toured the town on foot and found the local cathedral which has many flags and plaques commemorating all the soldiers from the 1918 war. We continued on to the river, having decided to come back the next day to tour the cathedral. Most rivers in Europe have been used for centuries as means of transporting goods, so there is always a viable nightlife to be

found down by the river! We had some food and planned the next day.

Sunday would be the dawn service, so Saturday we spent time just riding around the local area. The area is beautiful with some great roads to go punting on. You will come across famous place names like Pozières and Dernancourt, and it makes you reflect on those old black and white photos of way back then when whole towns had been wiped off the map. We went to the Australian memorial just outside Villers-Bretonneux to pay our respects while it was nice and quiet, then back to Amiens to visit the cathedral. The French do a good cathedral, I have to say.

As you will know going to a dawn service means being there before dawn – not Kristina's best time of day – so we cunningly elect to take the VStrom and she can snooze on the back for the 10 mins ride out there. I brazenly park right at the memorial next to some motorcycle gendarmes who finally decide I should move my bike, however by this stage I am off the bike



with full hands, so I ask them to hold something while I do. They take one look and tell me that I can leave the bike there – amazing the power of a medal case.

Dawn service in a place, in a land, in a country so far from home, where so many Aussies never made it back home, is a very moving experience; it's as if you can sense the actual spirit of ANZAC. You can tell that the people are genuine in their thanks. Never more so than

back at the hotel when breakfast arrives to feed us and a



coachload of young Aussies who had been to the service. One lad approached me later, while I was packing up the bike, to shake my hand, as he had seen me at the service with my medal on. I told him many had received them and it was for not doing much, however he insisted that it was more than he had done so he just wanted to say thanks. A small but very special moment.

As with any trip the return leg appears on the itinerary far too quickly. We said our goodbyes to Amiens and the ANZACs and set a very back-road route to Calais. We rode for a few hours and then got to a town called Doullens and couldn't figure out why everything was shut. DOH! It was Sunday and France is very Catholic, so we rode around until we found this one tiny pub called "Pub le Seventies" with a chalk board out the front advertising "Plate du jour". I could work out "plate" but damned if I could remember "jour". The travel book was back on the bike (sigggghhh), so I walked the 12 feet back to the bike, got out the book, looked up 'jour' and then went DOH! Jour means 'day' you dickhead – I had been saying "Bonjour" (Good day) often enough over the last three days. DOH DOH DOH.

Just as I worked this out the pub owner poked his head out and spoke perfect English to us. He and the 6 people in the pub had watched the whole thing and laughed when they saw me pulling stupid faces at myself. We got a free drink with our lunch for our efforts.

With full bellies and time ticking we kept heading north on the back roads to Calais, stopping and taking

the occasional photo or exploring other smaller back roads. Finally we ran out of dawdle time and had to rig the mainsail and set the spinnaker and make a dash for the coast!

The SatNav log indicated we were back at the flat at just after 7pm Sunday night, and we had left at just after 9am on the Friday morning. So in 3 days we had ridden to France and back taking in one of the great Aussie stories, travelled 735ks (450 miles) and had a really great time.

This is one of the truly great things about living over here.

Get in the wind  
Ken Member 760



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### **BLOOD RUN**

The next MRA Blood Run will meet at the Big W shopping centre, at the corner of Cross Road and Goodwood Road, Cumberland Park.

**Saturday Feb 25**

**Depart 9am for Pirie St Blood Bank**

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## RIDDEN-ON RIDE

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By the time this issue of *Centrestand* comes your way the 2012 Ridden-On Ride will have been held. For those unfamiliar with the Ridden-On Ride, this is a ride that is held to remember those riders who have fallen by the wayside, that is, have 'Ridden On'.

The ride starts at the Victoria Hotel on Tapley's Hill and goes to Second Valley, where a brief service is held, and then we all ride to Victor Harbor for lunch.

It is a time when we can remember friends who have passed on, not necessarily through a motorcycle accident, but as riders who have moved on to another stage of existence. We have learned that many friends and relatives have found the ride to be comforting as it is a vehicle in their search for closure in the grief surrounding their loss of a love relative or friend.

The reason for bringing this up now, after the ride has passed, is that the Run has been going on for 6 years now and the MRA Committee, at its last meeting, agreed to investigate, through the local council, the possibility of erecting a permanent memorial to the ridden on riders, somewhere near Second Valley, so that we will all have a place where we can go to remember any time we like and not just once a year.

If you think that this is a good idea, then let us know. If not, then let us know as well, and let us know why.

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## MRA WEBSITE

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The MRA website has a new look. Check it out at [www.mrasa.asn.au](http://www.mrasa.asn.au). Our Webmaster Graeme Rawlins has been working hard over the last few months to revamp the look of the website and to make it more interesting. Let him know what you think by contacting him through the Webmaster link on the MRASA website. Your suggestions on how we might improve it will be appreciated, as it is your website. So let us know what you want on it.

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## LICENCE LEVY PROSPECT

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The *SA Motorcycle Road Safety Strategy 2005-2010* included a proposal for a levy on motorcyclists which would fund motorcycle-specific safety initiatives. This proposal was subsequently replicated in the latest version of the *National Road Safety Strategy 2011-2020*.

The only state currently with such a levy is Victoria, at a cost per registered bike (limit of one fee per owner) of \$63.80. It was introduced in 2002 at \$50, and has raised \$36m to date. The levy is not always spent

exclusively on motorcycle-only safety improvements, but rather on improvements which are intended to benefit other road user groups as well, such as road safety barrier systems, signage, road surfacing, delineation and hazard removal. Nevertheless, it is undeniable that motorcyclists have benefited from the levy to some degree.

MRASA has consistently argued that a motorcycle levy is discriminatory, as both state and federal governments have an inherent responsibility to cater for the welfare of all road users, and that revenue raised through road-related fees, such as registrations, fuel taxes and fines, were originally intended to be utilised for the benefit of all road users, and should continue to be spent thusly according to need. No other road user group has a levy in place, for it can neither be justified nor warranted.

By comparison, the Queensland Government is funding the current 'Here For Life' campaign for motorcyclists out of general revenue, which is regarded highly by the state's motorcyclists.

If a levy were to be introduced in SA, the MRA would expect it to be administered in a way which would directly and exclusively benefit motorcyclists, and recommends the following:

- Form the South Australian Motorcycle Advisory Council (SAMAC) with representation from the current major rider groups, DTEI, MAC, RAA, RiderSafe and others. This body would be the sole administrator of all revenue raised.
- SAMAC to have up-front access to funds projected to be collected in the first twelve months to facilitate the immediate commencement of safety programs.
- All revenue raised to go to motorcycle-specific projects only.
- No motorcycle-related projects to be funded if they are already coming out of general revenue, such as the new BASYC barrier protection system being rolled out on the Gorge Road black spot area.
- RiderSafe fees to be reduced by the amount of the levy so that new riders will not be initially disadvantaged.
- The levy to be fixed and not subjected to a CPI annual review.
- DTEI to engage a motorcycle safety expert within the Safety Strategy Section.

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## MORE ON HELMETS

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**SOME of the cheapest motorcycle helmets on the market have come out on top in a new RTA star rating system, it can be revealed.**

The NSW Road Traffic Authority's new so-called CRASH program is the first independent assessment and rating of motorcycle helmets sold in Australia. More than 30 motorcycle helmets were belted, smashed and comfort-tested in the RTA's high-tech CrashLab in Western Sydney.

Check out the test results at: [www.crash.org.au/](http://www.crash.org.au/)

All of the helmets already met the minimum safety standard, but the tests revealed some major design or safety flaws. In some cases the most affordable helmets were safer and more comfortable than the most expensive on the market, the RTA said.

The tests included how well the helmets reduced the severity of an impact on the rider's head, and if the helmet then stayed on during subsequent impacts. The rankings also included scores for vision, noise, wet weather, and strap safety.

“The helmets which have been tested not only meet Australian safety standards but are given star ratings for both their crash protection and comfort level,” NSW Parliamentary Secretary for Transport and Roads, John Ajaka, said yesterday. “Motorcyclists will now be able to look at detailed independent advice on the best helmet protection available to them.”

Westmead Hospital Neurosurgeon Associate Professor Brian Owler, the face of the RTA's successful 'Don't Rush' anti-speeding road safety campaign, said he often saw the horrific trauma associated with head injuries as a result of motorcycle crashes.

“Unfortunately I see the devastating effects of injuries in motorcycle crashes when riders or passengers don't wear a safe helmet or protective clothing,” Prof Owler said. “I would urge anyone getting on a bike to help avoid a serious injury by choosing carefully.”

In NSW in 2010 there were 2481 motorcyclists injured and 61 were killed in road crashes. Across Australia, there were 224 motorcyclists killed in 2010.

The program assessed 31 motorcycle helmets which included 21 full-face and flip-up helmets, eight open-face helmets and two dual-purpose helmets which could be used on and off the road.

Some comments on the report by riders:

- *Steve of Sydney*

What a farce Australia's helmet laws are. Each state has its own set of rules and regulations making it technically illegal to use helmets legally purchased in one state yet illegal in another. As for protective clothing, it's really up to the individual, otherwise we are going to be on a legislated out of control "safety" spiral that will simply never end.

- *A Bikebloke of Pyrmont*

The Australian helmet Standard is simply being used to restrict the market. RTA CrashLab is the only test laboratory in Australia that can test helmets and their business partners the only ones that the new NSW helmet laws will approve – enforced by the NSW Police. It's a farce and full of misleading advertising. The RTA is protecting its market for helmet testing (and for child restraints and bicycle helmets). It's not about safe helmets, it's about market control to keep the RTA CrashLab in business. Why don't we just adopt European and USA helmet Standards?

- *Naurustralia of Middle Park*

What a complete rort the requirement is for imported helmets to have an Australian Standards sticker. There is no local manufacturing to protect and therefore no knowledge or capability in helmet design or manufacturing in Australia; as such we have no business imposing our own standards. As usual all this does is ensure we pay 50% more for the same helmet with an AS sticker as can be bought overseas. We also miss out on the best helmets, as the requirement to provide 100's of helmets for testing to so-called Australian Standards is simply not worth it for the better/more expensive brands. So more cheap Chinese junk for Aussies.

- *Bruce of Sydney*

Why are we wasting money paying the RTA to do this? Can't we simply adopt European or American standards?

- *Brad of Campbelltown*

I am very surprised to see my \$700 Shoei TZ-R helmet not fare so well. I know my first helmet of this model saved my life, which is why I brought the same model again. Nothing beats 100kg slamming head first into bitumen at 60kph! Now that's a test that proves helmets save lives...

**TOY RUN REPORT** by Harald Lindemann

Once again the Toy Run was a success. We were a bit worried about whether the riders would come considering the changes that we had to make to the day – the move to Victoria Park as the gathering point and the Callington Oval as the end point of the day's ride – and the negative feedback we were getting from some riders about the projected changes. We thought that many riders would see what it was like and then maybe come next year. Well, not many did and those who did missed out on a top day.

The gathering at Victoria Park was fantastic, orderly and safe. The run through the city to the Freeway was quick and the ride to Callington memorable. There was a bit of a jam getting into the oval and the track to the parking oval was a bit dusty. We will see what can be done about that for 2012. Everyone had a good time at the oval where it was standing room only. The sideshows and the rides were new, we got good comments about the band, the trials demonstration was great as usual and there was plenty of food and drink. Feedback so far has all been pretty good.

We thought that Callington might be a bit far out for many riders but the message we got was that there were so many great rides back to Adelaide from there that it was well worth the ride to get there.

Thanks to all our sponsors and others who helped make the day a success: the SA Motor Accident Commission, Mount Barker Council, the Adelaide City Council, the SA Motor Sport Board, First Care Medical, Toll SPD, Star Track Express, Miniskaff, Adam Internet, SAPOL, the Holdfast Bay City Council, Mount Barker SES, Cambridge Gas Supplies from Mount Barker, Couriers Please, Trevor Denton of Gawler Golfcars and B&C Security Services.

Thanks to all our marshals and helpers in various capacities on the day and on the prior Saturday. Without you we could not have done it. Thanks for

your time and efforts. Generating karma is always a good thing though not always easy to do.

\$2,000 was presented to the Society of St. Vincent de Paul, on top of the toys, out of the money raised on the day for their Christmas Appeal.

Talking about money, there has been a lot of bagging of the MRA and the Toy Run recently regarding how the funds collected on the day are used. One disaffected ex-member of the MRA went so far as to organise his own Toy Run to protest against what he called misuse of funds and the dishonesty of the MRA towards riders in keeping funds that riders believed should go to the Vinnies.

Much of this attitude is based on ignorance, so here is the story so that as members of the MRA you know and can tell others if you are challenged.

First of all, the Toy Run is organised by the MRASA for

the riders of South Australia to come together to help the less fortunate at Christmas time. The chosen charity for the event is the St. Vincent de Paul Society. Before them it was the Salvation Army.

The first Toy Run in 1979 had fewer than 300 riders attending, now it's many thousands. In the beginning it took next to nothing to organise, a few phone calls, an ad in *Ride Free*, the MRA's first magazine, and it was on. And it didn't cost anything to run. Now it takes nearly a full year of organising by a committee,

hours of preparation, liaising with other organisations like SAPOL, the Liquor Licensing Commission, the SA Motor Sport Board, local councils and community

bodies, knowing Oc Health and Safety regulations etc.

And it costs. In 2009 we spent nearly \$25,000 on the Toy Run. That included some one-off costs so 2010 was a bit cheaper, only over \$18,000. Because of the changes to the route in 2011 we had extra costs so it's gone up to around \$24,000 again. This money has to be raised. Some of it comes from sponsorship, which is not that easy to get. We have been fortunate over the last three years to have had MAC as our major





sponsor. Most sponsors, however, prefer to give in kind, not cash. Our suppliers on the other hand, prefer to be paid in cash.

The MRA is not going to run the Toy Run at a loss. This would mean that members' funds would need to be outlayed on an event which is mostly attended by non-members who believe that it's their event.

So we collect money at the gate. The cost of attending the Toy Run is a toy or a gold coin donation. We advertise at the gate that part of the proceeds of the donations will be given to Vinnies which this year and last year was \$2,000. The MRA has a policy of donating 20% of the gate to Vinnies. Usually it is more. Vinnies also gets all the toys and they run a BBQ and keep all the proceeds. The MRA used to run the BBQ as a fundraiser but gave it over to Vinnies as a way of enhancing their gain from the day.

The rest of the donations help to pay for the Toy Run, provide some start up money for next year's event and if anything is left, it goes towards doing the job that the MRA is for – representing motorcyclists to governments and other bodies to ensure that we all have our say in the political process regarding road and motorcycle safety. In 2009 the MRASA donated \$5,000 to the Australian Motorcycle Council so that officers could attend meetings of Committees of the Federal Government in Canberra. We also donated \$2,000 to enable the Chairman of the AMC to attend an international transport conference, which we thought was an important thing for him to do. This kind of thing is our core business and without funds we couldn't do it. The Toy Run helps us do these kinds of things. We can't depend on members' subscriptions or sales of merchandise. The subscriptions don't even cover the costs of *Centrestand*.

The bottom line is that without some of the funds raised at the Toy Run, there would be no Toy Run. So next time someone complains about what we do with the donations, set them straight and ask them how much it cost them the last time they went to the Schutzenfest or Glendi. The last time I went it cost me \$15 just to get in the gate. That is our other option of course, to start charging people to get in. How does \$5 a head sound? And \$2 to park your bike?

Harald Lindemann 2011 Toy Run Coordinator

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### MRA PHONE 8536 8462

This number was our fax/phone number but as it rarely gets used in these days of internet and email it has been deemed unnecessary and been discontinued. If you need to call, use the numbers on the back page to reach the person you need.

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## THE WIT AND WISDOM OF MOTORCYCLING Harald Lindemann

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Who knew there was so much humour, profundity and just plain dead-on truth to be found in biker quotes? As in, "Only a biker knows why a dog sticks its head out the window". I like the way some of them are grin-inducing variations on some theme, while others are just totally out of the blue and unlike any others. And I especially like the ones that cut straight to the core and make me say to myself, "So true, so true."

- ☛ The quickest way from Point A to Point B is not in a straight line, it's on a motorcycle.
- ☛ Rule 1 of motorcycling: Get back on the bike. Sooner or later, you will.
- ☛ So many roads, so little time!
- ☛ Wear good gear: Because walking away in disgust beats riding away in an ambulance.
- ☛ A biker can always use more horsepower: Because sometimes testosterone is not enough.
- ☛ I need MORE CHROME!
- ☛ Go ahead . . . Get married, have kids, drive a van.
- ☛ Adventure: The pursuit of life.
- ☛ Bikes are a ton easier to push through doorways when the guy on the bike isn't holding the brake.
- ☛ The only crumple zones on a motorcycle are YOU.
- ☛ I wonder where that road goes?
- ☛ The shortest distance between two points isn't always the most fun.
- ☛ Touring by motorbike, more than any other mode of transportation, allows us to be more fully engaged with people, culture and the natural world – especially the bugs.
- ☛ I was a motorcyclist before I even rode one. I'd buy the magazines and dream.
- ☛ I would rather almost die riding in Tasmania than almost live working in this office.
- ☛ Wear good gear: It's cooler than a skin graft.
- ☛ I am taking the advice of all those people who told me, "Hey kid, why don't you go play in traffic!"
- ☛ My goal is to see how many litres of dead dinosaurs I can send through my bike.

*Thanks to Motorcycle Examiner at [www.examiner.com](http://www.examiner.com)*

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## NEW LICENCE MEDICAL TESTING

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Updated medical standards for assessing whether private and commercial vehicle drivers are fit to drive safely will come into effect from March 1 this year.

National Transport Commission Chief Executive Nick Dimopoulos said ensuring that drivers are fit to drive safely is crucial to improving road safety.

“As part of the NTC’s role in maintaining reforms, the standards have been thoroughly updated in line with advances in medical knowledge and regulatory best practice,” said Mr Dimopoulos. “The new standards are designed to keep all road users safe by ensuring that private and commercial drivers are fit to drive safely.”

*Assessing Fitness to Drive* contains medical standards to provide guidance to health professionals and driver licensing bodies on the health assessment of private and commercial drivers of heavy vehicles, light vehicles and **motorbikes**.

As a joint NTC and AustRoads publication, the NTC has led the revision of the standards, including undertaking extensive consultation with medical professionals, driver licensing authorities, industry and drivers.

Mr Dimopoulos said that the new edition is easier to use and has some important improvements.

“The standards now provide a more relevant and informed assessment of drivers and their abilities. The focus has moved to how the symptoms of a person’s condition may affect their driving rather than just the diagnosis of that condition. This change results in a fairer system where drivers are assessed based on their ability to drive safely, rather than just on their health condition..”

Other notable changes include improved guidance for health professionals with respect to multiple medical conditions and age-related change, and the inclusion of flow charts to facilitate clinical decision-making.

The publication also includes information about the roles and responsibilities of health professionals, driver licensing authorities and drivers, the assessment and reporting process and useful contacts.

AustRoads will be distributing copies of *Assessing Fitness to Drive* to all Australian driver licensing and accreditation authorities, general practitioners, medical specialists and other relevant health professionals during February and March 2012.

An electronic version of *Assessing Fitness to Drive*, as well as supporting materials, can now be downloaded from [the Austroads website](#).

National Transport Commission 2012

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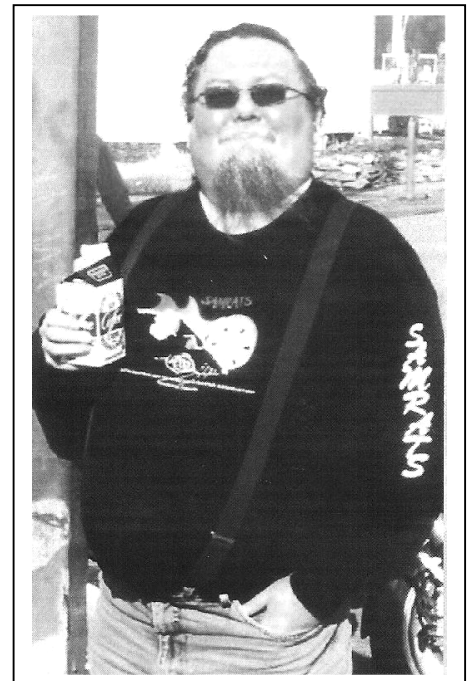
## VALE JOCK ROGAN 1957-2011

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When I first met Jock I became aware of this big man with a big voice and a big laugh, and later I got to know his big heart. He was very accepting of people and very willing to include them into his circle, especially if they rode a motorcycle. In his obituary given at Jock’s funeral Phil Creer said,

“The biggest part ... that made Jock Jock, was his heart. Not the physical lump of muscle in the chest that keeps the arteries full, but HEART---- the ability, the talent, the gift of approaching anyone, any rider whether on a 50cc scoot or a bloke in full colours doing his damndest to come across as a nasty piece of work & make them feel like they’d joined a community, a family, a brotherhood, a fraternity. I’ve been riding motorised 2-wheelers since 1964. In all of that time I had never met anyone who more exemplified the camaraderie of motorcycling the way that Jock did.”

Beyond that, most of us didn’t know much more about Jock. We knew that he was devotedly married to Sue and that he was a whiz with computers and that he couldn’t go on a ride without being fortified at least once with a Farmers Union Iced Coffee. We also knew that he felt that a motorcycle wasn’t much good unless it was BIG and LOUD.



Jock was also an active Christian, though he never seemed to sling it about, just lived his life the way he felt it should be lived. He was a Rover Scout and became a scout leader for the group at Echunga. He was also an expert wood carver and for many of us the funeral was the first time we had seen examples of his work. His brother-in-law Ted Victory, told us that he was also an accomplished piper, though thankfully, he never tried to prove that to us.

But we knew him best through his work on the MRASA Committee, with the SAMRATS and with the Toy Run. He was, in effect, the face of the Toy Run, being our Santa for many years, developing the role into something special for the children he encountered on the day. He represented the

MRASA in a lot of charity work through the Ridden On Ride, Jayden's Ride, the Ride for the Child and the 5 Ferries Ride. He put many hours of work into the MRASA, using his skills as best he could, as he believed in its value to the South Australian motorcycling community.

I'm very pleased that he chose me to be his friend and notwithstanding any differences we might have had along the way, we remained so and enriched each other. I miss him, but know that he's not that far away, because every now and then when going on a ride or attending an MRA meeting I often expect him to come around the corner with his big smile in the middle of that chubby red face saying "G'day bloke. How are ya?"

Harald Lindemann

### **Jock's Farewell Phil Creer 2011**

A rider told me before he died,  
I don't know if the bugger lied,  
That on all his travels far and wide,  
He'd never enjoyed a better ride  
Than when he was following SAMRATS & Co,  
("although the Ride Captain went too slow!")  
And he said that he wished never dawn would the day,  
When the Captain said "nuff!" and went on his way  
But alas, that day dawns and some of us shed a tear,  
But fear not, Jock & Sue! We'll re-elect you next year!

## **BLOOD DONATION GUIDELINES**

There are some guidelines on donating blood. These guidelines are there for our safety. We are fortunate in Australia to have such a quality service. Most people are able to give blood if they:

- are fit, healthy and not suffering from a cold, flu or other illness on the day or in the previous 7 days
- are aged between 16 and 70
- weigh more than 45kg (16-17-year-olds need to weigh more than 50kg)
- have not lived in the UK between 1980 and 1996 for more than 6 months
- are not involved in risky sex practices
- are not drug users
- are not pregnant or feeding a baby
- have not had a tattoo recently
- have not had dental work in the last 2 weeks
- have not taken aspirin or anti-inflammatories in the week before donating and:
- have plenty of liquid the day before donation, especially in warm weather. In addition, in the 3 hours before donating, please drink at least 3 good-sized glasses of water/juice (not coffee, tea or Coke).
- eat something in the 3 hours before donating.
- bring your donor ID. New donors please bring at least one form of photo identification.
- bring a list of any medication that you are taking, including non-prescription drugs.

*Your donation can save up to 4 lives*

For more details, see the eligibility page, take the quiz or review the faq page on the Australian Red Cross Blood Service website.

## **LETTER TO THE EDITOR**

Dear Editor

I am concerned about the lack of support to country people when it comes to having mobile blood units in the area! I was reading an article in the Advertiser recently about the blood bank wanting more blood for the Easter weekend coming up. Well why didn't they come out to the country and get some???? I have also rang the blood bank on the subject a couple of times and got nowhere!

I have been giving blood on and off for more than 20 years and in that time I've had 4 children so that limits your donations (pregnancies & breast feeding) plus the odd tattoo! I have given over 25 donations now!

My husband and I and one of my children are blood donors and we all give blood when they come to our area. We live in Booleroo Centre and they come to Laura every other year, but they come to Pt Pirie only a few times a year! We live 45 -50 minutes from Pirie. They used to come to Peterborough, Jamestown and Laura that I know of many years ago. They stopped coming to Jamestown which is possibly central to these three areas I mentioned (rumour had it because there was not enough suitable accommodation for them) which I find very amusing as there are lots of accommodation places in Jamestown and they cater for the Bundaleer Weekend and there are hundreds of people who stay in the area for that (perhaps there is not enough night life for them in Jamestown).

I am not sure of what numbers there are of people in the district who give blood but I do know that a small amount of people will travel around to these communities to give blood but the majority of people would prefer to give in their own towns which is possibly not viable enough to the Blood Bank but then what price do you put on lives being saved by the few people in the areas that do give their blood and their time to do it?

We country folk really do like to be seen as helping the Blood Bank as well, but I guess when you draw that line there is nothing north of Gepps Cross when it comes the government and government departments!

I am not sure where we can go with this, but I feel much better giving you this information.

Sue Keller Booleroo

### **Toy Run Committee Meeting**

March 19, 7pm at the Director's Hotel, Gouger St  
New members welcome

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**MRA REPORT to 2011 AMC AGM**


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The Motor Accident Commission's very successful motorcycle safety publicity campaign featuring Mick Doohan – "The Road's No Place to Race" – has been replaced by Version 2 where Mick extols the use of good protective clothing for motorcycle and scooter riders. This campaign coincided with the recent release of the Good Gear Guide. Version 3 is currently being filmed and is expected to promote good machinery maintenance practices such as tyres, brakes, chains etc.

20,000 copies of the Good Gear Guide have been delivered to SA. 10,000 went to the RiderSafe trainers to be given out to all newly-graduated riders. The rest have been delivered via clubs and by directly placing them on motorcycles and scooters parked within the Adelaide CBD. Members of the MRASA were accompanied by the (*then*) Minister for Road Safety during this exercise and were featured by all commercial TV stations during prime times news.

There are three barrier system trials (by the Dept of Transport, Energy and Infrastructure) going on in SA at the moment which the MRASA supports through the Motorcycle Task Force.

1. Stack Cushion trials on wire rope barriers in selected nearby rural areas.
2. BASYC System plastic attenuators on W-Beam barriers in motorcycle black spot areas in the nearby Adelaide Hills. Currently 2kms have been installed, however the plastic ribbons have been subject to vandal attacks with repairs being expensive and laborious.
3. Rub Rail attenuators are being trialled in adjacent motorcycle black spot areas. Quite a few kilometres have been rolled out and these are expected to be the most favourable method of barrier protection for motorcyclists.

Driver awareness stickers have been manufactured and distributed across SA. These are based on the WA version and feature the 1800 018 313 free call number to report road hazards to the relevant authorities. The call centre, staffed 24/7, passes information to the relevant department or organisation.

The Department of Transport has indicated that they will not be supporting an SA Motorcycle Safety Strategy after 2010. We have been especially angered by this decision, but a recent meeting with the Minister for Road Safety has opened the door again to the possibility of a replacement version being written and distributed. The old Strategy supplied the agenda for meetings of the Motorcycle Task Force. A recent review indicated that some 70% of the old Strategy had been implemented – a good result.

We will be maintaining pressure on the Government to come up with a replacement strategy for 2012 – 2017.

The SA Road Safety Strategy 2011-2020 was released and was a big disappointment to motorcyclists. Like the national version, it contains very little for riders other than referring to ABS brakes for all machines, the detection of speeding riders and the possibility of a motorcycle and scooter levy on all licences in SA to fund a motorcycle safety program similar to that in Victoria.

We have been working against the proposal for motorcyclists to wait an extra year to get their motorcycle licence after being eligible to get their car licence, as is currently the situation in Queensland. There is no evidence to support this change and the situation in Queensland (after about two years) has not seen any reduction in casualty crashes for younger riders as a result.

Attempts to get protective clothing for riders GST-exempt, as outlined at the Canberra Motorcycle and Scooter Safety Forum, have met with little interest in government circles.

There is a move in SA to emulate the existing NSW system where riders of scooters and automatic clutch motorcycles must have completed some basic training before being allowed onto the road. SA, WA, Qld and the NT permit riders of 50cc machines to ride on a car licence. Riders of 50cc scooters are not featured in fatal crashes but are over-represented in hospital admissions. We believe that riders of vehicles up to 160cc need to complete a basic course in roadcraft.

The details of motorcycle fatalities were recently released for 2010. Of great interest is the number of unlicensed riders and unregistered machines involved in these fatal crashes. We have seen a steady increase in the number of 'unriders' (unlicensed and unregistered) in recent years. In 2009 62% of all motorcycle fatalities were unriders whereas in 2010 it was 7%. One of the reasons for this decline is thought to be the installation of automatic number plate recognition cameras (ANPRs) throughout the metropolitan area and nearby rural areas. Unriders may now be staying off the roads and not prepared to take the risk of being easily detected – a major advancement in safety.

In May, the MRASA Road Safety Officer met the then Minister for Road Safety, The Honourable Tom Kenyon. Topics covered included the Queensland delayed licence system, a licence levy in SA and mandatory protective clothing for all PTW (powered two-wheeler) users. During this meeting the Minister was invited to attend a Committee meeting of the MRASA and this occurred on July 11. This historic

meeting was conducted in an open and honest manner. Matters discussed were the need for a tract of nearby national park to be opened to off-road riders and the possibility of an off-road recreational licence being set up, the need for stage-three training and the high cost associated with the SA Government's rider training scheme, RiderSafe. The Minister indicated he was open to our ideas and was encouraged by the evident passion and enthusiasm of the MRASA.

The MRASA 4Bs DVD library continues to grow, with DVD players now in the Orthopaedics and Spinal wards of the Royal Adelaide Hospital. There is interest in establishing a similar library at the Flinders Medical Centre, and \$1,000 of MRA funds has been set aside for this.

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## BIKELESS? NO PROBLEM

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In California – no bike? Then hire one for a few days. The trouble is the expense.

You've got that dirt bike in the garage, and you love it when you get the chance to take it out in the hills, but life is hectic and you don't get out nearly as often as you wish you could. Meanwhile, there's a chunk of money sitting there in that bike. Wouldn't it be nice if there were some way you could defray a bit of that cost?

There is. You can list it on [Fun2Rent.com](http://Fun2Rent.com) and hire it out to someone who wants to go dirt riding but doesn't have a bike. It won't cost you anything to list it because Fun2Rent only gets paid when you do. Your bike will be fully insured and even though the stranger you're renting it to is, in fact, a total stranger, they're not an unknown because Fun2Rent has vetted them.

Welcome to the world of peer-to-peer rentals. Peer-to-peer rentals have drawn a lot of attention recently as people rent out their cars, their homes, and other things to people who need those things at a time when the owner doesn't. Shawn Gardner, who launched Fun2Rent at the end of July last year, figured it was time to do the same for the motorsport industry. His site offers boats, ATVs, snowmobiles, personal watercraft, and dirt bikes.

All you have to do is get to California.

Continue reading on [www.Examiner.com](http://www.Examiner.com)

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## RALLIES

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### March 10-12 Rivergum Rally

Parringa near Renmark Grot 0412 602 272

### March 30-April 1 RAC Coonalpyn Pub Run

Coonalpyn Andy 0411 212 076

### May 5-6 Roaming Swagman Rally

Burra Creek Gorge Lefty 0412 767 945

### May 19-20 MRA Great Escape Rally.

This will be held at the usual site 3k South of Marrabel. Watch out for the blue signs. Check out the MRASA website for a downloadable site map. Still back to basics but we will supply toilets and some water. Otherwise buy everything. Meals available at the Marrabel pub. Due to past attendees pleas, this will be a badged event. \$10 MRA members and \$12 for non-members. Call Harald on 0421 289 714 or Peter on 0414 399 000

### May 26-27 Wanbi Pub Run

Wanbi 55k south of Loxton Grot 0412 602 272

### June 9-11 Wintersun Mildura John 03 5023 7218

### June 9-11 SA Rangers Rally

Farina Campgrounds 24k North of Lyndhurst SA  
Beetle 02 6027 5382 or PJ 04 2831 5815

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## BIKER-FRIENDLY EATERY

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I went to Canberra over the Christmas break and I found a lot of signs put up by businesses to indicate that they welcomed bikers. I've never seen such signs here in SA. The East End Café in the main street of Cooma is an example.

They are friendly folks there and the food is good and very reasonably priced. So take a ride along the Snowy Mountain Highway (lots of corners, lots of SUVs and farm trucks, so watch it) to Thredbo, keep heading towards Canberra and try to make it to Cooma for lunch. It's worth it.

If you have a biker-friendly diner that you have discovered in SA, then tell us about it, so we can all check it out.

Harald

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

<b>Adelaide BMW</b>	10% parts & accessories	8414 3162	31 West Tce Adelaide
<b>ASI Motorcycles</b>	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
<b>Bills Motorcycles Adelaide</b>	10% on request	8232 1077	192 Wakefield St Adel
<b>Bills Motorcycles Blair Athol</b>	10% on request	8349 8477	368 Main North Rd Blair Athol
<b>Boltons Kawasaki</b>	10% on request	8234 2050	340 South Rd Richmond
<b>Bridgeland Motorcycles</b>	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
<b>Coast Yamaha</b>	Discount on request	8382 5581	212 Main South Rd Morphett Vale
<b>DA Motorcycles</b>	Discount on request	8281 8933	1758 Main North Rd Salisbury Plains
<b>Eye 4 Airbrush</b>	10% discount	8284 5393	24 Ramnet Circuit Munno Para West
<b>Gawler Motorcycle Centre</b>	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
<b>GC Motorcycles Prospect</b>	\$5 on tyres	8344 7888	122 Main North Rd Prospect
<b>GC Motorcycles Melrose Park</b>	Discount on request	8371 4699	947 Main South Rd Melrose Park
<b>Gilbert &amp; Mattner Lawyers</b>	10% discount	8233 3661	32 St Helena Place Adelaide
<b>Honda World / Ducati Adelaide</b>	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
<b>K &amp; M Motorcycles</b>	10% parts, accessories & workshop	8234 1090	10 Deacon Ave Richmond
<b>Ken Oath Leather Goods</b>	10% new products, 20% repairs, all Aussie leather	0417 713 523	3 Cranbourne St Elizabeth Park
<b>Kessner Suzuki Motorcycle Parts &amp; Gear</b>	10% parts and accessories	8261 9955	320 North East Rd Klemzig
<b>Motorcycle Revolutions</b>	Discount on request	8562 4725	33 Railway Tce Nuriootpa
<b>Pro Street Cycles</b>	Discount on request	8371 4448	855 South Rd Clarence Gdns
<b>Redline Exhausts</b>	Discount on request	8359 4449	494 Main North Rd Blair Athol
<b>Shannons Insurance</b>	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
<b>Shannons Insurance</b>	Ring for a quote	13 46 46	
<b>Victor Motorcycles</b>	10% on genuine parts & accessories	8552 3601	14 Adelaide Rd Victor Harbor
<b>Walden Miller Clothing</b>	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
<b>Yamaha Pitmans</b>	Discount on request	8260 9200	420 Main North Rd Blair Athol
<b>Yamaha Retro Spares</b>	Discount on request, 5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
<b>Yamaha World</b>	Discount on request	8297 0622	845 South Rd Clarence Gdns

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

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



**MRA COMMITTEE**

President – Peter Mount	0414 399 000
Vice President – Neville Gray	0416 050 189
Secretary – Phil McClelland	0408 607 788
Treasurer – Angela McClelland	0428 887 751
Membership – Rene Borst	0407 505 506
Road Safety – Neville Gray	0416 050 189
Publicity – Phil McClelland	0408 607 788
Stock Controller – Sean Beames	0430 018 572
Centrestand Editor – Peter Mount	0414 399 000
Minutes Secretary – Liv Andersen	0415 412 267
Register Liaison – Phil McClelland	0408 607 788
SAMRATS Coordinator – Ken King	0401 866 037
Toy Run Coordinator – Harald Lindemann	0421 289 714
4B's Coordinator – Phil McClelland	0408 607 788
Public Officer – Peter Mount	0414 399 000
SA Scooter Squad Coord – Marrie Jongeneel	0402 086 643
Webmaster – Graeme Rawlins	0419 832 384

**Mid-North Register Committee**

President – Stuart 'Toot' Bunnett	(08) 8636 2689
Vice-President – Jackie O'Reilly	(08) 8668 4245
Secretary – Greg Stevens	0409 824 434
Treasurer – Barry Stoneman	(08) 8825 3065

MRA Mid-North PO Box 37 Snowtown SA 5520

**ROAD HAZARDS FREECALL NUMBER  
1800 018 313**

**South-East Register Committee**

President – George Osis	0409 359 862	(08) 8735 6109
Vice-President – Jane Thomson		0418 826 194
Secretary - Ellen Koennecke		0429 065 103
	Email koenneckef@bigpond.com	
Treasurer – Andrew 'Crazi' Butler		0427 249 779
Public Relations SA –		
Public Relations Vic – Turbo		0427 214 180
Rally Coordinator – Andrew 'Crazi' Butler		0427 249 779
Committee Members: Frank Koennecke, Steve Trembath		

MRASA South-East PO Box 909 Millicent SA 5280

**Useful Links**

- [Metro and Country Roadworks](#) from Transport SA.
- [Outback Roads Temporary Closures, Restrictions and Warnings Report](#) from Transport SA website.
- [Road Safety](#) home page from Department of Planning, Transport and Infrastructure.
- [Road Crash Reports](#) by vehicle type from Department of Planning, Transport and Infrastructure.
- [Road Crash Reports](#) by month in SA from Department of Planning, Transport and Infrastructure.
- [Road Statistics](#) from SAPOL.
- [Road Crash Statistics](#) from Australian Transport Safety Bureau.

**MRASA Inc MEMBERSHIP FORM**

**MEMBERSHIP FEES: CIRCLE ONE**

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

Date: / / 2<sup>nd</sup> Card Name if Family M/ship: \_\_\_\_\_

Scooter  Bike/Other  Male  Female

New Member  or Renewal  if so Membership No. \_\_\_\_\_

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

Name: .....

Address: .....

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

Email: .....

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

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

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

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

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

Please make cheques or money orders payable to MRASA Inc.

# Believe it or not, the view does get boring eventually

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

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

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

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

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

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

## **Please get busy and spread the word.**

### **DVDs can be dropped off at any Andersons Solicitors office:**

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



### **Or you can mail them to:**

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

